Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project Ramsey County, Minnesota

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Prepared for:
Ramsey County Regional Rail Authority

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Errata
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DEPARTMENT OF TRANSPORTATION

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Errata

January 2021

LOCATION	READ	CHANGED TO
Page 269, **Table 8**, Pioneer and Endicott, Recommendation/Status	Urban Renewal District (RA-SPC-9364)	Urban Renewal District (RA-SPC-8364)
Page 269, **Table 8**, Manhattan Building, Recommendation/Status	Urban Renewal District (RA-SPC-9364)	Urban Renewal District (RA-SPC-8364)
Appendix D, **Map A1**	RA-SPC-9364	RA-SPC-8364
Appendix D, **Map A2**	RA-SPC-9364	RA-SPC-8364

MANAGEMENT SUMMARY

The Rush Line Bus Rapid Transit (BRT) Project (Project) is a proposed 14-mile transit route between Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township, and White Bear Lake. In the northbound direction, 11.8 miles (78 percent) of the route would be in dedicated guideway. In the southbound direction, 11.2 miles (74 percent) of the route would be in dedicated guideway. Much of the route would be on or parallel to existing city, county, and state roadways, except approximately 4 miles where a new roadway would be built adjacent to a reconstructed Bruce Vento Regional Trail (Bruce Vento Trail) from Johnson Parkway and Beam Avenue and from County Road D to Buerkle Road. The Bruce Vento Trail generally follows the alignment of the former Lake Superior & Mississippi Railroad (LS&M) mainline corridor that is now Ramsey County right-of-way. It will provide service every 10 minutes during rush hours and every 15 minutes other times. Park-and-rides are proposed as part of the project at the Highway 36, Maplewood Mall Transit Center, and County Road E stations. A number of bridge and intersection improvements are also proposed.

In 2018, Mead & Hunt, Inc. (Mead & Hunt) was retained by Ramsey County to complete a Phase I Architecture/History Survey (Phase I Survey) for the Project and a Phase II Evaluation of properties that are potentially eligible for inclusion in the National Register of Historic Places (National Register). Identification efforts for the Project began prior to the delineation of the Project's Area of Potential Effects (APE). As a result, a broader Survey Area was delineated in order to initiate architecture/history survey efforts prior to development of 15 percent plans. As the plans progressed, the Federal Transit Administration (FTA) delineated the Project APE in consultation with the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), the Minnesota State Historic Preservation Office (MnSHPO), and consulting parties.

The Phase I Survey, completed between June 2018 and December 2019, identified 784 properties constructed prior to 1979, 75 of which were previously surveyed and resurveyed as a result of this project. A total of 25 properties and six districts were identified for Phase II Evaluation. Six of the Phase II properties were previously listed or identified as eligible for the National Register and updated Phase II Evaluations were prepared to confirm the previous status. Mead & Hunt's project team consisted of Principal Investigators Christina Slattery and Emily Pettis and architectural historians Sebastian Renfield, Chris Hommerding, Kathryn Ohland, Valerie Reiss, and Bob Frame.

As a result of the Phase II Evaluation, ten properties were recommended as eligible for listing in the National Register: Produce Exchange Building; Westminster Junction; Phalen Park; Madeline L. Weaver Elementary School; Moose Lodge 963; Polar Chevrolet Bear; First Evangelical Lutheran Church; Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District; LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake

Segment; and LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment. In addition, the Theodore Hamm Brewing Company Complex remains eligible for the National Register with no proposed boundary changes and information for the National Register-eligible 3M Main Plant Historic District was updated due to demolition of several contributing resources.

Certification of Results

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



Christina Slattery, Principal Investigator



Emily Pettis, Principal Investigator

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Figure 102. 1914 commercial building at 774 Capitol Heights (RA-SPC-10152) that featured commercial space with a corner entrance on the first story and living space above. 188

Figure 103. This freestanding commercial building, constructed in 1969, is located at 1281 Frost Ave. (RA-MWC-0135) in Maplewood and features large aluminum-frame windows, brick cladding, multi-gable roofline and the original neon sign. 189

Figure 104. This 1968 automobile dealership at 3610 Highway 61 (RA-GLC-0012) in Gem Lake features the large showroom at the front of the building and an expansive parking area. 190

Figure 105. Constructed in 1960, this relatively small commercial strip is located at 1351 Frost Ave. East (RA-MWC-0161) in Maplewood along an arterial transportation corridor. 191

Figure 106. Constructed in 1959, the White Bear Shopping Center (RA-WBC-0272) is a larger example of a postwar shopping center and is located 4391 Lake Ave. S in White Bear Lake along TH 61, an arterial transportation corridor. 191

Figure 107. The Osgood & Blodgett Manufacturing Company at 930 Duluth St. (RA-SPC-10275) in Saint Paul was initially constructed in 1890 and includes a series of additions dating from ca. 1890 to 1960, which was a common trend for industrial properties that had to continue to grow to meet changing technology and demand. 193

Figure 108. Torseth, Inc. (now The Bureau) is a former printing company constructed in 1964 at 2354 English St. North (RA-MWC-0101) in Maplewood. It is an example of the postwar windowless, climate-controlled box. 194

1. INTRODUCTION

A. LOCATION AND PURPOSE OF SURVEY

Ramsey County proposes to construct the Rush Line Bus Rapid Transit (BRT) Project (Project), a 14-mile transit route with stops between Union Depot in Lowertown Saint Paul and downtown White Bear Lake. Appendix A provides a map of the proposed Rush Line BRT corridor.

The Project may receive funding from the United States Department of Transportation, Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act of 1969, as amended, and Section 306108 (formerly and hereinafter referred to as Section 106) of the National Historic Preservation Act (54 United States Code [USC] 300101 et seq.) and its implementing regulations, 36 Code of Federal Regulations [CFR] 800. The Project is also subject to other applicable federal and state mandates such as the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act.

In 2018, Mead & Hunt, Inc. (Mead & Hunt) was retained by Ramsey County to complete Phase I Survey and Phase II Evaluation in order to identify and evaluate architecture/history properties that may be eligible for listing in the National Register of Historic Places (National Register) and to facilitate compliance with Section 106 review.

B. PROJECT DESCRIPTION

The Project is a proposed 14-mile transit route between downtown Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township, and White Bear Lake. In the northbound direction, 11.8 miles (78 percent) of the route would be in dedicated guideway. In the southbound direction, 11.2 miles (74 percent) of the route would be in dedicated guideway. Much of the route would be on or parallel to existing city, county, and state roadways, except approximately 4 miles where a new roadway would be built adjacent to a reconstructed Bruce Vento Regional Trail (Bruce Vento Trail) from Johnson Parkway and Beam Avenue and from County Road D to Buerkle Road. The Bruce Vento Trail generally follows the alignment of the former Lake Superior & Mississippi Railroad (LS&M) mainline corridor that is now Ramsey County right-of-way. It will provide service every 10 minutes during rush hours and every 15 minutes other times.

A number of bridge and intersection improvements and 21 stations are proposed along the corridor (see below). Most platforms would be 80 to 100 feet long; however, platforms in some locations will be 60 feet due to site constraints. Standard station features would include NexTrip real-time departure signs, raised platforms, maps, benches, heat, lighting, bike racks, trash and recycling bins, and ticket

machines. Three park-and-ride facilities are proposed along the corridor at the Trunk Highway 36, Maplewood Mall Transit Center, and County Road E stations.

The 21 stations proposed along the corridor are at the following locations:

- Union Depot (three platforms associated with this station: Union Depot bus deck, Wacouta Street [southbound] and Sibley Street [northbound])
- 5th/6th Street
- 10th Street
- 14th Street
- Mt. Airy Street
- Olive Street
- Cayuga Street
- Payne Avenue
- Arcade Street
- Cook Avenue
- Maryland Avenue
- Larpenteur Avenue
- Frost Avenue
- Trunk Highway 36
- Maplewood Transit Center (existing station)
- St. John's Boulevard
- Buerkle Road
- County Road E
- Cedar Avenue
- Whitaker Street
- Downtown White Bear Lake

Seven bridges are proposed as part of the project at the following locations:

- From Arcade Street to the Ramsey County rail right-of-way north of Phalen Boulevard
- Over Johnson Parkway
- Over the Gateway State Trail
- Over the trail connection between English Street and Weaver Elementary School
- Over Trunk Highway 36
- Over the trail connection between Fitch Road and Barclay Street
- Over I-694

2. METHODS AND RESEARCH DESIGN

A. OBJECTIVES

The objectives of the Phase I Survey and Phase II Evaluation were to identify architecture/history resources located within the Rush Line BRT Survey Area and determine if those resources are eligible for listing in the National Register.

B. SURVEY METHODOLOGY

Architecture/history resources built before 1979 were identified in the Survey Area. The 1979 date was selected to allow for a 45-year cutoff date from proposed project construction. Project fieldwork and documentation were completed according to the Minnesota Department of Transportation (MnDOT) Cultural Resource Unit's (CRU's) Project and Report Requirements (January 2017) and the Minnesota State Historic Preservation Office's (MnSHPO's) *Historic and Architectural Survey Manual* (June 2017). Photographs were taken at different times of the year, which accounts for the varying visibility within the photographs included in the report and on the new or updated *Minnesota Architecture/History Inventory Forms*, which were prepared for the surveyed properties.

Properties in downtown Saint Paul (between Union Depot and East 12th Street have undergone survey for the proposed Robert Street Improvement Project (MnSHPO No. 2017-2661; S.P. 6217-43) and the Gold Line BRT Project corridor (MnSHPO No. 2014-0398), which overlap with much of the Rush Line BRT corridor in this area. Therefore, field survey efforts in downtown Saint Paul were limited to only those properties outside the Robert Street and Gold Line BRT Project Areas of Potential Effects (APEs). MnDOT CRU reviewed the ongoing surveys to determine which downtown properties required survey.

Properties constructed prior to 1979 were reviewed to assess potential significance and integrity within the context of important historical themes in Saint Paul, Maplewood, White Bear Lake, and Ramsey County. Phase I inventory forms were prepared for properties that appeared to lack significance. Phase II Evaluations were prepared for properties that appeared to possess significance; they were evaluated based on the National Register Criteria for Evaluation under *Criterion A: History*, *Criterion B: Significant Person* and *Criterion C: Architecture/Engineering*. Important historic themes within the broader Survey Area include settlement, community development, transportation, and industry. These themes are discussed in the context in Section 3.C. *Criterion D: Information Potential* was addressed in a separate report, *Phase IA Literature Review, Phase I Archaeological Investigations and Phase II Archaeological Investigations of 21RA82 for the Rush Line BRT Project* (Mississippi Valley Archaeology Center, November 2019). Documentation for properties listed in or evaluated for listing in the National Register

prior to 2008 (ten years prior to this survey) was also reviewed for adequacy and properties were revisited, as necessary, if they fell within the Project APE (see Table 1 and Table 5 below).

Due to the large number of properties included in the Phase I survey, a majority of the inventory forms were submitted to MnSHPO for review in three batches prior to submittal of the subject survey report. MnSHPO reviewed and either provided concurrence or requested additional information. The results of the batch reviews are included in the Phase I Survey Results in Section 4.B.

C. AREA OF POTENTIAL EFFECTS

Identification efforts for the Project began prior to the delineation of the Project's APE. As a result, a broader Survey Area was delineated in order to initiate architecture/history survey efforts prior to development of preliminary engineering plans. Phase I architecture/history survey efforts included this broader Survey Area. As the project details developed, the FTA, in consultation with MnDOT CRU, MnSHPO, and Section 106 consulting parties, delineated a project APE that is narrower than the initial Survey Area. While the Phase I Survey efforts included properties constructed prior to 1979 in the Survey Area, Phase II Evaluations were not prepared for several properties identified as having potential significance if they were located outside the APE. Appendix B presents a map of the Survey Area and Appendix C presents a map of the APE.

(1) Survey Area

The Survey Area was delineated in consultation with MnDOT CRU to include properties adjacent to proposed project activities utilizing the parameters outlined below. Although the Survey Area includes downtown Saint Paul, due to overlap with the Robert Street and Gold Line BRT Project corridors, actual field survey only included architecture/history properties that were not included in the identification efforts completed for either of those projects.

- First tier of properties adjacent to the proposed BRT alignment and alternative alignments.
- 500-foot buffer around proposed stations from all four quadrants of the intersection (if station location was unknown within a block, a 500-foot buffer from the four outer quadrants of the block).
- Within former railroad corridor where BRT alignment will be at or below grade of surrounding properties, first tier of properties adjacent to the rail corridor.
- Within former railroad corridor where BRT alignment will be above grade of surrounding properties (such as Maryland Avenue to Larpenteur Avenue), first tier of properties adjacent to

the railroad corridor as well as those across the street if they face the proposed corridor (essentially a second tier of properties).

- 500-foot buffer at intersection of BRT and Beam Avenue to account for potential grade changes as a result of topography south of Beam Avenue.
- 500-foot buffer beyond the intersection or block where there is a potential for a bridge.
- 500-foot buffer around full area of proposed park-and-rides.

(2) Area of Potential Effects

The FTA delineated a project APE that is narrower than the initial Survey Area. This occurred after initial Phase I survey efforts were complete and overlaps with the Rush Line BRT alignment in downtown Saint Paul. Phase II Evaluations were only prepared for properties located within the APE that appeared to possess significance.

For more information regarding delineation of the APE, see the correspondence between MnDOT CRU and the FTA titled “METRO Rush Line Bus Rapid Transit Project Area of Potential Effects Parameters” dated September 27, 2019.

The APE is based on preliminary (15 percent) engineering plans and informed by the nature and scale of the undertaking and the potential effects it may have on historic properties. The APE includes all ground-disturbing activities within the anticipated limits of disturbance (LOD) for the project and other potential direct or indirect effects, including physical, auditory, atmospheric, or visual impacts to historic properties or their settings, and cumulative and reasonably foreseeable effects caused by the Project.

The Rush Line BRT has the potential for both direct and indirect effects to historic properties resulting from activities associated with BRT construction and operation. Potential physical effects include those related to acquisition, ground-disturbing activities, and alterations to existing properties. Additional direct effects may include vibration, noise, visual effects, and changes in traffic. Indirect effects may include potential development catalyzed near station areas.

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3. LITERATURE SEARCH

A. RESEARCH

Primary and secondary sources were reviewed to gain an understanding of the historic context for properties within the APE. These sources provided information about the area's settlement and development patterns and historical information on the resources within the APE identified for further study. Repositories consulted to obtain historical information include:

- Minnesota Historical Society Library
- MnSHPO
- MnDOT
- University of Minnesota Libraries
- Ramsey County Historical Society
- Maplewood Historical Society
- White Bear Lake Area Historical Society
- City of Maplewood
- City of White Bear Lake

Primary and secondary sources include:

- MnSHPO inventory forms and previous survey reports
- Plat maps, atlases, and aerial images
- Sanborn Fire Insurance Maps
- Previously prepared contexts and community surveys
- National Register Nominations and Phase II Evaluations
- County and city histories
- Online resources
- Census records
- Newspaper articles
- Interviews of property owners

B. PREVIOUSLY SURVEYED OR PREVIOUSLY EVALUATED PROPERTIES

Mead & Hunt reviewed the MnSHPO inventory files and identified 130 previously surveyed properties within the Survey Area (see Table 1; as identified in the table, several properties have more than one assigned inventory number). A number of these properties are individually eligible or listed in the

National Register, or located within the National Register-listed Lowertown Historic District or National Register-eligible Urban Renewal Historic District.

Table 1. Previously inventoried properties in the Survey Area

Inventory No.	Inventoried name	Address	Eligibility
Properties in Saint Paul			
RA-SPC-0043	Skyway Bridge 30 (Bridge 92716)	Robert Street between 4th and 5th Streets	Contributing to Urban Renewal Historic District*
RA-SPC-0087	Gustav Bjorklund House	753 Arcade St.	Not previously evaluated
RA-SPC-0367	House	765 Bradley St. N	Not previously evaluated
RA-SPC-0430	Jacob R. Chrest House	831 Burr St.	Not previously evaluated
RA-SPC-0448	Henry Seller House and Garage	776 Bush Ave.	Previously recommended not eligible
RA-SPC-0449	3M Main Plant Historic District	Minnehaha Avenue East between Forest and Arcade Streets	Previously determined eligible; Phase II Evaluation prepared as part of Rush Line BRT Project to update historic district status
RA-SPC-0455	3M Administration Building (Building 21)	900 Bush Ave.	Individually listed 2015
RA-SPC-0459	House	616 Bush Ave.	Not previously evaluated
RA-SPC-0460	House	656 Bush Ave.	Not previously evaluated
RA-SPC-0477	Apartment	796 Capitol Heights	Not previously evaluated
RA-SPC-1294	Bridge 5962	Forest Street over the LS&M and StPS&TF/Omaha Road corridors	Previously recommended not eligible
RA-SPC-1981	House	687 Jackson St.	Not previously evaluated
RA-SPC-2926	Theodore Hamm Brewing Company Complex	Minnehaha Avenue East between Payne Avenue & Stroh Drive	Previously determined eligible; Phase II Evaluation prepared as part of Rush line BRT Project to update complex status and confirm historic boundary

* Eligibility determination pending agency review of Urban Renewal Historic District evaluation.

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-3167 RA-SPC-3169 RA-SPC-5223 RA-SPC-6903	Pioneer and Endicott Buildings	322-350 Robert St. N	Individually Listed 1974, Contributing to Urban Renewal Historic District*
RA-SPC-3168 RA-SPC-4645 RA-SPC-8104	First National Bank Building, First Bank Addition, First Farmers and Merchants National Bank	332 Minnesota St.	Individually Eligible, Contributing to Urban Renewal Historic District*
RA-SPC-3170	Manhattan/Empire Building	360 Robert St. N	Individually Listed 1988, Contributing to Urban Renewal Historic District*
RA-SPC-3171	Golden Rule Department Store	453-499 Robert St. N	Eligible
RA-SPC-3172	Commercial Building	472-476 Robert St. N	Not eligible/No further research
RA-SPC-3173	Hotel/Store	480-484 Robert St. N	Not eligible/No further research
RA-SPC-3174	Foot, Schulze and Co.	500 Robert St. N	Eligible
RA-SPC-3176	John Nelson House	706 Robert St. N	Not previously evaluated
RA-SPC-3351	Smith Park (Mears Park)	220 6th St. E	Contributing to Lowertown Historic District
RA-SPC-3352	Gordon & Ferguson Building	331-334 Sibley St.	Contributing to Lowertown Historic District
RA-SPC-3353	John Wann Building	350-364 Sibley St.	Contributing to Lowertown Historic District
RA-SPC-4519	Commercial building	241 Kellogg Blvd. E	Contributing to Lowertown Historic District
RA-SPC-4520	Weyerhauser-Denkman Building	255 Kellogg Blvd. E	Contributing to Lowertown Historic District
RA-SPC-4521	Wells Fargo Express Company Building	271 E. Kellogg Blvd.	Contributing to Lowertown Historic District
RA-SPC-4522	James J. Hill Office Building	281-299 Kellogg Blvd. E	Contributing to Lowertown Historic District

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-4523	Griggs and Foster's Farwell, Ozmun and Kirk Building	319 Kellogg Blvd. E	Contributing to Lowertown Historic District
RA-SPC-4580	Lowertown Historic District	Roughly bounded by Shepard Rodd and Kellogg Boulevard, Broadway Street, 7th Street, and Sibley Street	Listed 1983
RA-SPC-4582	St. Paul Minneapolis and Manitoba Railway Company Shops Historic District (Jackson Street Shops)	Jackson Street and Pennsylvania Avenue	Listed 1987 (documentation and boundary revised 2017)
RA-SPC-4982	Commercial Building	820 Payne Ave. N	Not previously evaluated
RA-SPC-4983	Payne Avenue Commercial Historic District	822-1015 Payne Ave. N	Previously determined eligible; updated Phase I prepared as part of Rush Line BRT project
RA-SPC-5010	House	599 Wells St.	Not previously evaluated
RA-SPC-5011	House	604 Wells St.	Not previously evaluated
RA-SPC-5012	House	622 Wells St.	Not previously evaluated
RA-SPC-5013	House	670 Wells St.	Not previously evaluated
RA-SPC-5014	J.G. Sundberg House	671 Wells St.	Not previously evaluated
RA-SPC-5015	House	674 Wells St.	Not previously evaluated
RA-SPC-5016	House	676 Wells St.	Not previously evaluated
RA-SPC-5017	House	677 Wells St.	Not previously evaluated
RA-SPC-5018	House	687 Wells St.	Not previously evaluated
RA-SPC-5019	House	704 Wells St.	Not previously evaluated
RA-SPC-5020	House	766 Wells St.	Not previously evaluated
RA-SPC-5021	House	788 Wells St.	Not previously evaluated
RA-SPC-5074	House	606 Whitall St.	Not previously evaluated
RA-SPC-5192	House	708 York Ave. E	Not previously evaluated
RA-SPC-5196	Duplex	736 York Ave. E	Not previously evaluated
RA-SPC-5197	John A. Johnson High School	740 York Ave.	Previously recommended not eligible in 2009

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-5199	Double House	776-778 York Ave.	Not previously evaluated
RA-SPC-5224	Samco Sportwear Company	205-213 4th St. E	Contributing to Lowertown Historic District
RA-SPC-5225 RA-SPC-6907	St. Paul Union Depot	214 4th St. E	Individually Listed 1974 (boundary increase 2014), Contributing to Lowertown Historic District
RA-SPC-5226	Michaud Brothers Building	249-253 4th St. E	Contributing to Lowertown Historic District
RA-SPC-5227	Hackett Block	262-270 4th St. E	Contributing to Lowertown Historic District
RA-SPC-5228	Chicago, St. Paul, Minneapolis and Omaha Railroad Office Building	275 4th St. E	Contributing to Lowertown Historic District
RA-SPC-5246	Railroad and Bank Building (Burlington Northern)	176 5th St. E	Contributing to Lowertown Historic District
RA-SPC-5248	Fairbanks-Morse Company	220 5th St. E	Contributing to Lowertown Historic District
RA-SPC-5249	Powers Dry Goods Company	230 5th St. E	Contributing to Lowertown Historic District
RA-SPC-5250	Conrad Gotzian Shoe Company Building	242-280 4th St. E	Contributing to Lowertown Historic District
RA-SPC-5251	Mike and Vic's Café/Commercial Building/Carriage Warehouse	258-260 5th St. E	Contributing to Lowertown Historic District
RA-SPC-5425	Tri-State Telephone Warehouse	100 10th St. E	Not eligible/No further research
RA-SPC-5461	Paul Gotzian Building	352 Wacouta St.	Contributing to Lowertown Historic District
RA-SPC-5462	Finch, Van Slyck and McConville Dry Goods Company	360-366 Wacouta St.	Individually Listed 1982, Contributing to Lowertown Historic District

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-5618	Westminster Junction	Roughly bound by the Lafayette Road bridge on the south and I-35E on the west	Individually Eligible (1997), contributing to railroad corridor historic district; Phase II Evaluation prepared as part of the Rush Line BRT Project
RA-SPC-5915	Mt. Airy Homes Public Housing Complex	Bounded by Jackson Street to the west, Pennsylvania Avenue East to the north, and L'Orient Street to the east	Portion previously recommended not eligible: Phase II Evaluation prepared for complex as part of the Rush Line BRT Project
RA-SPC-6062	Northern Malleable Iron Company of St. Paul	827, 867 Forest St.	Previously recommended not eligible in 2009
RA-SPC-6083	House	759 Bush Ave.	Previously recommended not eligible in 2009
RA-SPC-6330	Produce Exchange Building	523 Jackson St.	Previously identified as eligible; Phase II Evaluation prepared as part of Rush Line BRT Project
RA-SPC-6901	Farm Credit Banks Building	375 Jackson St.	Contributing to Urban Renewal Historic District*
RA-SPC-6902 RA-SPC-8105	Minnesota Department of Economic Security	390 Robert St. N	Contributing to Urban Renewal Historic District*
RA-SPC-7101	Bridge	Carries US/TH 61 over tracks owned by Burlington Northern (Arcade St)	Not previously evaluated
RA-SPC-7110	Bridge 90428	Burr Street over rail corridor	Not previously evaluated
RA-SPC-8061	Bridge 62508	Jackson Street over Pennsylvania Avenue	Previously determined not eligible
RA-SPC-8103	American National Bank Building (U.S. Bank Center)	101 5th St. E	Contributing to Urban Renewal Historic District*

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-8106	Block F Plaza	375 Robert St. N	Contributing to Urban Renewal Historic District*
RA-SPC-8107	Twin City Federal Savings and Loan Building (The Buttery)	395 Robert St. N	Contributing to Urban Renewal Historic District*
RA-SPC-8109	Farm Credit Banks Building Addition	135 5th St. E	Noncontributing to Urban Renewal Historic District*
RA-SPC-8364	Urban Renewal Historic District	Roughly bounded by Kellogg Blvd., Jackson St., 6th St., and Wabasha St., St. Paul	Recommended Eligible, pending agency review*
RA-SPC-8950	Commercial Building	130 7th St. E	Not eligible/No further research
RA-SPC-8951	Commercial Building	133 7th St. E	Not eligible/No further research
RA-SPC-8952	Union Gospel Mission	109 9th St. E	Not eligible/No further research
RA-SPC-8961	Commercial Building	520 Robert St. N	Not eligible/No further research
RA-SPC-8962	Commercial Building	530 Robert St. N	Not eligible/No further research
RA-SPC-8963	Commercial Building	542 Robert St. N	Not eligible/No further research
RA-SPC-11125	Jackson Ramp	345 Jackson St.	Noncontributing to Urban Renewal Historic District*
RA-SPC-11132	Minnesota State Capitol Mall Historic District	Generally bound by University Avenue, Minnesota Street, 12th Street, and Rice Street	Previously determined eligible; additional Phase II Evaluation recommended to update complex status and confirm historic boundary. However, property is outside the final APE, see Table 5: Resources outside the APE

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
Properties in Maplewood			
RA-MWC-002	Gladstone Shops	Maplewood	Not previously evaluated
RA-MWC-0012	Julius and Tina Schroer House	1865 Clarence St. N	Not previously evaluated; Phase II Evaluation prepared as part of the Rush Line BRT Project
RA-MWC-0023	New Canada Town Hall	1375 Frost Ave. E	Not previously evaluated
RA-MWC-0065	Art's Towing	2390 English St. N	Previously determined not eligible
Properties in White Bear Lake			
RA-WBC-0002	House	4573 Bald Eagle Ave. (previously 7 Bald Eagle Ave.)	Not previously evaluated
RA-WBC-0003	House	4589 Bald Eagle Ave (previously 21 Bald Eagle Ave.)	Not previously evaluated
RA-WBC-0004	House	4593 Bald Eagle Ave. (previously 23 Bald Eagle Ave.)	Not previously evaluated
RA-WBC-0005	House	4596 Bald Eagle Ave. (previously 22 Bald Eagle Ave.)	Not previously evaluated
RA-WBC-0006	House	4606 Bald Eagle Ave. (previously 28 Bald Eagle Ave.)	Not previously evaluated
RA-WBC-0012	House	4539 Lincoln Ave.	Not previously evaluated
RA-WBC-0020	White Bear Lake Fire Hall	4701 Clark Ave. (previously 203 Clark Ave.)	Not previously evaluated
RA-WBC-0031	Polar Chevrolet Bear	1801 County Road F East	Not previously evaluated; Phase II Evaluation prepared as part of the Rush Line BRT Project

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-WBC-0032	House	4799 Division St. (previously 427 Division St.)	Not previously evaluated
RA-WBC-0033	Lindbeck Barn	TH 61 and Shady Lane	Not previously evaluated
RA-WBC-0034	WPA Flagpole Base	Highway 61 and 3rd Street	Not previously evaluated
RA-WBC-0036	House	4524 Highway 61	Not previously evaluated
RA-WBC-0037	Doherty House	4565 Lake Ave. (previously 19 Lake Ave. S)	Not previously evaluated
RA-WBC-0042	John D. and Sarah Ramaley House	4531 Lincoln Ave.	Not previously evaluated
RA-WBC-0044	House	4441 Lincoln Ave.	Not previously evaluated
RA-WBC-0047	House	4549 Lincoln Ave.	Not previously evaluated
RA-WBC-0069	House	4660 Murray Ave. (previously 20 Murray Ave.)	Not previously evaluated
RA-WBC-0073	Lindbeck House	4609 Shady Lane (previously 29 Shady Lane)	Not previously evaluated
RA-WBC-0074	House	4617 Shady Lane	Not previously evaluated
RA-WBC-0076	House	4621 Shady Lane	Not previously evaluated
RA-WBC-0077	House	4625 Shady Lane (previously 41 Shady Lane)	Not previously evaluated
RA-WBC-0078	House	4636 Shady Lane (previously 36 Shady Lane)	Not previously evaluated
RA-WBC-0092	Harry Mackenhausen House	2105 1st St. (previously 909 1st St.)	Not previously evaluated
RA-WBC-0111	Johnson Boat Works	4495 Lake Ave. S (previously 323 Lake Ave. S)	Not previously evaluated

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-WBC-0121	Northern Pacific Railroad Depot	4751 4th St. (previously 704 4th St.)	Not previously evaluated individually; contributing status assessed as part of Phase II Evaluation of the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment Historic District (XX-RRD-NPR001, results included in separate report)
RA-WBC-0122	Avalon Theatre	2179 4th St. (previously 619 4th St.)	Not previously evaluated
RA-WBC-0131	House	2145 5th St. (previously 719 5th St.)	Not previously evaluated
RA-WBC-0132	Jackson House	2191 5th St. (previously 503 Banning Ave.)	Not previously evaluated
RA-WBC-0142	House	2222 7th St. (previously 518 7th St.)	Not previously evaluated
RA-WBC-0150	Bridge 6688	Carries TH 61 over tracks 0.5 miles NE of TH 244	Not previously evaluated
RA-WBC-0156	Bridge 62822	Recreation Trail - I 694 0.3 miles E of Jct. TH 61	Previously determined not individually eligible; contributing status assessed as part of Phase II Evaluation of the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment Historic District (XX-RRD-NPR001, results included in separate report)

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
Linear Resources			
RA-ROD-004	Trunk Highway 61 Bypassed Segment in White Bear Lake	Current Hoffman Road (from approximately one-half mile north of County Road E to White Bear Avenue)	Segment and entire corridor determined not eligible in 2018/no further research (see XX-ROD-006 for entire corridor)
RA-SPC 5685 and RA-SPC-8497	Johnson Parkway	Saint Paul	Previously determined eligible 2016, 2019
RA-SPC-5918	Great Northern Saint Paul to Minneapolis Railroad Corridor Historic District	Saint Paul to Minneapolis	Previously determined eligible 2009; Contributing to Westminster Junction
RA-SPC-5936	Northern Pacific Railroad Corridor	Saint Paul	Previously determined not eligible, 2009/no further research; Contributing to Westminster Junction
RA-SPC-6064	Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to Wyoming Segment	N/A	Entire corridor previously determined eligible; Phase II Evaluation prepared for segments from downtown Saint Paul to White Bear Lake (XX-RRD-NPR001, results included in separate report) and White Bear Lake to Hugo (XX-RRD-NPR005, included in this report) to evaluate integrity and confirm eligibility
RA-SPC-6065	St. Paul Stillwater & Taylors Falls Railroad Omaha Road	Segment adjacent to Main Plant Historic District, Saint Paul	Portion previously recommended contributing to 3M Main Plant Historic District (RA-SPC-0449); Phase II Evaluation prepared as part of the Rush Line BRT Project

Table 1. Previously inventoried properties in the Survey Area			
Inventory No.	**Inventoried name**	**Address**	**Eligibility**
RA-SPC-8215	Wisconsin Central/Soo Line/Gateway Trail	Trout Brook Junction to Carnelian Junction Segment	Previously determined not eligible, 2012/no further research
XX-ROD-006	Trunk Highway 61 (entire corridor)	La Crescent to the Canada border	Entire corridor previously recommended not eligible in 2018/no further research (see RA-ROD-004 and XX-ROD-019 for segments within Survey Area)
XX-ROD-019	Trunk Highway 61 Segment: La Crescent to Duluth	La Crescent to Duluth	Segment and entire corridor determined not eligible in 2018/no further research (see XX-ROD-006 for entire corridor)

C. HISTORIC CONTEXT

The downtown Saint Paul area has been extensively covered for recent projects, including the Gold Line BRT Project. As a result, the historic context does not include information on the development history of this area.

(1) Introduction

The subject Survey Area is an approximately 12-mile-long linear corridor that stretches from downtown Saint Paul, through a series of suburban communities including Maplewood, Vadnais Heights and Gem Lake, and ends in the city of White Bear Lake (see Figure 1).

Saint Paul is located at the southern end of the Survey Area. The city, combined with Minneapolis (its neighbor to the west), forms Minnesota's Twin Cities, the two largest cities in the state. Minneapolis and Saint Paul are surrounded by a large number of suburbs that collectively form 182 communities with a population of approximately three million people spread across seven counties.[2] This is often referred to as the greater Twin Cities metro area.

Saint Paul is located on the banks of the Mississippi River. As the river flows through the city it passes between high limestone bluffs on either side of the river gorge. The gorge itself features both the river channel and areas of broad floodplain. At the time of Euro-American settlement in the area in the early to mid-nineteenth century, creeks flowed into the river through valleys between bluffs and the landscape was oak woodland and brushland, which included a mix of burr and pin oak, aspen and hazel thickets, with prairie openings and a number of lakes and marshes.[3] As described in detail in the context, following Euro-American settlement, the bluffs were graded, the river channel dredged, creeks channeled into storm sewers, the land cleared and marshes filled, making way for development of the early city of Saint Paul and surrounding farms, which eventually gave way to expanded residential development.

[2] Metropolitan Council, "About Us - Who We Are: The Twin Cities Region," accessed January 22, 2019, https://metrocouncil.org/About-Us/Who-We-Are/The-Twin-Cities-region.aspx.

[3] Keith M. Wendt and Barbara A. Coffin, *Natural Vegetation of Minnesota at the Time of the Public Land Survey, 1847-1907* (Minnesota Department of Natural Resources, 1988), https://files.dnr.state.mn.us/eco/mcbs/natural_vegetation_of_mn.pdf.

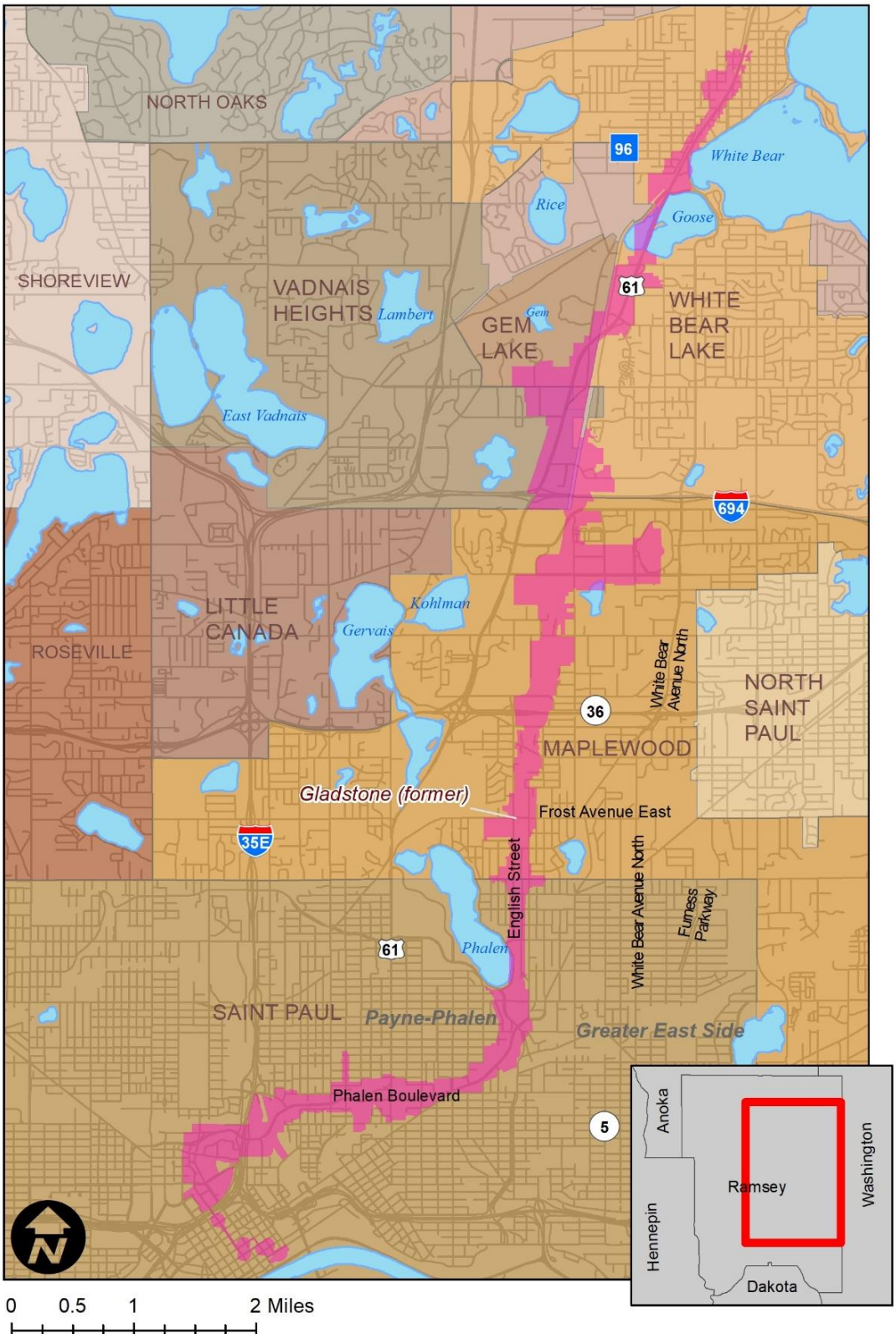

Figure 1. Overview map of the Survey Area (in pink) from Saint Paul to White Bear Lake.

The early history of Saint Paul and the surrounding area was heavily related to its location on the Mississippi River. The history of the area prior to Euro-American settlement is covered in the project's Phase I/Phase II Archaeology Survey Report. At the time of European contact, this part of what would become Minnesota was home to the Dakota and Ojibwe. Dakota, Ojibwe, Europeans, and a mixed-race people known as the Métis engaged in the fur trade into the early nineteenth century and the river was key for moving furs to eastern markets and bringing in eastern goods for trading. Fort Snelling, the first Euro-American settlement in the area, was established in 1819, roughly six miles to the southwest, upstream from the present city of Saint Paul's downtown. Built to secure American control of the fur trade in the region, actions at Fort Snelling also inadvertently helped create what would become Saint Paul. In 1838, non-military residents of the fort were expelled and several settled at the foot of the bluffs that would eventually become downtown Saint Paul, which was first incorporated as a city in 1854.

Steamboat traffic helped to establish the young city of Saint Paul. As discussed in more detail below, Saint Paul featured two breaks in the tall bluffs that were ideal for landing and unloading steamboats. These were named the Upper and Lower Landing and connected Saint Paul with settlements, cities, and markets to the south and east. To better facilitate the flow of goods between steamboats and the growing interior of the state (established in 1858), railroads were constructed to connect the Lower Landing to various points throughout the state. The first of these was built in 1862.

As much as the proximity to Fort Snelling and the presence of the steamboat landings helped establish the location of Saint Paul, the railroads spurred the growth of the city as it became the gateway for shipping goods by rail. As the city grew, the location of rail lines was also a factor that dictated how the city developed. Industrial properties developed along rail lines in what became known as Saint Paul's East Side starting in the 1870s. By the 1880s and 1890s, residential development occurred in the same area, as workers—many of them working-class immigrants—moved to the area to work in the local industries or for the railroad. Streetcar lines on the East Side, which had first been established in the Twin Cities in 1872, carried workers to and from jobs and shoppers to and from the commercial strips that often grew up along heavily traveled streetcar lines.

The railroad was also a factor in the development of other communities, like Gladstone, which developed starting in the 1880s at a railroad crossing north of Saint Paul. After World War II, this area was incorporated into the present-day suburb of Maplewood. Both the railroad and streetcars connected Saint Paul residents to the summer resorts, private cabins and amusement park on the shores of White Bear Lake, which was a popular summer destination.

By the 1950s and 1960s, the importance of the railroad as both a mode of transportation and a factor in community development was beginning to wane. In their place, automobiles became the preferred

method of travel and highways replaced rail lines as transportation corridors that spurred commercial, industrial and residential development. Streetcars, too, fell out of favor as they were replaced by busses in the Twin Cities by 1954. Within the Survey Area, Trunk Highways connected Saint Paul to White Bear Lake and points beyond starting in the 1920s, just as the railroad had 50 years before. Commercial and industrial properties were built along heavily trafficked highways, especially at or near key intersections or interchanges. By the 1960s, Interstate Highways began to shape the explosive suburban development in the Twin Cities in much the same way.

After World War II, at the same time railroads began to fall out of favor, the working-class communities that developed around rail corridors, like Saint Paul's East Side, also began to change as newer suburbs north of Saint Paul flourished. Within the Survey Area, many industries that had previously anchored the community were sold or left for suburban locations. Other areas of the city were the targets of urban renewal campaigns. In these areas, including portions of the Survey Area, late-nineteenth- and early-twentieth-century, working-class residences were deemed blighted by the city and razed. In some areas public housing projects were constructed in their place, while in others the land was converted to parkland or other non-residential uses.

To provide an understanding of property types within the Survey Area, the context is divided into three main sections: Transportation, Community Development, and Architecture. Each section is then subdivided to further focus the discussion on particular themes. The Transportation section is organized chronologically and begins in the early 1800s with Euro-American settlement and transport on the Mississippi River. Next it discusses railroad development, beginning with construction of the first rail line connecting Minneapolis and Saint Paul in 1862 and continues through the 1980s, when many of the lines were abandoned. The section next discusses streetcars and their role in residential and commercial development, covering the period from 1872 to 1954. It concludes with a discussion of highways, beginning with the establishment of the Trunk Highway system in 1921 and ending with the Interstate Highway System, which was completed in the Survey Area in 1970.

The Community Development section is organized geographically and follows the Survey Area from south to north, first addressing development in Saint Paul, followed by the Gladstone/ Northern Maplewood area, a combined discussion of Vadnais Heights and Gem Lake, and White Bear Lake. The development of Saint Paul begins with the early establishment of the city, then includes chronological discussions of the areas and neighborhoods included with the Survey Area, beginning in the mid-to-late nineteenth century and concluding with post-World War II (postwar) development. The Gladstone/Northern Maplewood section begins with the area's first wave of Euro-American settlement in the 1850s and concludes in the 1970s, as the city continued to develop as a postwar suburb. The discussion of Vadnais Heights and Gem Lake is combined because the two suburbs share a very similar history and the Survey Area encompasses only the easternmost portion of both cities. This

discussion begins with Euro-American settlement in the 1840s and concludes in the 1990s with development of the Trunk Highway 61 corridor.

The context continues with an Architecture section, which examines the variety of residential, educational, ecclesiastical, commercial and industrial property types identified in the Survey Area. This section is organized by property type, each of which is discussed chronologically.

The following statewide and community contexts have been used in the course of researching and writing the historic context for the subject Survey Area. Full citations for each can be found in the Bibliography at the end of this document.

- *Railroads in Minnesota, 1862-1956*
- *Minnesota Trunk Highways, 1921-1954*
- *Saint Paul Transportation Corridors: 1857-1950*
- *Saint Paul Neighborhood Commercial Centers: 1874-1960*
- *Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)*
- *Saint Paul Neighborhoods at the Edge of the Walking City*
- *The Historic Payne Avenue Business District*
- *City of Maplewood Historic Context Study*

(2) Transportation

This section discusses the theme of transportation as it relates to the Survey Area and immediate surroundings from Saint Paul, through the present-day suburbs of Maplewood, Vadnais Heights, Gem Lake, and White Bear Lake. This section begins with a brief discussion of transportation in the Saint Paul area from the 1840s to the 1860s, prior to the arrival of the railroads. The railroad discussion covers the various rail lines found within the Survey Area, paying special attention to the Lake Superior & Mississippi mainline (XX-RRD-NPR01), which traverses a large portion of the Survey Area. The railroad discussion focuses primarily on the establishment of rail lines in the late nineteenth century and their dominance as a mode of transportation into the years immediately after World War II. The railroad discussion also examines the development of an associated industrial corridor on Saint Paul's East Side, which began in the late nineteenth century and started to wane after World War II. Next, this section discusses Saint Paul and interurban streetcars, which operated from 1872 to 1954, paying special attention to the way in which streetcars fostered commercial and residential development. Finally, this section examines the development of highways and freeways in the Survey Area, focusing primarily on the development of Trunk Highways starting in the 1920s and the construction of freeways in the 1960s and 1970s.

(a) Early transportation in Saint Paul

The natural geography of the greater Saint Paul area played a key role in its settlement and development as a trade and transportation center. Due to the rich resources of the Mississippi River and its tributaries, Native American populations had lived in the Saint Paul area for thousands of years prior to the European population settlement of the area. At the time of Euro-American contact, the area that would become Saint Paul was home to the Dakota people. The earliest Euro-American settlements in the area were located approximately six miles upstream of the present-day site of Saint Paul at Fort Snelling. Fort Snelling was established in 1819 at the junction of the Minnesota (then named the Saint Peter) and Mississippi Rivers and served as the military outpost controlling the fur trade between Native Americans and Euro-American traders. A non-military settlement of Euro-American traders was established to the southeast, across the river from the fort at Mendota by 1825. Downriver and to the northeast, the Euro-American settlement that became Saint Paul began in 1838, when a group of settlers from the Selkirk Colony in the Red River Valley (present-day Manitoba) who had been living on military land near Fort Snelling were evicted. These settlers staked out sizable claims along the Mississippi River and also included discharged Fort Snelling soldiers like Edward Phalen, who

eventually settled in a wide ravine between two bluffs where a creek that eventually bore his name flowed into the Mississippi River.[4]

Starting in the 1840s, Métis traders from the Red River Valley near Pembina on the Canadian border would travel 30 to 40 days to Saint Paul to trade. They hauled buffalo pelts and other animal and agricultural goods to Saint Paul in two-wheeled carts pulled by oxen. The routes travelled by the Métis, known as the Red River Trails, became Minnesota's first roads. Once in Saint Paul, the goods traveled south on Mississippi River steamboats and eventually made their way to eastern markets. On the return trips, steamboats brought manufactured goods from the east. In this way, by the 1840s, Saint Paul was an important location connecting the northern frontier to eastern markets.[5]

For steamboats on the Mississippi River, Saint Paul was one of the northernmost navigable ports. Islands, low water, and the Saint Anthony Falls in Minneapolis limited further navigation upstream (a later system of locks and dams allowed for barge traffic). The topography of Saint Paul made it ideal as a steamboat port. The riverbanks were characterized by high bluffs and a surrounding landscape of hilly terrain.[6] Two openings in the bluffs—one on either side of what would become downtown Saint Paul—provided easy access to the riverbank and an ideal location for docking steamboats. East of what would become downtown, the Lower Landing (or levee) was located just west of Dayton's Bluff at the foot of present-day Jackson Street and the mouth of Phalen Creek. Farther west, the Upper Landing (or levee) was located at the foot of Chestnut Street (now Eagle Parkway, see Figure 2). Both the Lower and Upper Landing spurred the early growth of Saint Paul. Ultimately, the presence of railroad termini at the Lower Landing led it to become the dominant steamboat landing. The business district that developed near this landing was given the name Lowertown.[7]

[4] Mendota/West St. Paul Chapter of the Dakota County Historical Society, "Mendota: Walking in the Foot Steps of History, Walking Tour Pamphlet," n.d., https://www.dakotahistory.org/images/HistoryMaps/Mendota-History-Map.pdf; Virginia Brainard Kunz, *Saint Paul: The First 150 Years* (Saint Paul, Minn.: The St. Paul Foundation, Inc., 1991), 6–8; J. Fletcher Williams, *A History of the City of Saint Paul to 1875* (Saint Paul, Minn.: Minnesota Historical Society Press, 1983), 42–43.

[5] Mary Lethert Wingerd, *North Country: The Making of Minnesota* (Minneapolis: University of Minnesota Press, 2010), 162–65.

[6] As the city of Saint Paul developed, the landscape was graded in an effort to level the terrain. Two hills—Baptist Hill and Williams Hill—were completely removed. Even with this work the hilly characteristic of Saint Paul remains. Named hills in Saint Paul include Cathedral Hill, Capitol Hill, Dayton's Bluff, Ramsey Hill, Saint Clair Hill, Crocus Hill, Prospect Park, Mount Airy and Mount Ida. John S. Sonnen, "A Boyhood Resting on the City's Seven Hills - But Once Upon a Time There Were Eight," *Ramsey County History* 30, no. 3 (Fall 1995): 24–25.

[7] Kunz, *Saint Paul: The First 150 Years*, 13.

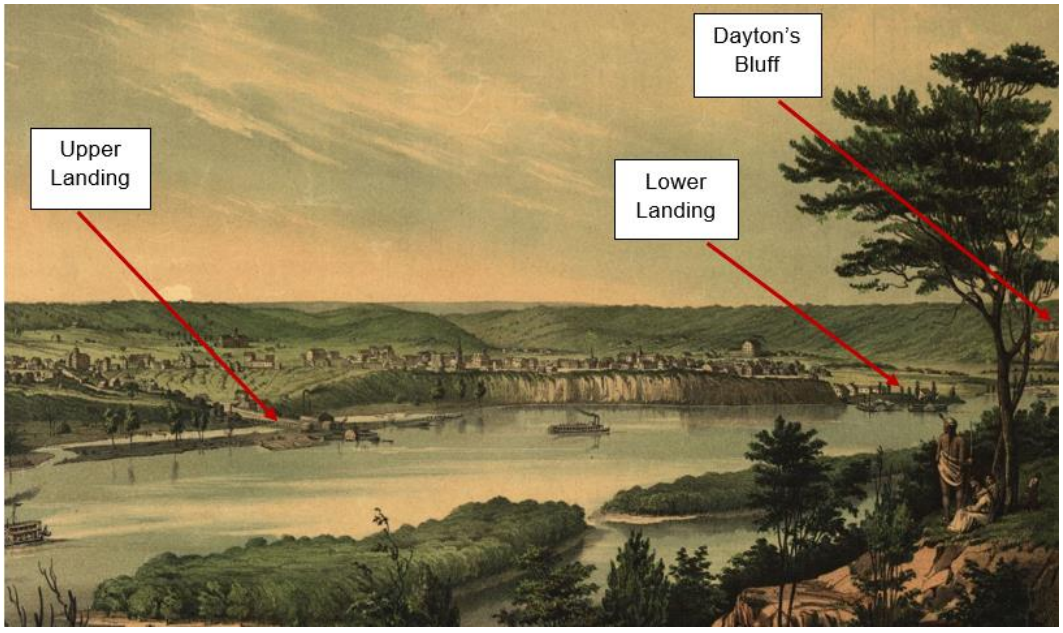

Figure 2. 1853 image of Saint Paul. Note the topography of the city and surrounding area, including what became downtown on the high bluff at center and the breaks in the bluff on either side, creating the upper and lower landings. Dayton's Bluff can be seen at the far right edge of the image.[8]

(b) Railroad development

Trade by oxcart and steamboat was slow, and as Saint Paul grew in the 1850s, businessmen looked to develop railroad lines in the area. The first wave of railroad construction in the U.S. occurred in the 1850s, and in 1857, the Minnesota Territory received Congressional approval to set aside public lands to sell to private companies for the construction of rail lines. A number of railroad projects were initially planned, but companies tasked with the construction of rail lines did not complete them before their charters expired. This was largely due to an economic downturn commonly known as the Panic of 1857, which severely limited the ability of railroad companies to raise capital.[9]

Despite the failures of these first railroad companies, the corridors they identified would eventually become important mainlines in Minnesota's developing rail network.[10] In Saint Paul, railroad roadways, like the steamboat landings, tended to follow the topography of the city. To avoid climbing steep grades to the top of the city's bluffs, the first railroads were routed adjacent to creek beds. By following Trout

[8] Thompson Ritchie, *City of St. Paul, Capital of Minnesota*, 1853, Library of Congress Geography and Map Division, http://hdl.loc.gov/loc.gmd/g4144s.pm004061.

[9] Richard S. Prosser, *Rails to the North Star: A Minnesota Railroad Atlas* (Minneapolis: University of Minnesota Press, 2007), 3; Lorenz P. Schrenk, "Jackson Street Roundhouse and the Growth of Minnesota," *Minnegazette*, Spring 2007, 4–5.

[10] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," Statewide, Minnesota, National Register #64501188, 7–8.

Brook and Phalen Creek upstream from the Lower Landing, trains were able to travel more gentle slopes between the bluffs (see Figure 3).[11] In a similar way, railroad lines coming from the south were routed along the shore of the Mississippi River. The first railroad line in Saint Paul and the whole of Minnesota, the Saint Paul & Pacific, connected Saint Paul to Minneapolis in 1862. By 1893, the railroad systems in the southern two-thirds of the state and the Red River Valley were essentially complete.[12]

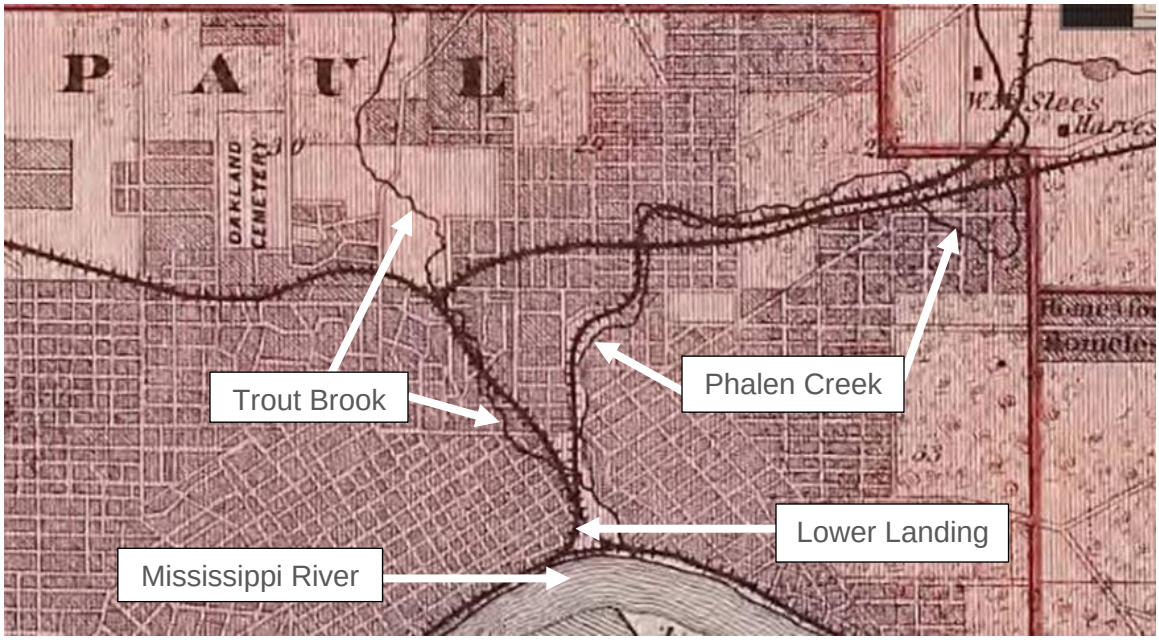

Figure 3. Closeup of 1874 map showing how the rail lines in Saint Paul followed creek beds between the bluffs in order to lessen the grade as lines transitioned from the Mississippi River bed to the tops of the bluffs.[13]

The following discussion briefly examines the three mainline railroad roadways that traverse and/or converge in the Survey Area. A more detailed history of the Lake Superior & Mississippi (LS&M) Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001) is provided because the proposed project will utilize this former railroad roadway. Two additional branch lines are also part of the Survey Area and are discussed below. The railroad lines discussed here were only a handful of lines that converged on Saint Paul's Lowertown. Other lines came from both the southeast and southwest, following the Mississippi River to Lowertown. Various shops, yards,

[11] Carole Zellie and Garneth O. Peterson, *Transportation Corridors, 1857-1950* (St. Paul Heritage Preservation Commission, 2001), 7.

[12] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 8.

[13] Alfred Theodore Andreas, "Map of Ramsey County, Minnesota in An Illustrated Historical Atlas of the State of Minnesota" (Chicago: A.T. Andreas, 1874), https://reflections.mndigital.org/catalog/mhs:1192.

roundhouses, depots and other rail facilities were concentrated along these lines from the late nineteenth century to the mid-twentieth century.[14]

The term mainline refers to the primary line or lines of a railroad, located between two key termini. A branch line is a lesser used line intended to connect the mainline to a terminus, market, or other location not found on the mainline. Other terms used in the following discussion include spur line and throughline. A spur line is a short section of rail usually parallel to the primary trackage and generally used in a manner similar to a highway frontage road: to provide rail access to shop/repair facilities, depots, or commercial/industrial properties located along a railroad roadway. The primary trackage from which spur lines emanate is often referred to as the throughline, as this is the track that would be used by trains traveling through a given area rather than stopping to access properties in said area. A throughline can be a branch line or a mainline.

Because the railroad companies that originally built the rail lines were sold and/or consolidated over time, most rail lines have a series of historic names. In the following discussion, when a section heading first introduces a line, the name is a composite of historic names for that rail line. For ease of discussion, after this initial introduction, this context will use one name to refer to each line, identified as the context name in each section below. When discussing general alignments, context names are used unless distinction is being drawn to historic alignments no longer in use. The figures will reference the context name. Discussions of each line include a history of sales and consolidation, and where discussions involve chronological historic activities of a given railroad company, the historical name of the company is used.

The discussion of rail lines is based on construction date, beginning with the earliest line. Mainlines are discussed first, followed by branch lines. This section also discusses two important railroad resources within the project area that were utilized by multiple railroad companies: Westminster Junction (RA-SPC-5618, recommended eligible for the National Register of Historic Places [National Register]), where two mainlines and two branch lines meet as they funnel into the Trout Brook creek bed, and the Union Depot (RA-SPC-5255) in Lowertown, which served as the passenger depot for rail lines operating in downtown Saint Paul starting in 1917 (see Figure 4). Finally, this section discusses the evolution of the industrial corridor that developed along the railroad roadways in East Saint Paul.

[14] For an overview of railroads in the Saint Paul area over time see: Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*.

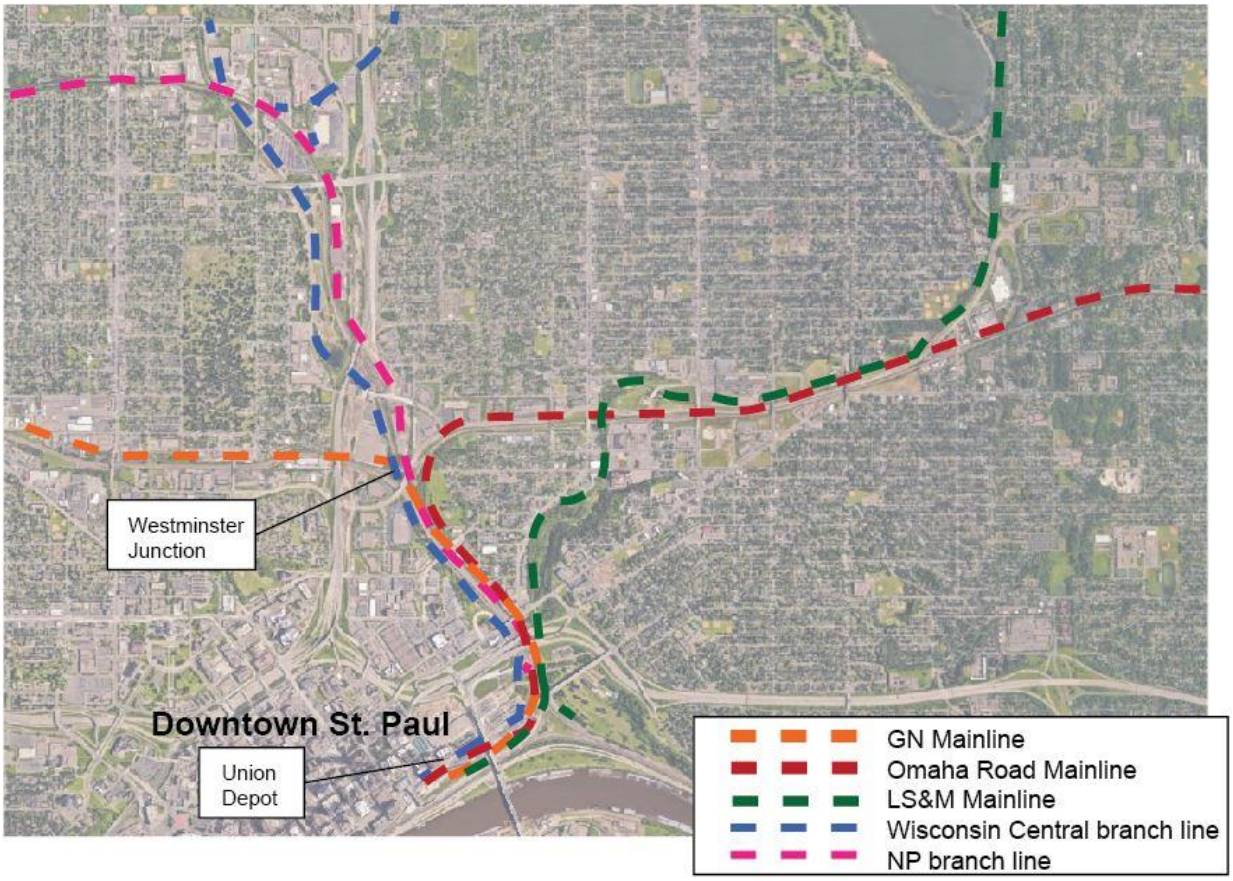

Figure 4. Aerial image of Saint Paul showing the three main railroad mainlines and two branch lines in the Survey Area as they converged in downtown Saint Paul. The location of Westminster Junction and Union Depot are shown in relationship to the lines. Image from Google Maps.

(I) Mainline railroad corridors

Saint Paul & Pacific/Saint Paul, Minneapolis & Manitoba/Great Northern/Burlington Northern/Burlington Northern Santa Fe (Context Name: Great Northern) (RA-SPC-5918, Considered Eligible Finding)

For general reference (outside of the chronological historical discussion) this line is referred to as the Great Northern (GN). The GN had the longest ownership of this rail line, from 1890 to 1970. As discussed in more detail below, this line connected Saint Paul and Minneapolis to the Great Plains of both the U.S. and Canada and ultimately extended all the way to the Pacific Ocean. As such, this line provided important connections between the Twin Cities and agricultural, mining, and timber lands in the plains, the U.S. West, and the Pacific Northwest. It also provided important connections to western and northwestern markets for finished products produced in or shipped through Minneapolis and Saint Paul.

In 1861, the state of Minnesota awarded a charter to the Minnesota & Pacific Railroad (M&P), which began to lay the first railroad tracks in the state from the Lower Landing east toward the mouth of Phalen's Creek. The intent of the M&P was to continue the line up the creek bed between downtown and Dayton's Bluff to the east. However, the M&P lost its charter in 1862, at which time the state legislature transferred the rights and property of the M&P to the Saint Paul & Pacific Railroad (StP&P). The StP&P continued to construct the line north along the bank of Trout Brook (a tributary of Phalen Creek) to the north side of what is now Phalen Boulevard before turning west. The line then traveled 10 miles west to Saint Anthony Falls, and became the first operational railroad in the state on July 2, 1862 (see Figure 5).[15] Passenger, freight, and mail service began almost immediately after the line was completed. By 1864, a branch line had been constructed northwest along the east side of the river to Sauk Rapids, and the mainline crossed the Mississippi River in 1867 toward Minneapolis and continued west toward Benson, Minnesota.[16]

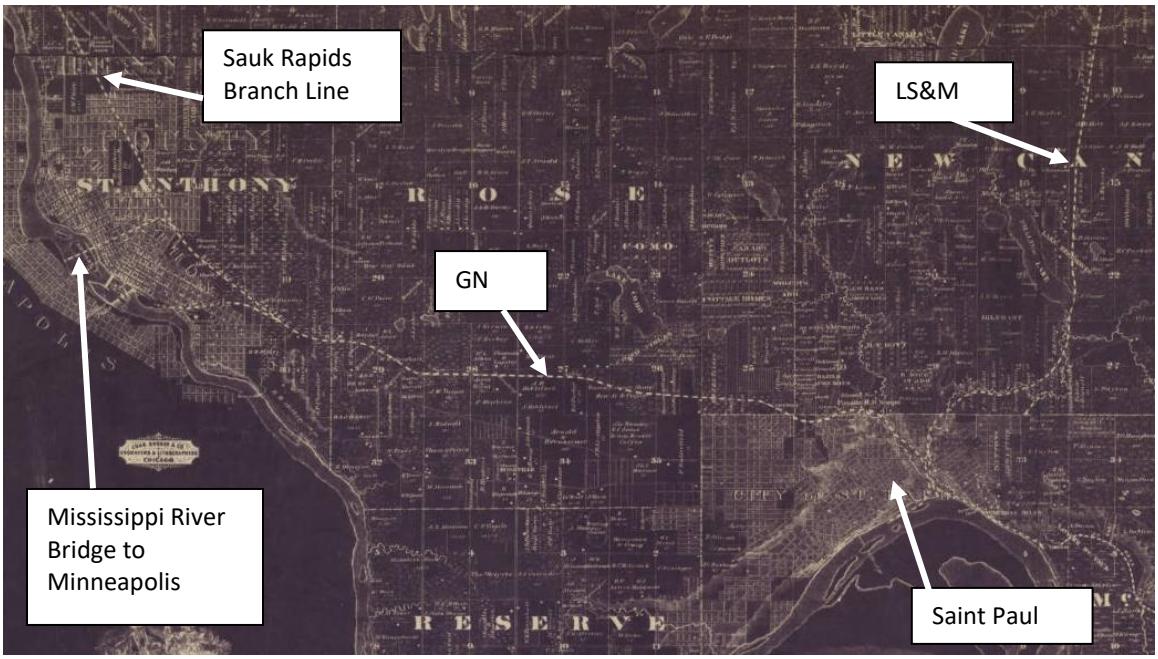

Figure 5. 1867 etching showing the GN (the StP&P at the time of the map) stretching from downtown Saint Paul to Saint Anthony. Note the branch line north to Sauk Rapids and the bridge across the river to Minneapolis that carried the main line. Although not fully constructed until 1870, the LS&M line from Saint Paul to Duluth is also shown on this map.[17]

[15] Schrenk, "Jackson Street Roundhouse and the Growth of Minnesota," 5–6.

[16] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 187; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 86–87.

[17] L.G. Bennett, "Map of Ramsey and Manomin Counties and Hennepin East, Minnesota," 1867, James K. Hosmer Special Collections, Hennepin County Library, https://reflections.mndigital.org/catalog/mpls:250.

In 1878, through a series of stock sales and business negotiations, James J. Hill, who owned and operated a transport warehouse in Saint Paul's Lowertown, took control of the StP&P. A year after Hill gained control of the railroad, the StP&P was renamed the Saint Paul, Minneapolis, & Manitoba (StPM&M), underscoring Hill's main objective of developing rail links with Canada before expanding west. Key acquisitions made in 1879 and 1880 gave the StPM&M a Canadian connection, replacing the Red River oxcarts as conveyers of furs and agricultural goods, especially wheat, from the Red River Valley.[18] By the end of 1880, branch lines also continued into the Dakotas to serve similar agricultural markets.[19]

Three roundhouses, only one of which remains extant, were constructed near where the rail line began its turn to the west at the northern end of the Trout Brook Valley. The line's original roundhouse (nonextant) was located where Interstate Highway 35E (I-35E) now crosses the rail line. When Hill took over operation of the railroad, however, he wanted more room to expand and built a second roundhouse and new shop facilities further west. In 1881, the StPM&M began work on this second roundhouse and shop facility near Jackson Street. These facilities opened in 1882. The 1882 roundhouse was slowly decommissioned starting in 1907. That same year, a larger roundhouse capable of housing larger locomotives was constructed. By 1930, the 1882 roundhouse only housed offices and by the late 1950s, what remained of the building had been demolished. The 1907 roundhouse remains and currently houses the Minnesota Transportation Museum. Three of the original 1882 shop buildings are also extant.[20]

As the StPM&M continued to expand west—first to Montana and then, in 1893, to the Pacific Coast—it changed its name again in 1890, this time to the Great Northern to reflect its new geographic range.[21] Two previously surveyed resources within downtown Saint Paul are associated with the GN and/or James J. Hill. These include the James J. Hill Office Building (281-299 East Kellogg Boulevard, RA-SPC-4522), which served as the general offices of the StPM&M/GN from its construction in 1887 until 1916. The building was designed by Saint Paul

[18] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 87–88; Schrenk, "Jackson Street Roundhouse and the Growth of Minnesota," 8.

[19] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 187.

[20] These three buildings comprise the StPM&M Railway Company Shops Historic District (Jackson Street Shops, National Register #86003564, RA-SPC-5902), which is outside but immediately adjacent to the Survey Area. National Register of Historic Places, St. Paul, Minneapolis, and Manitoba Railway Company Shops Historic District, St. Paul, Ramsey, Minnesota, National Register #86003564; National Register of Historic Places, DRAFT: St. Paul, Minneapolis, and Manitoba Railway Company Shops Historic District - Revised Boundary, St. Paul, Ramsey, Minnesota, National Register #86003564; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 212.

[21] Schrenk, "Jackson Street Roundhouse and the Growth of Minnesota," 9; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 85.

architect James Brodie and features Richardsonian Romanesque and Classical Revival architectural elements.[22] In 1916, the GN offices moved to the Railroad and Bank Building at 176 East 5th St. (RA-SPC-5246). The GN shared this building with the Northern Pacific (NP) Railway as well as two banks owned by Hill. The Neoclassical Railroad and Bank Building was designed by Chicago architect Charles Frost and constructed between 1914 and 1916. The building has 13 stories on East 5th Street and 14 stories on East 4th Street and was one of the larger office buildings in the Upper Midwest until the IDS Tower was constructed in Minneapolis in 1973.[23]

In 1970, the GN merged with the Northern Pacific and the Chicago, Burlington, & Quincy to become the Burlington Northern (BN). In 1995, the BN merged with the Atchison, Topeka, & Santa Fe Railway to form the Burlington Northern Santa Fe (BNSF).[24] The BNSF continues to operate the GN mainline through Saint Paul.

Lake Superior & Mississippi/Saint Paul & Duluth/Northern Pacific/Burlington Northern/Burlington Northern Santa Fe (Context Name: Lake Superior & Mississippi) (XX-RRD-NPR01, Recommended Eligible)[25]

For general reference (outside of the chronological historical discussion) this line is referred to as the Lake Superior & Mississippi (LS&M). This is the original name of the line and although the NP owned the line for the greatest length of time, LS&M is used to avoid confusion with the NP Branch Line discussed below, which was constructed by the NP before it purchased the LS&M line. As discussed in more detail below, the LS&M provided an important connection between Saint Paul and Duluth, connecting the northernmost point of navigation on the Mississippi River with the westernmost point of navigation on the Great Lakes. This link provided a means of connecting Minnesota to eastern markets without traveling through Chicago. See Figure 6 for a map of the railroad from its termini in Saint Paul and Duluth.

[22] National Register of Historic Places, Lowertown Historic District, St. Paul, Ramsey County, Minnesota, 7-8-7–9, National Register #83000935.

[23] Both of these buildings are listed in the National Register and are included in the National Register-listed Lowertown Historical District. National Register of Historic Places, Lowertown Historic District, St. Paul, Ramsey County, Minnesota, 7-13-7–14.

[24] Jeff Lemke, "The Northern Pacific Railway in Duluth," *Zenith City Online*, accessed May 9, 2018, http://zenithcity.com/archive/historic-industry/the-northern-pacific-railway-in-duluth/; Lorenz P. Schrenk, "North from St. Paul: 'The Skally,'" *The Mainstreeter* 18, no. 3 (1999): 22.

[25] Please see the separate *Phase II Evaluation – Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment* report for the Lake Superior & Mississippi/Saint Paul & Duluth/Northern Pacific Railroad (XX-RRD-NPR01) prepared as a part of this project for the complete historic context. A Phase II Evaluation was also prepared for the segment of the mainline corridor between White Bear Lake and Hugo (inventory number pending).

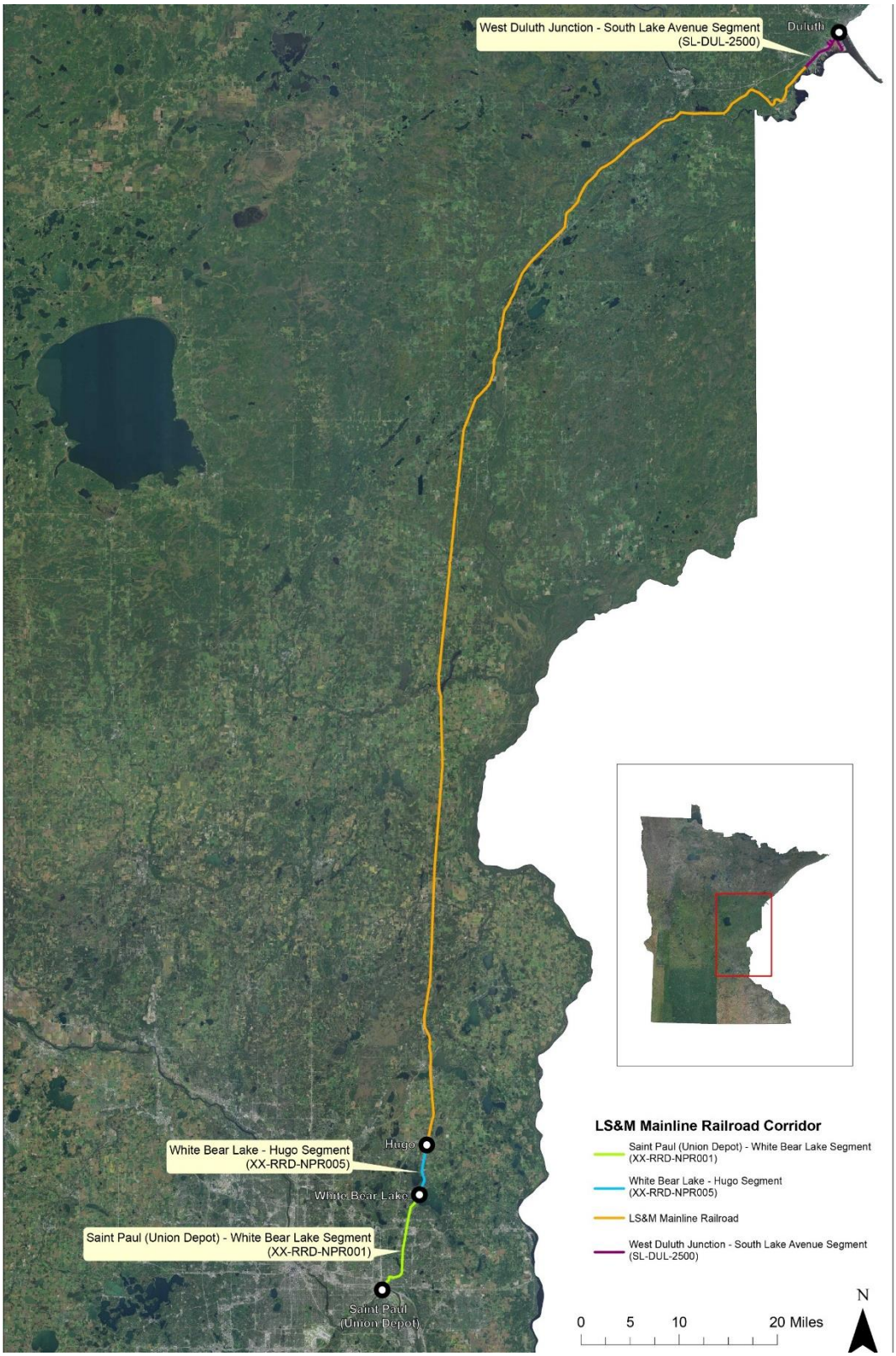

Figure 6. Map of the LS&M Mainline corridor.

The origins of the LS&M Railroad date to 1857, when the Territorial Legislature of Minnesota awarded a charter to the Nebraska & Lake Superior (N&LS) Railroad Company. The chartered railroad line was intended to run from Lake Superior to a junction with the transcontinental Union Pacific (UP) Railroad in Nebraska, thus creating a Lake Superior-Pacific Ocean connection through Minnesota. The N&LS was unable to raise sufficient funds for the ambitious project and no construction of the line took place, thus negating the charter. In March 1861, the Minnesota State Legislature authorized a charter to the LS&M. This new charter downsized the originally proposed line, calling for a railroad that ran from Lake Superior to the Mississippi and St. Croix Rivers.[26] The purpose of this new connection between Minnesota's major navigable rivers and the Great Lakes was to ship agricultural goods—especially wheat from southern Minnesota—to eastern markets without using existing railroads (mostly in Wisconsin) that charged higher rates. Likewise, finished goods and raw materials, like coal, could then be shipped from the east to Minnesota via the same route.[27]

The LS&M's chief engineer, Gates A. Johnson, began surveying the route for the new line in 1864. Johnson recommended the grading of the route begin at the Saint Paul end of the line as the laborers and supplies would be readily available there.[28] He also determined that the valley through which Phalen Creek ran was the most direct and easiest for construction.[29] This route allowed the LS&M to use the natural break between river bluffs to move from the Lower Landing up and out of the river valley at a relatively gentle grade. Although following Phalen Creek avoided climbing the bluffs directly, the grade was still steep—approximately 100 feet per mile. By following Phalen Creek, the LS&M line was routed along the east side of Lake Phalen (from which Phalen Creek flows), where it turned north toward White Bear Lake and eventually Duluth.[30] As it was surveyed in the 1860s, a large portion of the line between Saint Paul and White Bear Lake falls within the Survey Area.

[26] Schrenk, "North from St. Paul: 'The Skally,'" 5.

[27] Schrenk, "North from St. Paul: 'The Skally,'" 5–7.

[28] Betsy H. Bradley, *The Transportation Corridor between St. Paul and Duluth: A Historic Context for the Rail Line Operated by The Lake Superior & Mississippi Railroad, The St. Paul & Duluth Railroad, The Northern Pacific Railway, and The Burlington Northern Railroad* (Prepared for The Surface Transportation Board, Burlington Northern Santa Fe Railway Company, The Minnesota State Historic Preservation Officer, and The City of Maplewood, Minnesota, August 2006), 6.

[29] Gates A. Johnson, *Report of the Engineer of the Lake Superior and Mississippi Railroad Company* (N.p.: n.p., 1864).

[30] Bradley, *The Transportation Corridor between St. Paul and Duluth: A Historic Context for the Rail Line Operated by The Lake Superior & Mississippi Railroad, The St. Paul & Duluth Railroad, The Northern Pacific Railway, and The Burlington Northern Railroad*, 6.

The work of grading the line from Saint Paul to White Bear Lake was undertaken by the contractor William Branch. In Saint Paul, where the line originated at the Lower Landing and followed Phalen Creek up and out of the bluffs to the east side of Lake Phalen, it generally stuck to low ground, which was predominantly wetland. Building on this type of land required the use of fill to raise the rail bed and the construction of a series of culverts, bridges and trestles (most of these structures from the original alignment appear to be nonextant) from the Phalen Creek valley to the area around Lake Phalen.[31] While grading began in 1864, the first 30 miles of track were not laid until 1868.[32] On October 6 of that year, the first LS&M train from Saint Paul arrived in the lakeside resort town of White Bear Lake (see Section 3.C.(3)(d)). The LS&M completed construction to the town of Wyoming by December 1868 and all the way to Duluth by August 1870.

As part of this construction, the LS&M built railyards and shop facilities in Saint Paul along Phalen Creek near its outlet into the Mississippi River (see Figure 7) and on Rice's Point in Duluth. Underscoring the importance of shipping wheat to the early railroad, the LS&M also constructed a grain elevator on the shore of Lake Superior at the line's terminus.[33] The yards in Saint Paul were built on the low marshy ground along Phalen Creek, adjacent to the Lower Landing. Again, building on such a low site required a large amount of fill to attempt to raise the railyards and facilitate drainage; much of the fill came from nearby Dayton's Bluff.[34]

[31] *Report of the Saint Paul & Duluth Railroad Company for the Seven Months Ending December 31st, 1879* (Saint Paul, Minn.: H.M. Smyth Printing Company, 1880), 23.

[32] Lester Burrell Shippee, "The First Railroad between the Mississippi and Lake Superior," *Mississippi Valley Historical Review* 5, no. 2 (September 1918): 141.

[33] Schrenk, "North from St. Paul: 'The Skally,'" 8–9.

[34] John C. Luecke, *The Northern Pacific in Minnesota* (Saint Paul, Minn.: Grenadier Publications, 2005), 18–19.

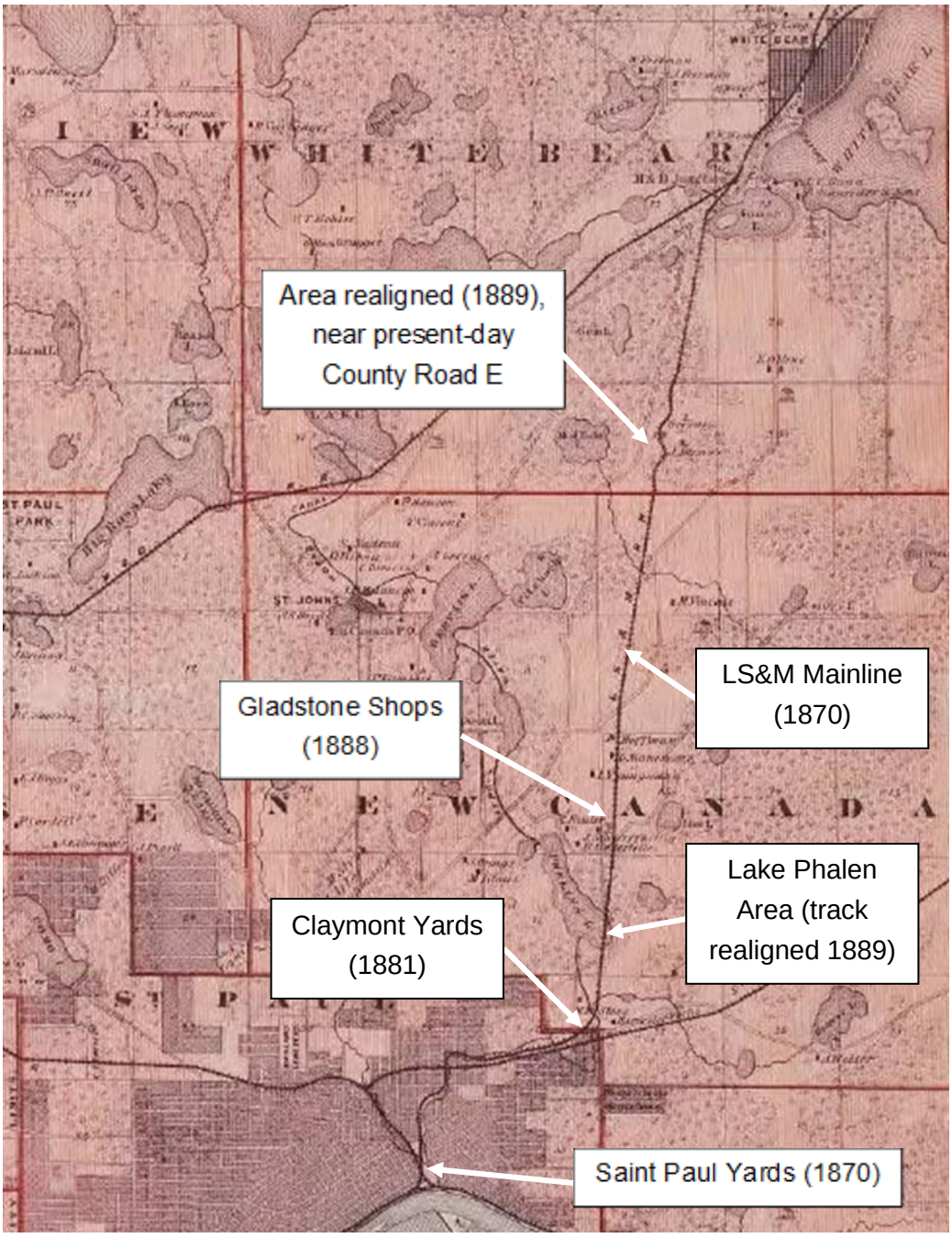

Figure 7. 1874 map showing the LS&M mainline from Saint Paul (bottom center) to White Bear Lake (top right). This map represents the original alignment of the LS&M and calls out future locations of yards, shops, and significant realignment with construction dates in parentheses. Please note that the alignment at Lake Phalen is incorrect and would have swung to the east around the lake in 1874.[35]

[35] Andreas, "Map of Ramsey County, Minnesota in An Illustrated Historical Atlas of the State of Minnesota."

In 1872, the NP, a transcontinental railroad connecting Duluth to the Pacific Coast, began to lease the LS&M line, operating it as a subsidiary. As a result of the Panic of 1873, the NP was no longer able to pay its lease fees to the LS&M and, therefore, abrogated its lease in 1874. On its own once again, the LS&M struggled for another year before declaring bankruptcy in 1875.[36] In May 1877, a group of LS&M investors organized a new railroad company, the Saint Paul & Duluth (StP&D), after purchasing the LS&M at a foreclosure sale.

By the 1880s, the U.S. economy had largely recovered from the Panic of 1873 and business was booming for the StP&D. As a result, traffic increased dramatically and the StP&D had to expand and improve its rail lines to keep pace with demand. This expansion included the leasing of a number of branch lines; an increase in the company's rolling stock, such as locomotives and rail cars; and the improvement of the physical facilities and tracks used by the railroad.

In addition to the company's rolling stock, the original yards and shops in Saint Paul were also outdated. These yards and shops, originally constructed in 1869, were overcrowded and flooded regularly because of their location in the swampy Phalen Creek valley.[37] Construction on additional yards and a new roundhouse began in 1881 at a site called Claymont, named for its clay deposits, near the present-day intersection of Case and Duluth Avenues East (see Figure 7 above). Fill from grading the Claymont site was used to raise the Saint Paul yard.[38] Once Claymont was graded, track scales were added in 1881 and a 10-stall roundhouse was built in 1882.[39] Several outbuildings and sidings were also built between 1881 and 1886.[40] The buildings and structures associated with the site are nonextant.

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[36] Schrenk, "North from St. Paul: 'The Skally,'" 10.

[37] Bob Jensen, "The St. Paul and Duluth Railroad," *Maplewood Area Historical Society Newsletter*, July 2018, Maplewood Area Historical Society, Maplewood, Minn.; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve" (Maplewood Local Designation Nomination Form, 2013), 4, https://maplewoodmn.gov/DocumentCenter/View/17584/Gladstone-Savanna-Local-Designation-Application?bidId=; *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1885* (Saint Paul, Minn.: H.M. Smyth Printing Company, 1886), 8.

[38] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1881* (Saint Paul, Minn.: West Publishing Company, 1882), 9.

[39] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1881*, 8; Bradley, *The Transportation Corridor between St. Paul and Duluth: A Historic Context for the Rail Line Operated by The Lake Superior & Mississippi Railroad, The St. Paul & Duluth Railroad, The Northern Pacific Railway, and The Burlington Northern Railroad*, 17.

[40] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1881*, 10; "How Railroads Grow," *Saint Paul Globe*, December 23, 1886; *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1886* (St. Paul, Minn.: H.M. Smyth Printing Company, 1887), 6.

Despite the construction at Claymont and the improved yard in Phalen Creek, the StP&D was still expanding in the early 1880s and required more facilities.[41] Between 1887 and 1888, the StP&D constructed what became known as the Gladstone Shops (named after the English statesman William Gladstone) at the southwest quadrant of the intersection of Frost Avenue and English Street (see Figure 7 above).[42] Although this location was approximately 5 miles north of downtown Saint Paul, it was chosen for several reasons. First, the Wisconsin Central Railroad (later the Soo Line) crossed the railroad roadway just to the north of the site starting in 1884.[43] This junction was called Phalen Junction until 1910, after which it was more commonly referred to as Gloster Junction.[44] Second, aside from the Claymont site, the location was one of the first large, level areas of ground after the steep climb out of Phalen Creek.[45] Finally, the construction of the new shops was part of a land speculation deal. Businessman William Dawson had purchased 10,000 acres of land in the area, 30 of which he agreed to donate to the StP&D. In return, Dawson moved his St. Paul Plow Works to the Gladstone area, on a choice piece of property called Phalen/Gloster Junction, which provided freight rail access on both the LS&M and Wisconsin Central. Additionally, Dawson platted the townsite of Gladstone, selling lots to those working at the shops or at his plow works (see Figure 7 above).[46] The role of the Gladstone Shops in the development of the Gladstone community and the postwar suburb of Maplewood is discussed in Section 3.C.(3)(b).

While shop facilities were being built to accommodate the increased numbers of rolling stock, the rail line itself was also overhauled. The original line had been completed to Duluth in 1870 as quickly as possible to meet the requirements of the charter, which triggered a transfer of title for over 1.5 million acres of public land to the LS&M.[47] Because the line was built in haste, the track needed maintenance and rebuilding soon after construction. The LS&M completed some of this work, but the majority of it was done under the StP&D. The most extensive improvements

[41] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1885*, 8.

[42] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study* (City of Maplewood Heritage Preservation Commission, August 2014), 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

[43] Summit Envirosolutions, Inc., "Northern Pacific Railroad Bridge No. 6402 - RA-MWC-0064," n.d., 2, Minnesota Historic Property Record, Minnesota State Historic Preservation Office, Saint Paul, Minn.; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20.

[44] Pete Boulay, *The Lost City of Gladstone* (Maplewood, Minn.: P.J. Boulay, 1997), 41.

[45] Boulay, *The Lost City of Gladstone*, 25; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

[46] Research did not reveal if Dawson received additional payments, shipping discounts, or other benefits directly from the railroad as a part of this deal. Jensen, "The St. Paul and Duluth Railroad"; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; "Gladstone," *Saint Paul Globe*, August 14, 1887, 14.

[47] Schrenk, "North from St. Paul: 'The Skally,'" 10.

completed by the StP&D occurred after 1880 along the entire length of the line between Saint Paul and Duluth.[48]

Improvements to the smaller section of the line between Saint Paul and White Bear Lake were first announced in 1886, including the regrading and realigning the line as well as adding a second track.[49] This allowed the StP&D to run longer trains more frequently and at faster speeds, thus increasing the capacity for traffic and revenue. For the section between Saint Paul and White Bear Lake, this was particularly important in the summer when the number of travelers from Saint Paul to the summer resorts and cabins in White Bear Lake peaked (see 3.C.(3)(d)).

The regrading and realignment of the track between Saint Paul and White Bear Lake was underway by 1887.[50] The double track began at East Seventh Street and extended 11 miles to White Bear Lake.[51] The work of grading and laying the double track continued through 1888 and was completed in 1889.[52] The regrading work reduced the overall grade of that section of track.[53]

In most areas realignment of the line was slight. In two areas, however, the realignment was more extreme. One of these was along the southeastern shore of Lake Phalen. When the LS&M first constructed the line in the late 1860s, it routed the track to the east of the lake. The rail line continued around Lake Phalen for a little under one-half mile, until approximately 400 feet south of current Nebraska Avenue East, where it then straightened and headed in a northeast/southwest direction. The StP&D shifted the line at Lake Phalen to the west,

[48] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1885*, 1; *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1886*, 9; *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1887* (Saint Paul, Minn.: H.M. Smyth Printing Company, 1888), 7.

[49] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1886*, 9.

[50] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1887*, 7.

[51] "The Railway World," *Saint Paul Globe*, December 16, 1887, 5.

[52] *Report of the St. Paul & Duluth Railroad Company for the Year Ending December 31, 1888* (New York: Gibb Bros. & Moran, 1889), 19; "Report of the St. Paul & Duluth Railroad Company, 1890," July 1, 1890, np, Northern Pacific Railway Company Records, Branch and Subsidiary Lines, St. Paul & Duluth Railroad, Box 36, Minnesota Historical Society, Saint Paul, Minn.

[53] "Report of the St. Paul & Duluth Railroad Company, 1890," np.

constructing a series of trestles across the southeastern corner of the lake.[54] The second area where the project resulted in an extensive realignment was near Hoffman's Corner, the current location of County Road E. Here the LS&M line originally curved around a steep hill (see Figure 7 above).[55] During 1887-1889, a deep cut was made into the hill to straighten the line.

From its beginnings in the 1860s, the LS&M had a close working relationship with the NP. In 1900, the NP purchased the StP&D, which was then operated as part of its Lake Superior Division.[56] One of the most immediate effects of the acquisition of the former LS&M line by the NP was the closure of the Claymont roundhouse and Gladstone Shops. Prior to the acquisition, the NP had constructed its own, larger, more centrally located yards and shop facilities in Saint Paul along Como Avenue. The acquisition thus made Claymont and Gladstone redundant. The NP continued to use the downtown Saint Paul yards, in the Phalen Creek valley, but the Claymont roundhouse was abandoned by 1904. By 1915, most of the rails at the Gladstone Shops had been removed and several of the buildings had been leased to railroad contractors. The Gladstone site was later leased by the Seeger Refrigeration Company. In 1979, most of the remaining railroad buildings were razed. In 1994, the City of Maplewood purchased the land to develop it as a park called Gladstone Savannah.[57] Today, no buildings remain at the former Gladstone site.

While the Gladstone shops were quickly phased out after acquisition by the NP, the rail line itself continued to operate and carry both freight and passenger service, albeit with some changes. For example, because of the additional curves and grade, freight trains traveling through Saint Paul did not generally follow the old LS&M line but traveled along the Wisconsin Central Branch Line (see Section 3.C.(2)(b)(II)) to Phalen/Gloster Junction, just north of the Gladstone Shops, before traveling north on the LS&M alignment.[58] Local freight traffic, however, continued to use the LS&M alignment between Gladstone and the Saint Paul yards into the 1980s.[59]

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[54] "Maps of Sections Crossed by Lake Superior and Mississippi Rail Road from St. Paul to Duluth, 1870" (Lake Superior & Mississippi Railroad, 1870), Northern Pacific Railway Company Records, Branch and Subsidiary Lines, Lake Superior & Mississippi Railroad, Box 14, Volume 60, Minnesota Historical Society, Saint Paul, Minn.; G.M. Hopkins, *Atlas of the Environs of Saint Paul* (Philadelphia: G.M. Hopkins, 1886); "Aerial Photograph, Ramsey County, A-12-108," 1945, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-12-108.jpg.

[55] "Maps of Sections Crossed by Lake Superior and Mississippi Rail Road from St. Paul to Duluth, 1870."

[56] Schrenk, "North from St. Paul: 'The Skally,'" 5.

[57] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

[58] Schrenk, "North from St. Paul: 'The Skally,'" 21.

[59] "Aerial Photograph, St. Paul, Minn., 1980," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com.

This ongoing local traffic served industrial properties that had developed along the east-west railroad roadway from roughly Payne Avenue to the present-day location of Johnson Parkway. This East Side industrial corridor was established in the late nineteenth and early twentieth centuries in response to the presence of the LS&M and the Omaha Road railroad, discussed below. The industrial corridor that the LS&M helped spur is discussed in Section 3.C.(2)(b)(IV).

In addition to freight service for the industrial corridor, passenger service continued on the old LS&M line as well and included local, limited and overnight service. With growing popularity in automobiles and improved highways following World War II, however, demand for passenger service decreased. By 1962, only two trains, each with only one passenger car, travelled between Saint Paul and Duluth. In January 1967, passenger service was discontinued on the line.[60]

In 1970, the NP merged with the GN and the Chicago, Burlington, and Quincy Railroad to become the Burlington Northern (BN) Railroad. With this merger the BN had two mainlines connecting the Twin Cities and Duluth and the newly formed company chose to use the GN line as its primary route, decreasing traffic on the LS&M line. With less rail traffic using this line, the BN began to abandon and remove the least used sections in 1977.[61] The line from Saint Paul to White Bear Lake continued to operate for a few more years but the portion of the line from the Saint Paul yards to I-694 was abandoned in the 1980s and the track was removed in the 1990s.[62] Some of the track was removed as part of the Phalen Corridor Redevelopment Plan.[63] The plan included the cleanup of former industrial sites along the LS&M and Omaha Road railroad roadways (XX-RRD-NPR001, see 3.C.(2)(b).IV), the construction of new businesses on those industrial sites and the completion of Phalen Boulevard, a new east-west arterial road.[64] The first segment of Phalen Boulevard opened in 2003 and the entire road was completed by

[60] Schrenk, "North from St. Paul: 'The Skally,'" 22.

[61] Schrenk, "North from St. Paul: 'The Skally,'" 22.

[62] Anthony Lonetree, "An East Side Renaissance," *Star Tribune*, February 5, 1995, 1B, 5B; Minnesota Department of Transportation and the City of St. Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard* (St. Paul, December 1998), https://books.google.com/books?id=Wb41AQAAMAAJ&lpg=RA2-SL265-PA17&dq=3M%20administration%20building%20SHPO%20national%20register&pg=PP1#v=onepage&q&f=false; Paul Gustafson, "Ramsey Board Calls for More Light Rail Study," *Star Tribune*, July 28, 1987, 23; Jackie Crosby, "Street of Dreams," *Star Tribune*, December 6, 2003, 1A, 23A.

[63] Lonetree, "An East Side Renaissance," 1B, 5B; Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard*; Gustafson, "Ramsey Board Calls for More Light Rail Study," 23; Crosby, "Street of Dreams," 1A, 23A.

[64] Curt Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul* (St. Paul, Minn.: East Side Neighborhood Development Company, 2006), 53–57.

2005.[65] The vehicular road's western terminus is at I-35E and a bridge carries it over Westminster Junction and generally follows the old LS&M and Omaha Road railroad roadways before crossing Johnson Parkway and terminating at Maryland Avenue. The vehicular road occupies only a portion of the corridor, traveling largely on what was the LS&M railroad roadbed and adjacent to the extant Omaha Road tracks.

In 1995, the BN merged with the Atchison, Topeka & Santa Fe Railway to form the BNSF.[66] The BNSF continues to operate the NP branch line in the Survey Area (see below) and a northern portion of the LS&M mainline, stretching from I-694 through White Bear Lake to 140th Street North, is currently used by the Minnesota Commercial Railroad.

During the 1980s and 1990s, government agencies in the Twin Cities metro area began purchasing abandoned rail corridors for planned future light rail transit use. Between 1981 and 1996, 47 miles of abandoned rail lines had been purchased for this purpose. By 1991, 36 miles of rail lines had been converted to recreational trails.[67] Following this trend, in 1992, the Ramsey County Regional Rail Authority purchased a 6.5-mile portion of the LS&M railroad roadway from roughly Kellogg Boulevard in Saint Paul to Beam Avenue in Maplewood for future use as a light rail transit corridor.[68]

Shortly after purchasing the rail line, Ramsey County began to develop it as a recreational trail. The section of the trail from Frost Avenue to Beam Avenue was constructed in 1992 and included the replacement of the County Road C bridge under which the trail was constructed.[69] The new bridge (Bridge 62563, built in 1993) had to be wide enough to accommodate future use as both a light rail transit corridor and a recreational trail.[70] The section from Seventh Street East to Johnson Parkway was constructed in 1993. Plans for the section between Johnson Parkway and Frost Avenue included only minimal changes to the existing berm, most notably the removal of portions of the berm at Johnson Parkway, Maryland Avenue and Arlington Avenue to allow

[65] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 79–83.

[66] Tony Dierckins and Maryanne C. Norton, *Lost Duluth: Landmarks, Industries, Buildings, Homes, and the Neighborhoods in Which They Stood* (Duluth, Minn.: Zenith City Press, 2012), 178–79; Schrenk, "North from St. Paul: 'The Skally,'" 15.

[67] Laurie Blake, "No Trains - Lots of Bikes," *Star Tribune*, May 27, 1996, B1, 3B.

[68] Allan Torstenson, "Letter to the Saint Paul Planning Commission, Regarding Review and Recommendations on the Proposed Master Plan for the Burlington Northern Regional Trail Corridor," May 19, 1993, 2, Ramsey County Department of Parks and Recreation.

[69] Minnesota Department of Transportation and Ramsey County Parks and Recreation Department, "Project Memorandum for Burlington Northern (BN) Regional Trail, Frost Avenue (CSAH 28) to Johnson Parkway S.P. No. 62-090-01, TEA 6298 (031)," March 1998, 2, Ramsey County Department of Parks and Recreation, Maplewood, Minn.

[70] MnDOT Bridge Inventory Form, "Bridge 62563," n.d., Minnesota Department of Transportation, BridgeInfo3, http://dotapp9.dot.state.mn.us/bridgeinfo3/; Gregory A. Mack Director of Ramsey County Parks and Recreational Department, "Letter to Kenneth Weltzin, Ramsey County Public Works Director and County Engineer," November 3, 1989, Ramsey County Department of Parks and Recreation, Maplewood, Minn.

the trail to intersect the streets at grade.[71] Plans for the trail extension from just south of Beam Avenue to Buerkle Road were developed in 2004.[72]

The 2013 replacement of the bridge over TH 36 (Bridge 62004) is associated with widening the highway and not trail improvements.[73]

In 2000, the portion of the LS&M railroad roadway in the Phalen Creek valley was purchased and the entire trail was named after Minnesota Congressman Bruce Vento.[74] Vento was a life-long resident of Saint Paul's East Side and served 24 years as a U.S. Congressman. He was especially known for championing environmental legislation, including the 1978 Boundary Waters Canoe Area Wilderness Act, which restricted logging, mining, and the use of motorized vehicles in designated wilderness portions of the Boundary Waters Canoe Area in northeastern Minnesota. Vento died of lung cancer in October of 2000.[75]

The Bruce Vento Regional Trail currently runs 7.97 miles, from the Bruce Vento Nature Center near the Mississippi River in the Phalen Creek valley to Buerkle Road in White Bear Lake.[76] From roughly I-694 north through White Bear Lake to Hugo, the tracks remain and the line is actively used by the Class III Minnesota Commercial Railroad.[77] In Maplewood, the Gateway Trail (previously the Wisconsin Central/Soo Line Railroad line) crosses the Bruce Vento Regional Trail at the former railroad crossing just north of the Gladstone Shops site. In Pine, Carlton and Saint Louis Counties, large sections of the LS&M have been converted into the Willard Munger State Trail, which runs from Hinckley to West Duluth.[78]

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[71] Minnesota Department of Transportation and Ramsey County Parks and Recreation Department, "Project Memorandum for Burlington Northern (BN) Regional Trail, Frost Avenue (CSAH 28) to Johnson Parkway S.P. No. 62-090-01, TEA 6298 (031)," 2.

[72] Kimley-Horn and Associates, Inc., "Bruce Vento Trail Extension, From 750' South of Beam Avenue to Buerkle Road, City Project 04-02," May 28, 2004, Ramsey County Department of Parks and Recreation, Maplewood, Minn.

[73] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6211 in Ramsey County*, 2013, Minnesota Department of Transportation, Saint Paul, Minn.

[74] "Bruce Vento Regional Trail," *TrailLink*, July 11, 2018, https://www.traillink.com/trail/bruce-vento-regional-trail/.

[75] Adam Bernstein, "Minnesota Rep. Bruce Vento Dies," *The Washington Post*, October 11, 2000, https://www.washigntonpost.com/archive/local/200/10/11/minnesota-rep-bruce-vent-dies/aa60a82d-f222-479a-bc0a-247cddc8fd08/?noredirect=on&utm_term=.f1541d77384b; Mark Zdechlik, "Bruce Vento, 1940-2000," *Minnesota Public Radio*, October 10, 2000, http://news.minnesota.publicradio.org/features/2000010/10_zdechlikm_vento/.

[76] "Bruce Vento Regional Trail."

[77] Minnesota Department of Transportation, Office of Freight and Commercial Vehicle Operations, "Twin Cities Area Freight Railroad Map," September 2015, https://www.dot.state.mn.us/ofrw/maps/MetroRailMap.pdf.

[78] "Willard Munger State Trail Map" (Minnesota Department of Natural Resources, 2014), https://files.dnr.state.mn.us/maps/state_trails/willard_munger.pdf.

Only a few extant properties in the Survey Area are associated with the LS&M mainline. As previously discussed, the NP headquarters were located at the Railroad and Bank Building (176 East 5th St., RA-SPC-5246) and a 1934 depot (RA-WBC-0121) is located in White Bear Lake just south of Trunk Highway (TH)/U.S. Highway (US) 61 and 4th Street. The smaller depot was built to replace a larger, earlier depot located just to the north. The decreased depot size was likely due to the increased popularity of the automobile and resulting decline in rail service. The earlier depot was razed in 1937 as part of an early realignment of TH 61 in White Bear Lake.[79]

Saint Paul, Stillwater, & Taylors Falls/Saint Paul & Sioux City/Chicago, Saint Paul, Minneapolis & Omaha/Chicago & Northwestern/Union Pacific (Context Name: Omaha Road) (XX-RRD-CNW001, recommended eligible)

For general reference (outside of the chronological historical discussion) this line is referred to in the context as the Omaha Road. The Omaha Road, the common name for the Chicago, Saint Paul, Minneapolis & Omaha, operated this line for the greatest number of years, from 1881-1957. As discussed in more detail below, the line connected Chicago and Omaha via Saint Paul. As such, it provided important connections to both eastern and western markets. By terminating in Omaha, the Omaha Road also provided access to the UP Railroad, a transcontinental railroad that also terminated in Omaha.

The Saint Paul, Stillwater, & Taylors Falls Railroad (StPS&TF) was incorporated in 1869 to build a line from Saint Paul to Taylor's Falls, via Stillwater, linking the growing port city on the Mississippi River to the lumber milling towns on the Saint Croix River. The line to Stillwater was completed in 1871, as was a branch line to Hudson, Wisconsin, to connect with Wisconsin rail lines (see Figure 8).[80] In 1880, the StPS&TF was acquired by the Saint Paul and Sioux City Railroad (StP&SC), which connected Saint Paul to Sioux City, Iowa. The StP&SC traveled south along the Minnesota River to Mankato and then across the prairies of southwestern Minnesota. As a result, the StP&SC connected Saint Paul to not only the lumbering areas of the upper Saint Croix Valley, but also the agricultural lands of southwest Minnesota. In 1880, the StP&SC sold its Taylor's Falls Line (the railroad roadway in the Survey Area) to the Chicago, Saint Paul, Minneapolis, and Omaha Railroad (commonly known as the Omaha Road). In 1881, the Omaha Road also incorporated the StP&SC. In 1882, the Chicago & North Western (C&NW) Railroad

[79] Sara Markoe Hanson, "Tracking the History of Railroads in White Bear Lake," *White Bear Lake Magazine*, March 2017, http://whitebearlakemag.com/tracking-history-railroads-white-bear-lake; Sara Markoe Hanson, "Next Stop, White Bear Lake," *White Bear Lake Magazine*, March 2016, http://whitebearlakemag.com/next-stop-white-bear-lake; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*, 2015, Minnesota Department of Transportation, Saint Paul, Minn.; "White Bear Lake Depot (Both)," 1935, Photograph Collection, P2002.04.26, White Bear Lake Area Historical Society, https://whitebearhistory.pastperfectonline.com/photo/6E0B95F2-7BE9-4741-B1E2-542442184522.

[80] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 37–38.

took control of the Omaha Road, although it continued to operate under the same name.[81] In combination with the C&NW, the Omaha Road connected agricultural and lumbering areas between Chicago, Saint Paul, and Omaha.

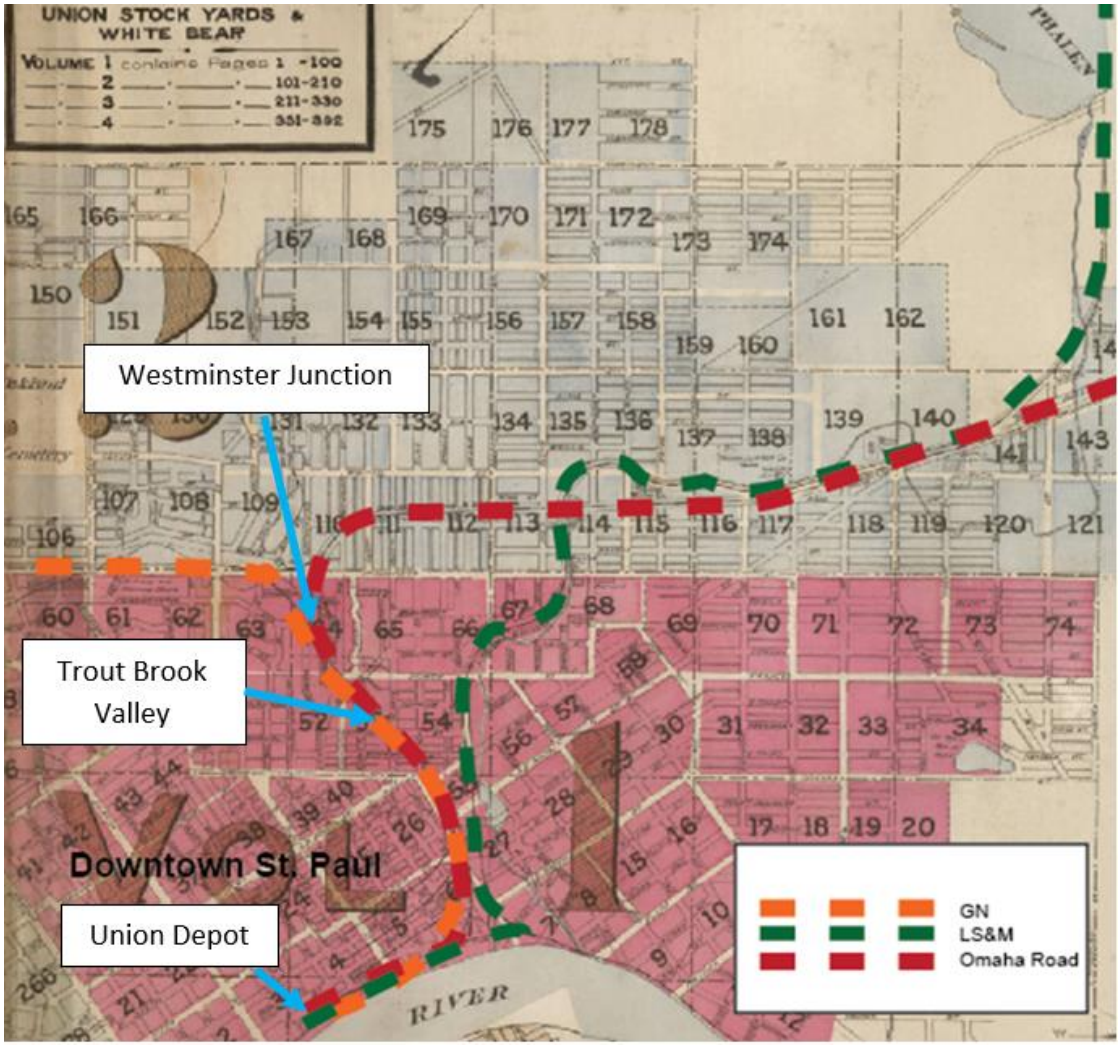

Figure 8. 1891 plat map showing the Omaha Road railroad roadway running briefly adjacent to the LS&M and then south along the Trout Brook valley to downtown Saint Paul.[82] The LS&M and the Omaha Road did not share trackage; rather, separate tracks ran immediately adjacent to each other in the same broad corridor.

[81] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 39; Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 19–20.

[82] *Atlas of St. Paul, Minnesota (Plat Book), Volume 1* (Chicago: Rascher Insurance Map Publishing Company, 1891), https://reflections.mndigital.org/catalog/spp:480.

Strategically located at the center of the route between Omaha and Chicago, the Omaha Road was headquartered in the 1916-1917 Classical Revival Chicago, Saint Paul, Minneapolis & Omaha Office Building (RA-SPC-5228) at 275 East 4th St. in Lowertown, Saint Paul. The eight-story building replaced an earlier headquarters building constructed between 1880 and 1881 at the same location that was destroyed by fire. The Chicago, Saint Paul, Minneapolis & Omaha Office Building (RA-SPC-5228) is part of the Lowertown Historic District and was designed by Chicago architect Charles Frost, who also designed Lowertown's Union Depot (see discussion below).[83] In addition to the headquarters in Lowertown, the Omaha Road had a roundhouse and railyard located between Westminster Junction and roughly Mendota Street (nonextant). A review of aerial photographs indicates that the roundhouse was demolished by 1980 and the yard was removed by 1991.[84]

From roughly Payne Avenue to Atlantic Street, the LS&M and Omaha Road tracks shared a common corridor. Each rail line's tracks were separate, though they ran parallel to each other and spur lines from one line occasionally crossed the other. As discussed in Section 3.C.(2)(b)(IV) below, these two lines provided rail service to a number of industries adjacent to the corridor between Westminster Junction and Johnson Parkway.

In 1957, the Omaha Road ceased to operate independently of the C&NW and the two companies merged into one railroad under the C&NW name. In 1995, the C&NW was acquired by the UP, which continues to operate the rail line in Saint Paul, although the number of extant tracks is far fewer than the number historically present and spur lines that served industrial properties are nonextant.[85]

As discussed in Section 3.C.(2)(b)(I), the corridor shared by the two rail lines was revitalized in the 1990s and 2000s as part of the Phalen Corridor Redevelopment Plan.[86] As previously discussed, the plan included the cleanup of former industrial sites, construction of new

[83] National Register of Historic Places, Lowertown Historic District, St. Paul, Ramsey County, Minnesota, 7–13.

[84] "Aerial Photograph, St. Paul, Minn., 1980"; "Aerial Photograph, St. Paul, Minn., 1991," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com.

[85] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-43-E-44; Minnesota Department of Transportation, Office of Freight and Commercial Vehicle Operations, "Twin Cities Area Freight Railroad Map."

[86] Lonetree, "An East Side Renaissance," 1B, 5B; Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard*; Gustafson, "Ramsey Board Calls for More Light Rail Study," 23; Crosby, "Street of Dreams," 1A, 23A.

businesses on those sites and completion of Phalen Boulevard in 2005.[87] The extant Omaha Road tracks are located south of and travel parallel to Phalen Boulevard.

(II) Branch lines

Two branch lines were historically located in the Survey Area.

Minnesota, Saint Croix, and Wisconsin/Saint Paul and Saint Croix/Wisconsin Central/Soo Line (Context Name: Wisconsin Central Branch Line)

In 1884, the Minnesota, Saint Croix, and Wisconsin Railroad (MStC&W) constructed a line from the LS&M at Phalen Junction (later called Gloster Junction at the future site of the Gladstone Shops) to Stillwater and the Saint Croix River. In 1888, the Saint Paul and Saint Croix (StP&StC) constructed a line from Lowertown, via Trout Brook and a 1,218-foot tunnel at Westminster Junction, to Phalen Junction, where it connected with the MStC&W (see Figure 9 and Figure 10). That same year, both the MStC&W and StP&StC were acquired by the Wisconsin Central Company, which incorporated as the Wisconsin Central Railroad Company in 1897. The Wisconsin Central connected Saint Paul with Chicago, Milwaukee, and northern Wisconsin. In 1909, the Sault Ste. Marie Railroad (better known as the Soo Line) leased the Wisconsin Central. The Soo's mainline ran north of the Twin Cities, but the branch line into Saint Paul connected the city to the wheat fields of the Red River Valley as well as the Great Lakes shipping port of Sault Ste. Marie, Michigan.[88] The Soo Line formally purchased the Wisconsin Central line in 1961.[89] The branch line through the Survey Area (RA-SPC-8215, determined not eligible) was abandoned in 1980 and converted into the Gateway Recreational Trail in 1993.[90]

[87] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 79–83.

[88] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 145; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-115.

[89] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 78.

[90] William Stark, "St. Paul and St. Croix Falls/Wisconsin Central/Soo Line Railway Segment, RA-SPC-8215" (Minnesota Architecture-History Inventory Form, April 2012); "History of the Gateway Trail," *Gateway-Brown's Creek Trail Association*, 2018, https://gatewaybrownscreektrail.org/GBCTA-History.

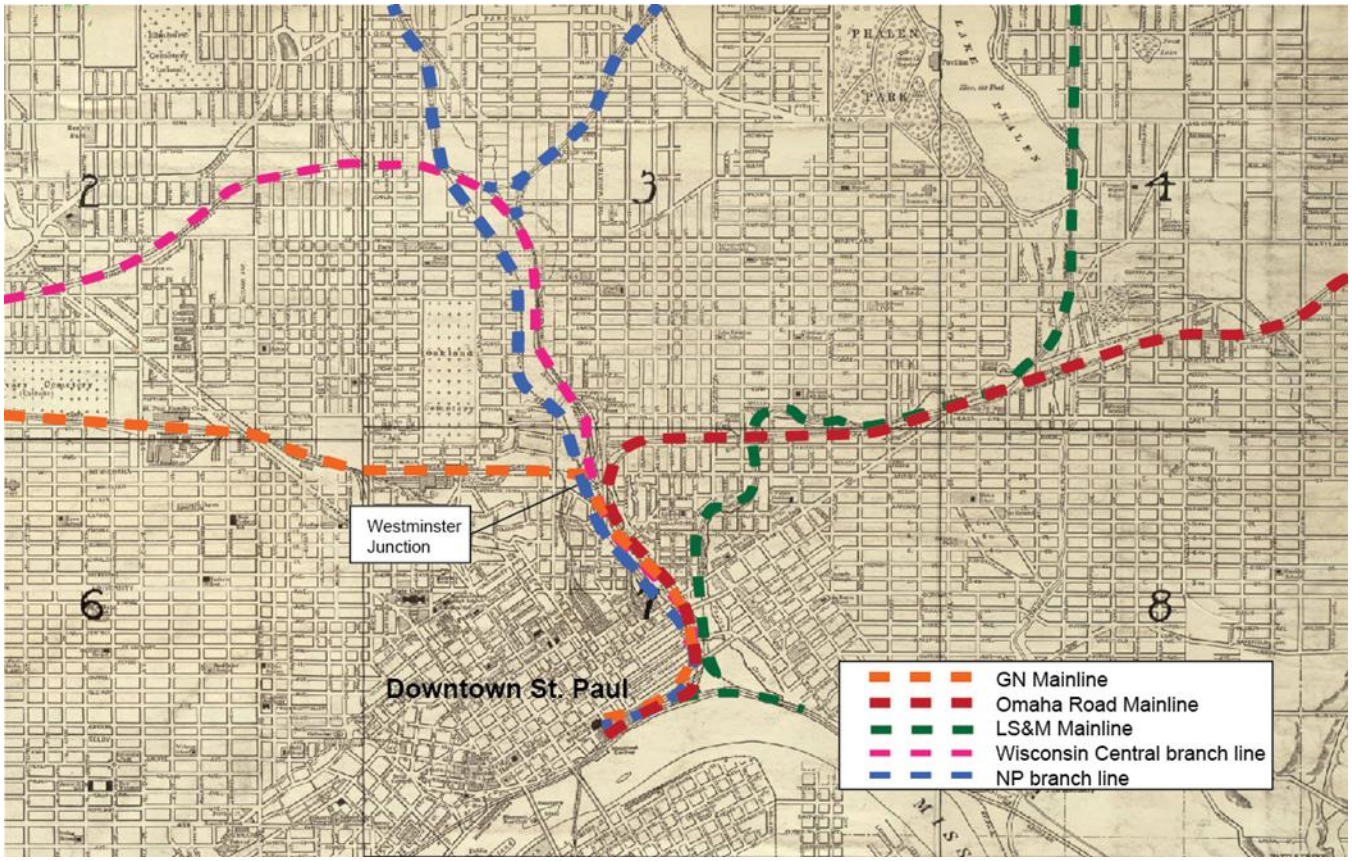

Figure 9. 1925 map showing the NP branch line (constructed ca. 1890) and the Wisconsin Central branch line (constructed in 1888) in relation to the mainlines.[91]

[91] *Aerial Photographic Atlas of the City of Saint Paul, Minnesota* (St. Paul Public Library, St. Paul, Minn., 1925), https://reflections.mndigital.org/catalog/spp:142.

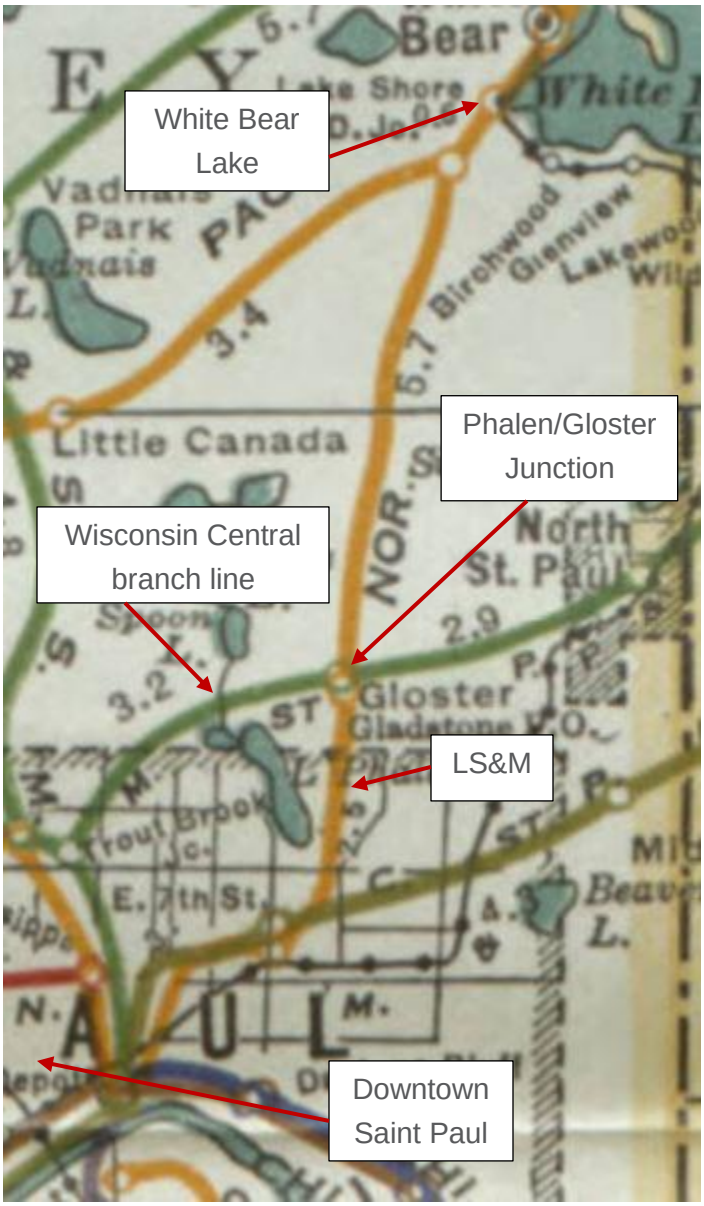

Figure 10. Closeup of 1919 railroad map showing the relationship between the Wisconsin Central branch line, downtown Saint Paul, Phalen/Gloster Junction, White Bear Lake, and the LS&M mainline.

Northern Pacific/Burlington Northern/Burlington Northern Santa Fe (Context Name: Northern Pacific Branch Line)

The NP was a transcontinental railroad, incorporated in 1870 to construct a rail line from Duluth to the Pacific Coast in Oregon. The rail line was complete from Duluth to Moorhead by 1871 and the full route to the Pacific Coast was completed by 1883.[92] The NP, whose mainline traversed

[92] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," 126.

north-central Minnesota, leased the LS&M line from 1872 to 1874 to provide a link to Saint Paul.[93] In the same vein, the NP constructed a series of branch lines throughout the late nineteenth and early twentieth centuries. By the early 1890s, one of these branch lines, hereafter referred to as the NP branch line, was routed from Brainerd to Saint Paul via Saint Cloud and Minneapolis. This branch line was routed down the Trout Brook valley.[94]

(III) Shared railroad resources

In addition to resources associated directly with a single rail line, two resources within the Survey Area have associations with multiple rail lines. The context refers to these latter resources—Westminster Junction and the Saint Paul Union Depot—as shared railroad resources. Both resources are extant. No nonextant shared railroad resources were identified in the course of reviewing primary and secondary sources. The presence of these shared railroad resources is an indication of the high volume of rail traffic historically present within Saint Paul and surrounding areas.

Westminster Junction (RA-SPC-5618, recommended eligible)

Constructed between 1862 and 1909, Westminster Junction is the site just north of the Lafayette Road Bridge in Saint Paul where the GN and Omaha Road mainlines and NP and Soo Line branch lines met before traveling south along the Trout Brook valley toward the Mississippi River and Union Depot. Because the Trout Brook valley is relatively narrow, there is limited space to run multiple rail lines and the junction presented a series of engineering challenges. The solution was to build a junction comprised of two crossings, one on top of the other.

The GN and Omaha Road mainlines meet at grade via a wye junction. Underneath the wye, five tunnels accommodated NP and Wisconsin Central spurs. The first of these tunnels was built in 1885 and the last, a 1,218-foot tunnel for the Wisconsin Central spur, was completed in 1909.[95] The junction continues to be used by the BNSF, CP and UP, and only four tunnels remain.[96] Generally speaking, tunnels were expensive and somewhat difficult to construct and, in much of

[93] Schrenk, "North from St. Paul: 'The Skally,'" 9–11.

[94] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 188–89.

[95] "Westminster Junction Tunnel #2," *Bridgehunter.Com*, accessed July 12, 2018, http://bridgehunter.com/mn/ramsey/bh53124; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-115.

[96] Westminster Junction was previously determined eligible for the National Register for its role in transportation and the engineering methods used to design and built the junction. Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard*, 118–19.

Minnesota, the predominantly flat and level terrain meant few railroad tunnels were needed throughout the state.[97]

The tunnels comprising Westminster Junction were built using the cut-and-fill method, which involved constructing the arched ashlar stone tunnels after a large cut was made into the landscape. Once the tunnel was complete, the cut and tunnel were covered with fill, allowing the upper crossing to run at grade. Prior to the fill being placed over the tunnel, the rail lines running at grade were carried by wooden trestles. Foot traffic, wagons, and, later, automobiles traveled above the at-grade crossing via a bridge.[98] The current automobile and pedestrian bridge over Westminster Junction (Bridge 62598) carries Phalen Boulevard and was constructed in 2004.[99]

Westminster Junction is regarded as an important engineering response to difficult terrain and the junction's tunnels are considered "a fine example of nineteenth century, stone-arch construction" with ashlar masonry construction that "illustrates a high degree of craftsmanship."[100]

Union Depot (listed in the National Register, #74001040, 1974, boundaries revised 2014)[101]
In the 1860s and 1870s, the railroad lines terminating in Saint Paul, including those arriving from the south outside the Survey Area, had their own passenger depots on or near the Lowertown levee. The congestion caused by multiple passenger depots in the same location prompted the creation of the Saint Paul Union Depot Company in 1879, which was tasked with building one depot for the joint use of member railroads. In 1881, the first Union Depot (nonextant) opened at Sibley and Third Street (now Kellogg Boulevard). It served the passenger needs of nine different railroad companies, including the GN, LS&M and Omaha Road.[102]

The 1881 Union Depot was a two-story Romanesque building that fronted Sibley Street (see Figure 11). Built in a boggy area on earthen fill, the building quickly began to settle and caught

[97] Andrew J. Schmidt, "Westminster Junction and Its Tunnels: An 1880's 'Highway Intersection' for the Railroads," *Ramsey County History* 33, no. 1 (Spring 1998): 11.

[98] Schmidt, "Westminster Junction and Its Tunnels: An 1880's 'Highway Intersection' for the Railroads," 11.

[99] Minnesota Structure Inventory Report, "Bridge 62598," n.d., Minnesota Department of Transportation, BridgeInfo3, http://dotapp9.dot.state.mn.us/bridgeinfo3/.

[100] Schmidt, "Westminster Junction and Its Tunnels: An 1880's 'Highway Intersection' for the Railroads," 11.

[101] The Union Depot Headhouse was listed on the National Register in 1974, and the boundaries were expanded in 2014 to include the concourse, waiting room, concourse, and rail track deck. "Union Depot Fact Sheet," n.d., https://www.uniondepot.org/wp-content/uploads/2017/06/FactSheet_2017.pdf; "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," January 9, 2014; National Register of Historic Places, St. Paul Union Depot, St. Paul, Ramsey County, Minnesota, National Register #74001040.

[102] "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," 8–3.

fire in 1884. Rather than raze the damaged building and rebuild on a sounder foundation, the Union Depot Company elected to salvage the existing building, despite it not being able to meet the capacity needs of passenger and freight traffic by the mid-1880s. By the turn of the century, business and city leaders were advocating for a new, larger Union Depot. In 1911 the board of the Union Depot Company hired Chicago architect Charles Frost to draw up plans for a new depot. Frost designed two other buildings in the Lowertown area at roughly the same time: the aforementioned Railroad and Bank Building and the Omaha Road headquarters building. In 1913 the original depot caught fire for a second time.[103]

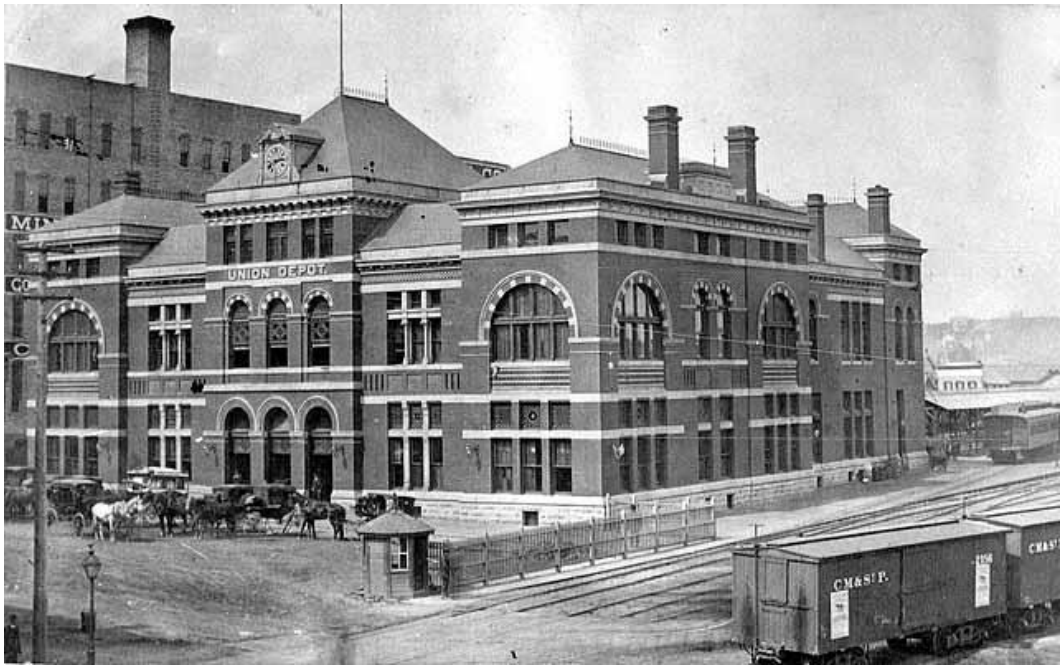

Figure 11. The first Union Depot, ca.1882, view facing northeast. This photograph was taken before the 1884 fire, after which the roofline was altered to feature taller, steeper peaks.[104]

Construction of the new Union Depot began in 1917. It was built on the same site as the previous depot, but the new building was oriented to 4th Street (214 4th St. East) rather than Sibley Street (Figure 12). The new depot was built in phases, starting at 4th Street and working toward the river, to allow valuable rail traffic to continue. The first phase of construction ran from 1917 to 1920 and involved construction of the headhouse, which housed the passenger lobby, ticket booths, various passenger services (restrooms, coat and parcel checks, a barbershop, etc.), and company offices. The subsequent construction phases involved removal of existing

[103] "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," 8-4 through 8-9.

[104] Joel Emmons Whitney, "Old Union Station, St. Paul, Minnesota, ca.1882," n.d., MR2.9 SP8 r197, Minnesota Historical Society, Visual Resources Collection, https://commons.wikimedia.org/wiki/File:Pf026545-1-.jpg.

tracks, construction of a raised deck and retaining walls for new trackage above grade, and building a new concourse, waiting room, and platforms. Although the depot was operational, the entire facility was not complete until 1926.[105]

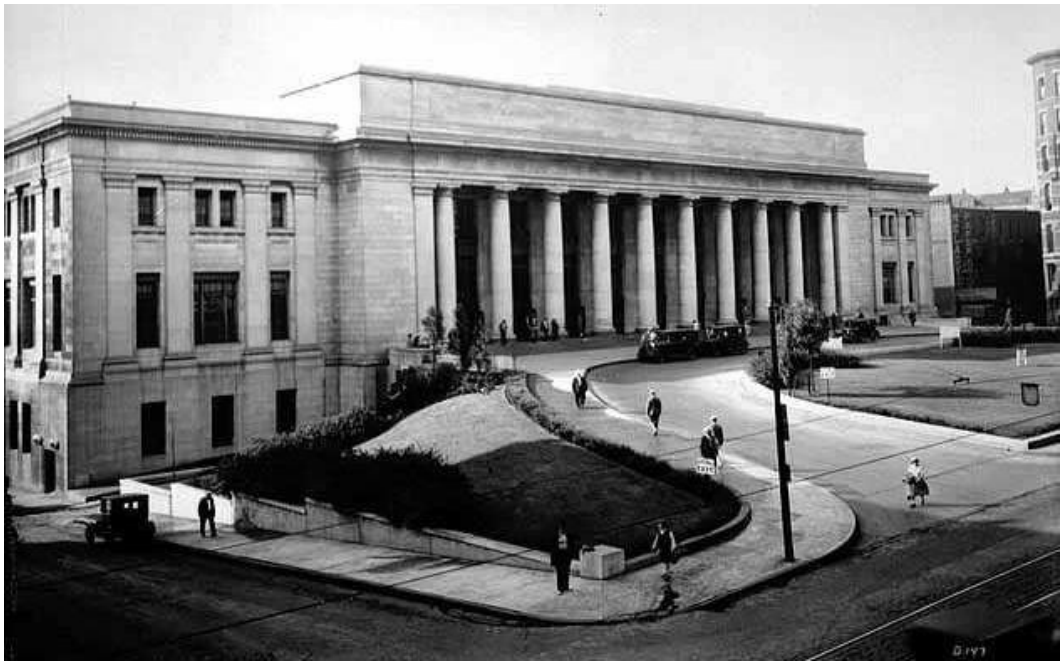

Figure 12. 1924-1925 image of the second Union Depot, view facing southwest.[106]

Passenger rail travel peaked in Minnesota in the early 1920s, while the new Union Depot was still under construction. Starting in the 1920s, private automobiles and eventually aircraft replaced trains as the preferred mode of long-distance passenger transportation. The Union Depot ceased operating as a passenger terminal after 1971, when Amtrak moved its passenger service to depots first in Minneapolis and then to Saint Paul's Midway.[107] Union Depot reopened in 2012 and, in 2014, Amtrak passenger service returned. The depot is also a terminal for metro bus and light rail service and is expected to service the Rush Line.

(IV) LS&M and Omaha Road industrial corridor

Industrial development along the east-west rail corridor shared by the LS&M and the Omaha Road railroad roadways began in the early 1870s, after both lines were completed.[108] In total, this corridor

[105] "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," 8-7-8–10.

[106] Charles P. Gibson, "St. Paul Union Depot," 1924-1925, Minnesota Historical Society Collections Online, http://collections.mnhs.org/cms/display.php?irn=10832013.

[107] "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," 8-12-8–15.

[108] Zellie and Peterson, *Transportation Corridors, 1857-1950*, 8.

stretched from Westminster Junction, where the Omaha Road turned east after traveling up the Trout Brook valley, to the present-day location of Johnson Parkway, where the LS&M turned north, leaving the corridor, and the Omaha Road continued east. From Westminster Junction to Payne Avenue, the Omaha Road was the only line in the corridor, as the LS&M followed the Phalen Creek valley up from the Lower Landing. Although industrial properties developed along the entire corridor from Westminster Junction to Johnson Parkway, the heaviest development was from Payne Avenue to Johnson Parkway, where the corridor was shared by both lines.

The East Side industrial corridor was one of three primary industrial areas in Saint Paul. In addition to the East Side corridor discussed here, these areas include Saint Paul's North End and the Midway area, both northwest of the Survey Area. Portions of West Saint Paul, across the Mississippi River from downtown, also developed as industrial areas in the late nineteenth and early twentieth centuries. The following examines the development of industrial properties served by the LS&M and the development of properties served by the Omaha Road.

A review of Sanborn maps between 1888 and 1951 provides an indication of the general evolution of industrial properties in this corridor that were served by the LS&M. In 1888, for example, LS&M spur lines provided rail service north of the mainline to Bohn Manufacturing and Lumber Yard, located between Arcade Street and Greenwood Avenue, as well as the Minnesota Terra Cotta Lumber Company, between Greenwood Avenue and Earl Street (see Figure 13 and Figure 14). On the north side of the corridor, industrial development appears to have largely ended at Earl Street at this time.[109] Neither of these early industrial properties is extant.

[109] "St. Paul, Minn., 1885 - Revised 1888," 1:600 (New York: Sanborn Map Company, 1888), 22–23.

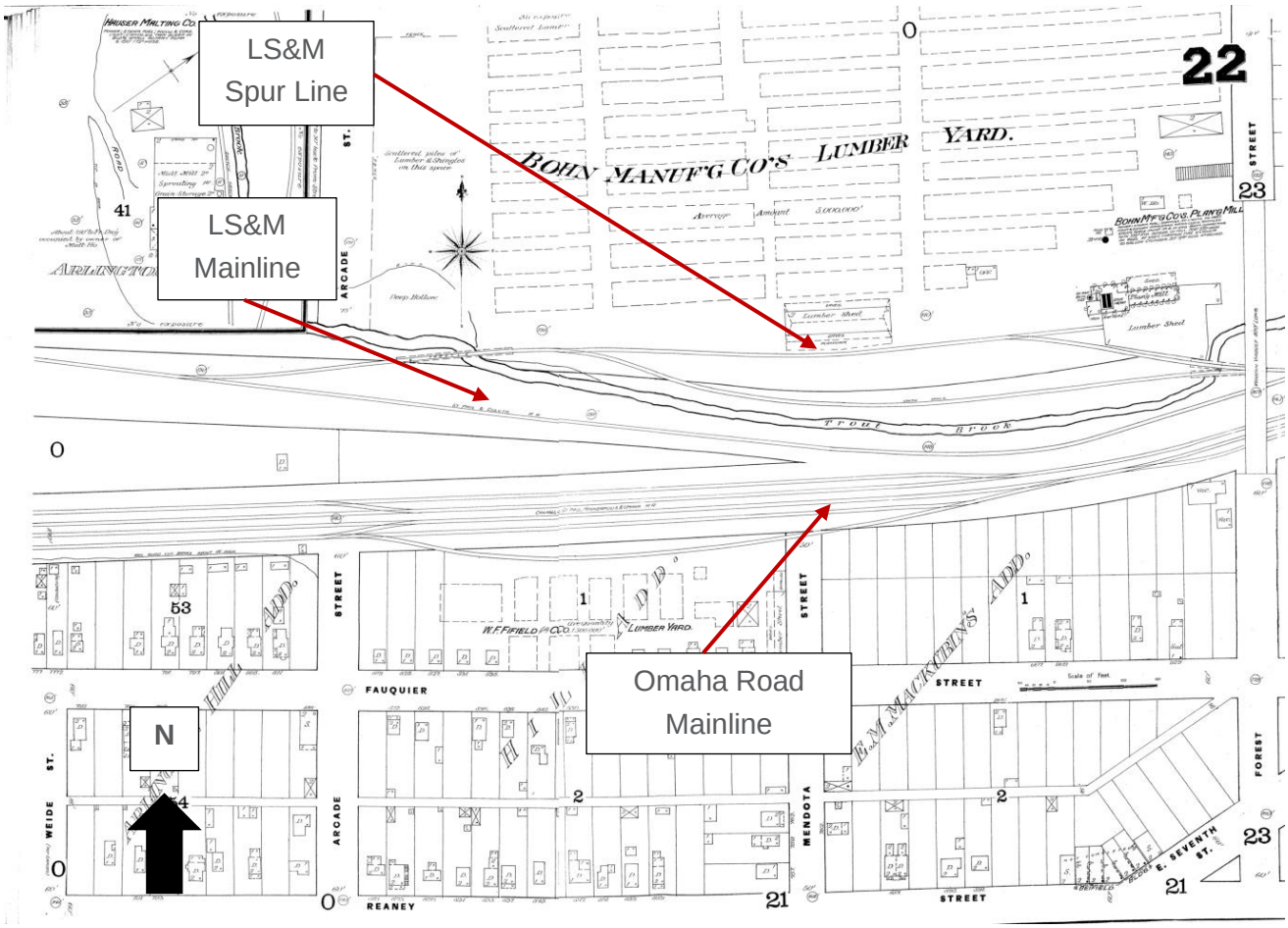

Figure 13. 1888 Sanborn Map showing Bohn Manufacturing, located between Arcade and Forest Streets. Although not shown on this map, a portion of this business extended beyond Forest Street to Greenwood Avenue. Note the LS&M spur line that provided rail service to the property.[110]

[110] "St. Paul, Minn., 1885 - Revised 1888," 22.

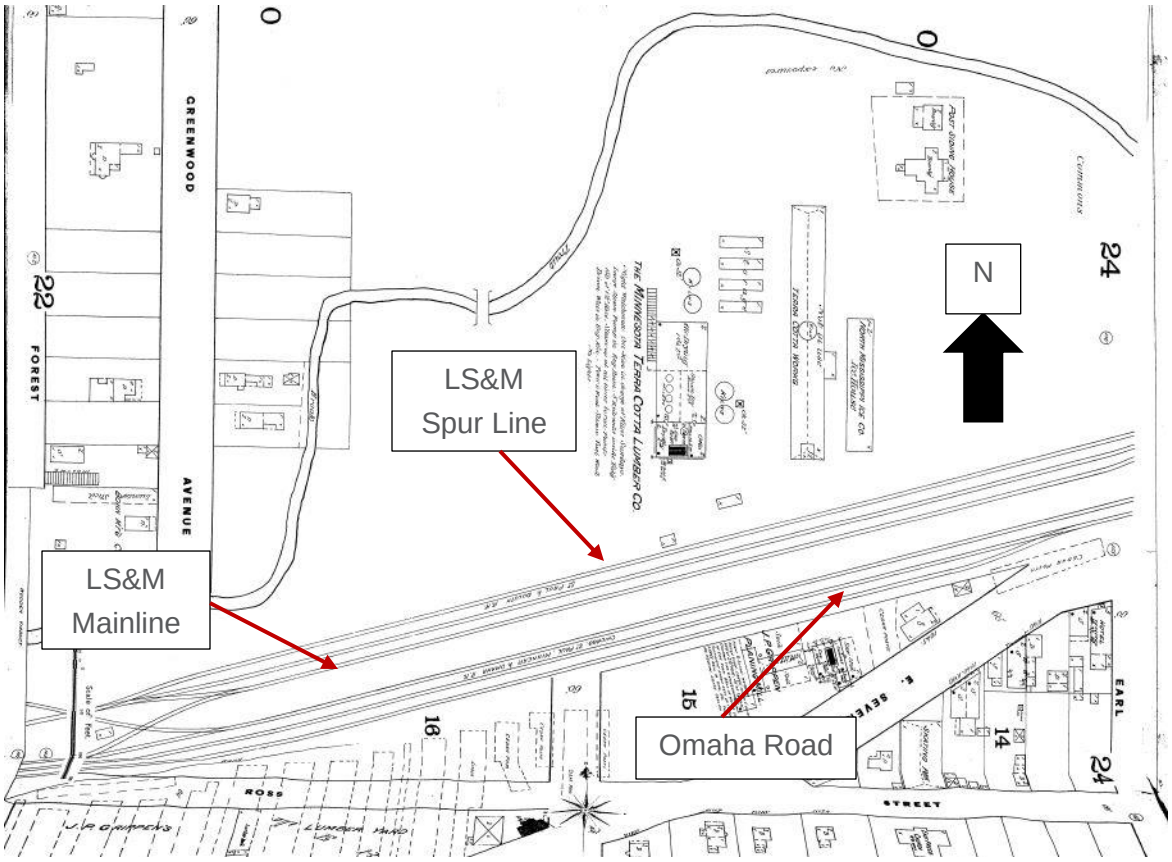

Figure 14. 1888 Sanborn Map showing the Minnesota Terra Cotta Lumber Company between Greenwood Avenue and Earl Street. On the north side of the corridor, development generally ended at Earl Street in 1888.[111]

By 1904, the Minnesota Terra Cotta Lumber Company was replaced by Herzog Iron Works (nonextant) and industrial development had spread further to the east to the Osgood & Blodget Manufacturing Company (nonextant), which was located at Atlantic Street.[112] By 1939, the Bohn Manufacturing and Lumber Yard was replaced by the Northern Malleable Iron Works (RA-SPC-6062) and industrial properties had spread even further to the east along the corridor.[113] By this time, the LS&M served the Griffin Wheel Company and the Koehler Hinrichs Company (manufacturers of office furniture and cafeteria equipment). These properties were located between the LS&M and the Omaha Road lines just south of Magnolia Avenue East; both are nonextant (see Figure 15).[114]

[111] "St. Paul, Minn., 1885 - Revised 1888," 23.

[112] "St. Paul, Minn., 1903 - Revised 1904," 1:600 (New York: Sanborn Map Company, 1904), 213, 217.

[113] "St. Paul, Minn., 1926 - Revised 1939," 1:600 (New York: Sanborn Map Company, 1939), 237–38.

[114] "St. Paul, Minn., 1926 - Revised 1939," 933.

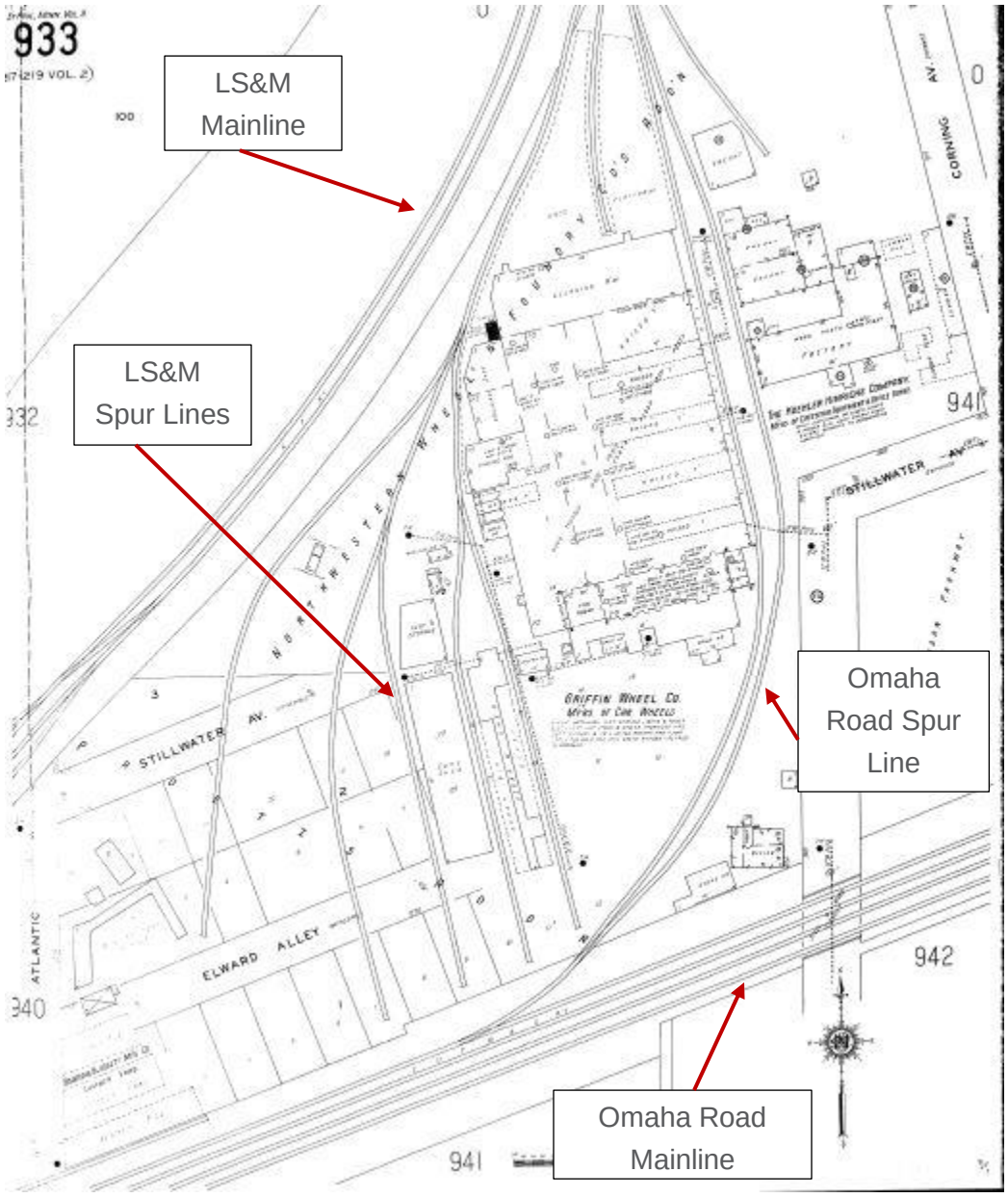

Figure 15. 1939 Sanborn Map showing the Griffin Wheel Company (center) and the Koehler Hinrichs Company (at the corner of Stillwater and Corning Avenues) located between the LS&M mainline, as it turns to the north out of the industrial corridor, and the Omaha Road, as it continues to the east. Note the numerous LS&M and Omaha Road spur lines servicing industries in the area.[115]

As discussed in more detail in Section 3.C.(3)(a), Saint Paul's East Side grew as the industrial corridor grew. The extent of the industrial corridor between Westminster Street and Johnson Parkway served by both the LS&M and the Omaha Road had been fully developed by 1939, and residential development, on

[115] "St. Paul, Minn., 1926 - Revised 1939," 933.

both the north and south sides of the corridor, largely followed suit. Many residents of this area were employed by these nearby industries, which peaked in the postwar period.[116]

Major industries served by the LS&M in the postwar period included Seeger Refrigeration, Northern Malleable Iron Works and Minnesota Mining and Manufacturing (see Figure 16 and Figure 17). Seeger Refrigeration, later known as Whirlpool, was located near Northern Malleable between Arcade and Forest Streets. The East Side plant closed in 1984 and the only extant building associated with it (827 Forest St., RA-SPC-6062) was inventoried in 2009 as part of the Northern Malleable Iron Company complex.[117] On the 1939 Sanborn map, this building is shown as part of the Minnesota Box Company. By 1951, the building was being used by Seeger Refrigeration as a warehouse.[118] Northern Malleable continues to operate at the same location, albeit under the name Northern Iron and Machine.[119]

Minnesota Mining and Manufacturing, known as 3M, had an extensive complex of buildings that spanned both the north and south sides of the corridor between Arcade and Earl Streets. The LS&M provided spur lines to only the northern portion of the campus, while the southern portion was serviced by Omaha Road spur lines.[120] As discussed in more detail in the Community Development section, in 1955, 3M moved its campus from the East Side to an unincorporated area just east of Saint Paul that would shortly thereafter become the suburb of Maplewood.[121] Only one of the buildings from the 3M campus, Building 21, remains extant (900 Bush Ave., RA-SPC-455, listed in the National Register, #14001212). LS&M freight service to the corridor through Saint Paul's East Side ended and this portion of the line was abandoned by the BN in the 1980s. The tracks were removed during the 1990s as part of the Phalen Corridor Redevelopment Plan (discussed in the LS&M section).[122]

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[116] Steven C. Trimble, "'It Was Like Living in a Small Town': Three St. Paul Neighborhoods That Worked: Dayton's Bluff, Payne Avenue, and Arcade Street in the 1940s and '50s," *Ramsey County History* 45, no. 3 (Fall 2010), https://publishing.rchs.com/wpcontent/ uploads/2015/11/RCHS_Fall2010_Trimble.pdf; Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 13–51.

[117] "Seeger Co.'s Tenure Was Bittersweet for East Side," *Pioneer Press*, May 28, 2007, https://www.twincities.com/2007/05/28/seeger-co-s-tenure-was-bittersweet-for-east-side/.

[118] "Northern Malleable Iron Company of St. Paul - RA-SPC-6062," n.d., Minnesota Historic/Architecture Inventory Form, Minnesota Historic Preservation Office, Saint Paul, Minn.; "St. Paul, Minn., 1926 - Revised 1939," 237–38; "St. Paul, Minn., 1926 - Revised 1951," 1:600 (New York: Sanborn Map Company, 1951), 237–38, 244.

[119] "About Northern Iron and Machines," *Northern Iron and Machine*, 2019, http://www.northernim.com/about-us.html.

[120] "St. Paul, Minn., 1926 - Revised 1951," 228, 245–46.

[121] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 45–47.

[122] Lonetree, "An East Side Renaissance," 1B, 5B; Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard*; Gustafson, "Ramsey Board Calls for More Light Rail Study," 23; Crosby, "Street of Dreams," 1A, 23A.

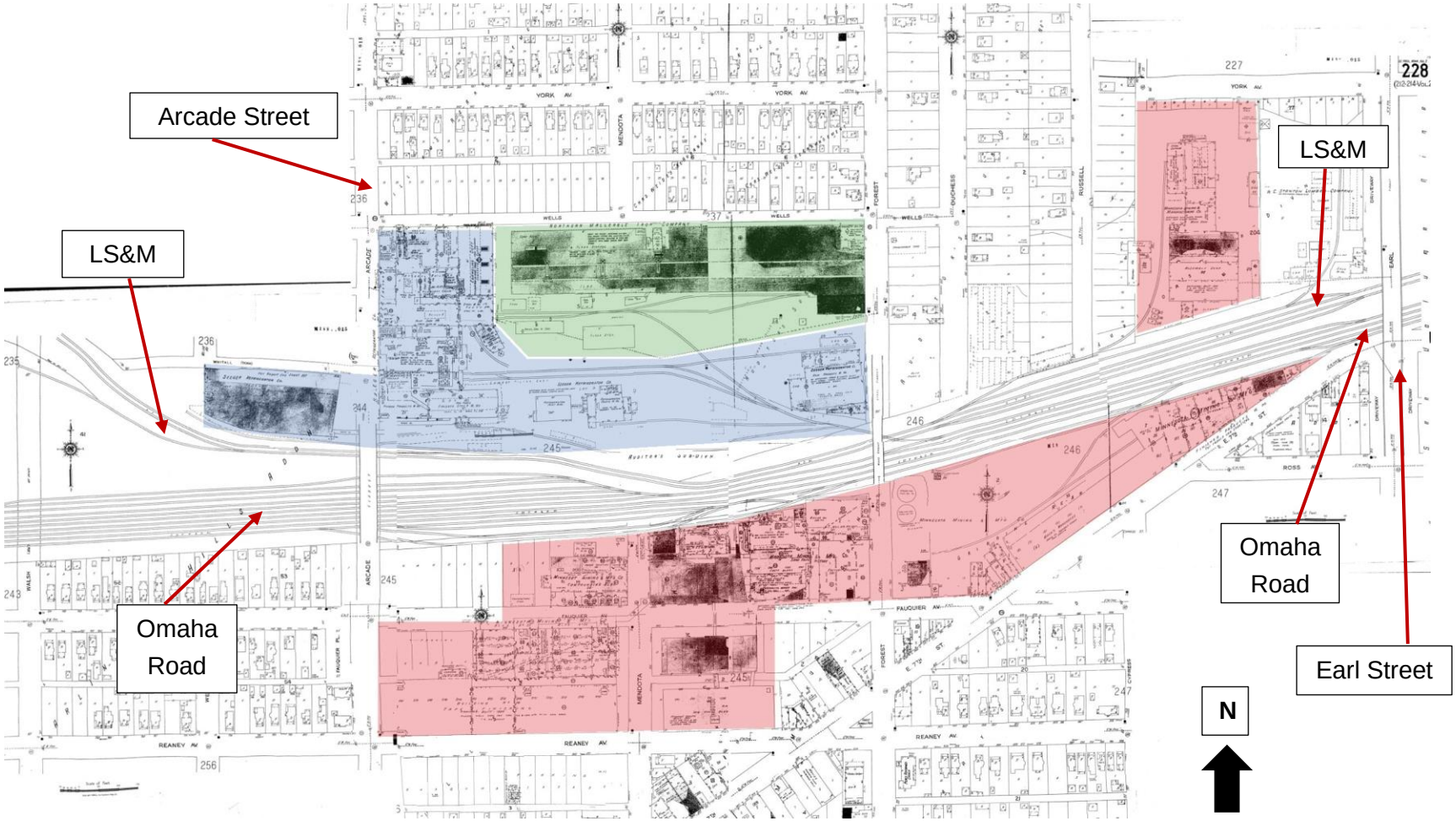

Figure 16. 1951 Sanborn map showing the location of three major industries within the East Side industrial corridor: Northern Malleable Iron Works (green), Seeger Refrigeration (blue), and 3M (red). These industrial properties were served by LS&M spur lines and concentrated in an area roughly between Arcade and Earl Streets.[123]

[123] "St. Paul, Minn., 1926 - Revised 1951," 228, 237–38, 245–46.



Figure 17. 1947 aerial image showing the extent of development in the industrial corridor served by the LS&M. Note that Hamm's Brewery (the complex at the lower left) is discussed in the Omaha Road section and was not served by LS&M spur lines.[124]

[124] "Aerial Photograph, Saint Paul, Minn., GS-DV, Roll 4 Frame 59," May 8, 1947, Minnesota Historical Aerial Photographs Online, John R. Borchert Map Library, University of Minnesota, https://www.lib.umn.edu/apps/mhapo/.

As with the LS&M, a review of Sanborn maps from 1888 to 1951 provides a general sense of the development of the industrial corridor served by the Omaha Road. In the 1880s, the Omaha Road had spur lines that provided rail service to several lumber yards and planing mills as well as the St. Paul Plow Works (all nonextant), which were located between Seventh Street East and the Omaha Road Tracks near Phalen Street (now Duluth Avenue; see Figure 18).[125] These were the same St. Paul Plow Works, owned by William Dawson, that moved to Gladstone shortly after 1888 (see Sections 3.C.(2)(b) and 3.C.(3)(b)).

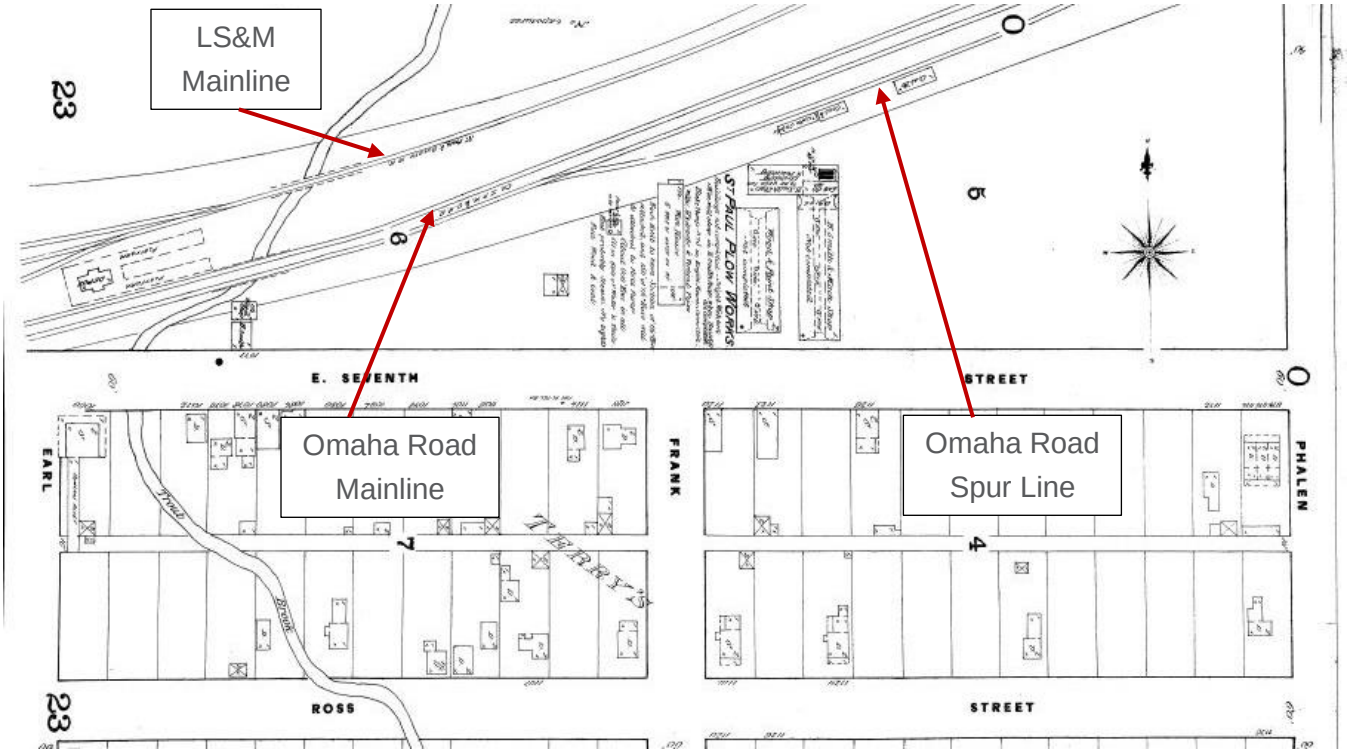

Figure 18. 1888 Sanborn map showing the St. Paul Plow Works on East Seventh Street and Frank Street. Note that the St. Paul Plow Works is provided rail access by an Omaha Road spur line.[126]

One of the largest industrial properties served by the Omaha Road at this time was Hamm's Brewery (RA-SPC-2926; recommended eligible), the heart of which was located at the corner of Payne and Minnehaha Avenues.[127] In 1864, German immigrant Theodore Hamm acquired the Excelsior Brewery,

[125] "St. Paul, Minn., 1885 - Revised 1888," 24.

[126] "St. Paul, Minn., 1885 - Revised 1888," 24.

[127] The Theodore Hamm Brewing Company Complex has a Considered Eligible Finding (SHPO Compliance No. 96-0872). National Register of Historic Places, Theodore Hamm Brewing Company Complex, St. Paul, Ramsey County, Minnesota. It was revisited as part of the Rush Line BRT project and recommended as continuing to be eligible, see Table 6: Phase II Resources.

which he then renamed Hamm's. The complex was served by a number of Omaha Road spurs on the west side of the property (see Figure 19). As discussed further in the Community Development section, Hamm's Brewery and other industries were important to the development of residential areas like Swede Hollow, Railroad Island, and those surrounding the commercial corridor that developed along Payne Avenue.

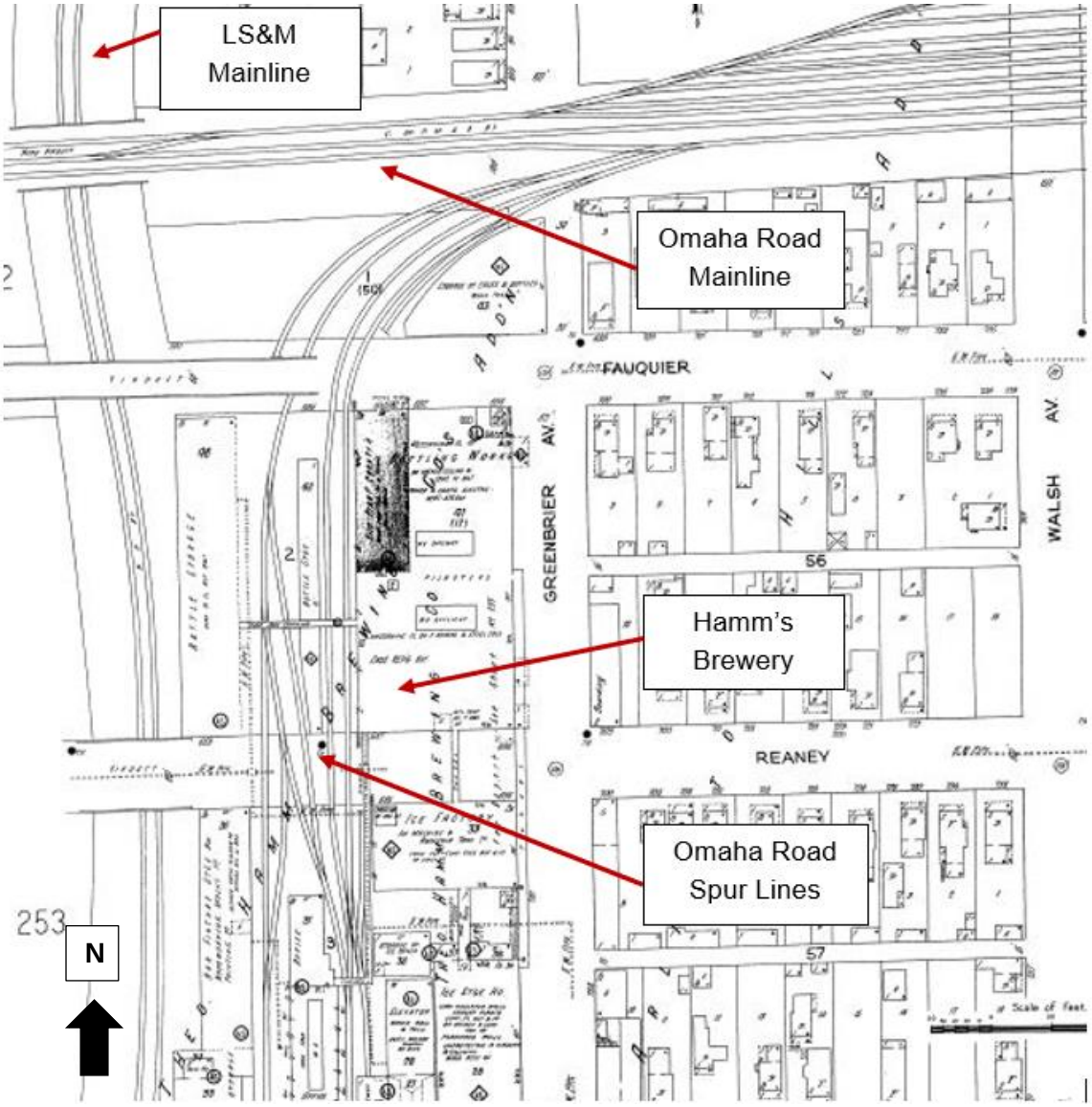

Figure 19. 1939 Sanborn Map showing Hamm's Brewery and the Omaha Road mainline and spur lines. Note that here the LS&M mainline is a throughline below grade, meaning it has no spur lines, in the Phalen Creek valley.[128]

[128] "St. Paul, Minn., 1926 - Revised 1939," 243.

By 1904, the St. Paul Plow Works had been replaced by several small manufacturing companies and the Omaha Road provided spur lines and rail access to these properties as well as a number of small planing mills and lumber and coal yards, all of which are nonextant.[129] By 1939, the Omaha Road was one of the rail lines providing access to what would become, as discussed in the LS&M section, one of the major East Side industries: 3M (see Figure 20).[130]

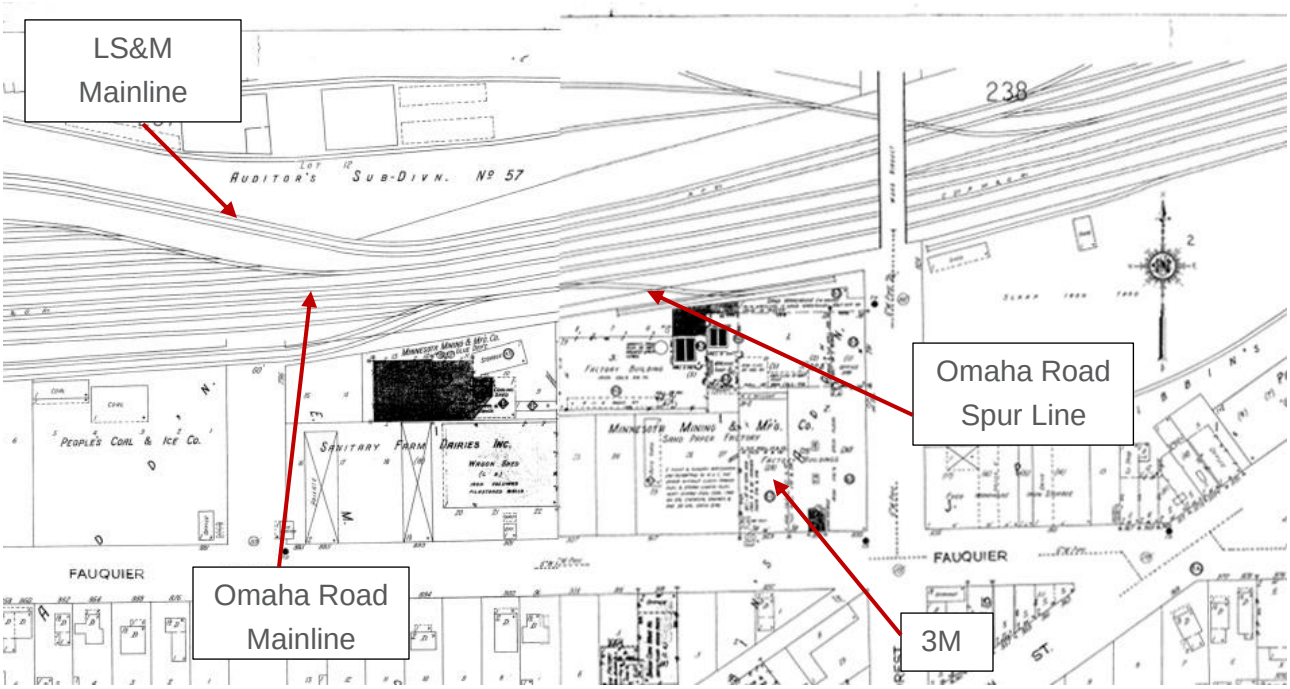

Figure 20. 1939 Sanborn Map showing the Omaha Road spur line that served the 3M campus and other properties in the industrial corridor. A dairy farm supply company and a coal and ice company are located on property to the west. These parcels were later incorporated into the 3M campus.[131]

Most of the industrial properties once served by the Omaha Road are nonextant, but some remain, including the Hamm's Brewery complex and 3M's Building 21. The Hamm's Brewery complex was sold in the 1960s, and several brands of beer continued to be brewed there until 1997. More recently, the complex has been partially redeveloped and is home to several businesses, including, once again, a

[129] "St. Paul, Minn., 1903 - Revised 1904," 214–17.

[130] "St. Paul, Minn., 1926 - Revised 1939," 245–46.

[131] "St. Paul, Minn., 1926 - Revised 1939," 245–46.

brewery.[132] As discussed above, 3M is now located in Maplewood and the only extant building is no longer associated with the company.

(c) Saint Paul and interurban streetcars

The development of a system of railroads helped make Saint Paul an important hub for transporting goods throughout the upper Midwest. At a more local level, starting in the 1870s, a growing network of streetcars helped Saint Paul grow beyond the confines of the "walking city," which was defined as "the area in which residents could easily travel on foot to reach their destinations."[133] Streetcars allowed people to live further from the city center and, as such, streetcar routes often defined the direction of community development (discussed further in Section 3.C.(3)).[134] The first streetcars in Saint Paul, put into service in 1872, were horse-drawn. By 1893, the system was electrified by the Twin City Rapid Transit Company.[135] Also starting in the late nineteenth century, a series of interurban lines connected Saint Paul to nearby cities like Minneapolis (by 1890-1891) and White Bear Lake (by 1890). Streetcars in the Twin Cities were removed from service and replaced by buses in 1954.[136]

The following discussion briefly describes the former streetcar lines that helped shape development within the Survey Area.

(I) Saint Paul lines

The Twin Cities streetcar system was dominated by the interurban lines that connected Saint Paul with Minneapolis. In Saint Paul, these lines ran down University Avenue, Como Avenue, Selby Avenue/Lake Street, and Seventh Street West/Minnehaha Avenue. Major commercial corridors were usually oriented along those lines. By contrast, north-south routes tended to serve as neighborhood feeder lines and smaller, neighborhood commercial corridors developed along these lines.[137] By the end of World War II, downtown Saint Paul was served by 11 streetcar lines.[138] Within the Survey Area, lines ran east-west

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[132] Loren Green, "Drink inside St. Paul's Old Hamm's Brewery at the New Flat Earth Taproom," *City Pages*, November 4, 2015, http://www.citypages.com/restaurants/drink-inside-st-pauls-old-hamms-brewery-at-the-new-flat-earth-taproom-7798224; Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 16.

[133] Mead & Hunt, Inc., *Saint Paul Historic Context Study: Neighborhoods at the Edge of the Walking City* (Prepared for Historic Saint Paul, the City of Saint Paul Heritage Preservation Commission, and the Ramsey County Historical Society, 2011), 1; Zellie and Peterson, *Transportation Corridors, 1857-1950*, 14.

[134] Carole Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, n.d., 7.

[135] Zellie and Peterson, *Transportation Corridors, 1857-1950*, 14.

[136] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 129.

[137] Zellie and Peterson, *Transportation Corridors, 1857-1950*, 15.

[138] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 203.

along Fourth, Fifth, and Seventh Streets East and north-south along Robert and Jackson Streets (see Figure 21).[139] These lines connected downtown to both the interurban and neighborhood feeder lines.

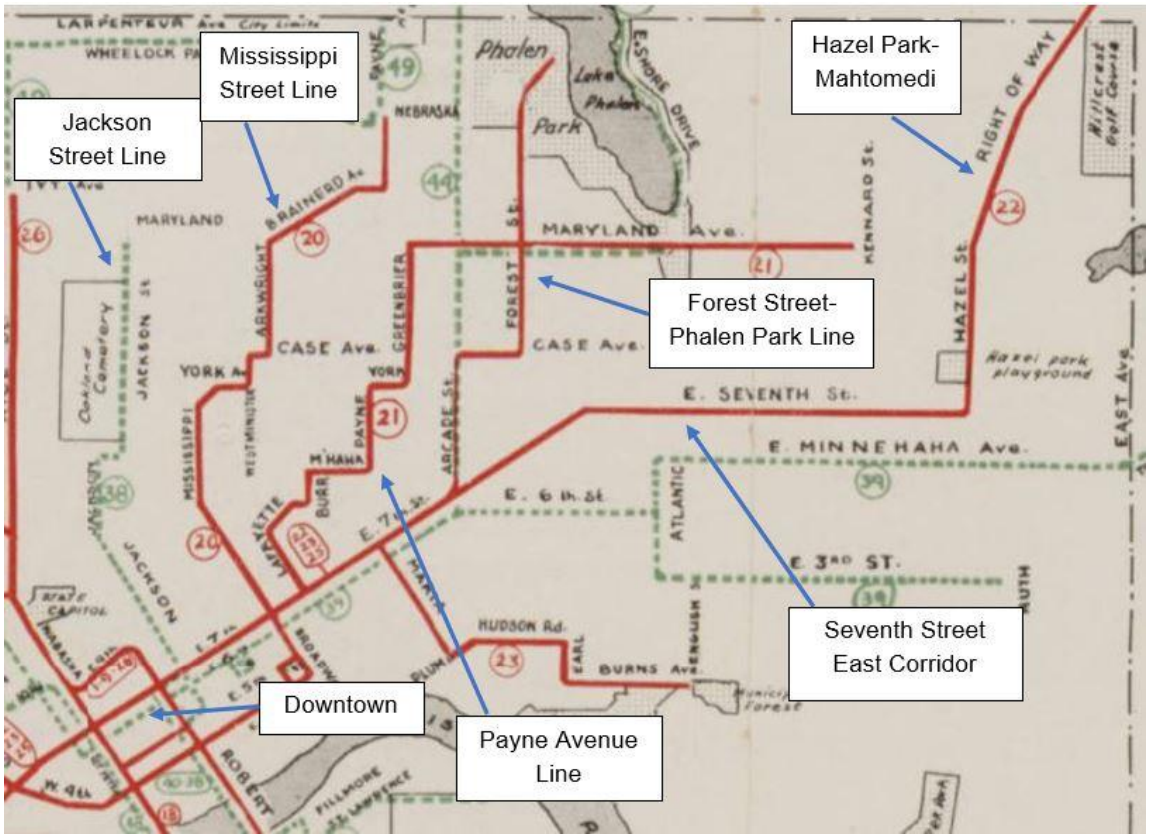

Figure 21. 1948 streetcar line map of Saint Paul. Note how Seventh Street East served as an arterial corridor with neighborhood lines branching off to the north and south.[140] With the exception of the route along Maryland Avenue east of Forest Street, the lines represented in this map had reached their full extent by 1915. The Jackson Street line was converted to a bus line in 1938, a transition that is indicated on this map by a green dashed line.

[139] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 208.

[140] Twin City Rapid Transit, "Twin City Streetcar and Bus Guide, 1948," 1948, 2, Minnesota Streetcar Museum, https://reflections.mndigital.org/catalog/msn:549.

The major east-west streetcar corridor nearest the Survey Area was Seventh Street East, which was served by a cable car between Broadway Street in Lowertown and Duluth Avenue as early as 1889.[141] The Seventh Street East corridor served as an arterial route for a number of streetcar lines during the first half of the twentieth century. Several lines branched off to the north to serve the Payne-Phalen area and other lines branched off to the south to serve Dayton's Bluff and the Greater East Side.[142]

North-south lines that served the neighborhoods and residential areas in the Survey Area included the Jackson Street (1892-1938) and Mississippi Street (1890-1952) lines that ran north from downtown along their respective streets. These lines served the areas of Capitol Heights, Central Park, and Mount Airy. The Payne Avenue (1891-1952) and Forest Street-Phalen Park (1913-1952) lines served the East Side areas of Railroad Island and Payne-Phalen, as well as the industrial properties like Hamm's Brewery, Northern Malleable Iron, and 3M along the east-west LS&M and Omaha Road railroad roadways. The Payne Avenue line ran along Lafayette Road, Burr Street, and Minnehaha Avenue through Railroad Island before turning north along Payne Avenue and crossing over the LS&M and Omaha Road. At Case Avenue the line turned east then north on Greenbrier Street to avoid a steep grade on Payne Avenue. The line then turned east again on Maryland Avenue before terminating at Kennard Avenue, east of the Survey Area and in an area that would have remained largely undeveloped before the 1950s. At Forest Street, the Payne Avenue line intersected with the Forest-Phalen Park line, which ran from Seventh Street East north along Arcade Street and then Forest Street before terminating at Phalen Park (also called Phalen Regional Park, RA-SPC-10850, recommended eligible) on the west side of Lake Phalen (see Figure 21 above).[143] With the exception of a stretch of the Payne Avenue line along Maryland Avenue, east of Forest Street, all of the East Side streetcar lines had reached their full extent by 1915.[144] These lines aided in the development of the East Side as they allowed residents to commute to jobs or commercial strips, like the Payne Avenue commercial strip (RA-SPC-4983), whose development was spurred in large part by the streetcar system.[145] Community development is discussed more thoroughly in Section 3.C.(3).

[141] Landscape Research, LLC, *The Historic Payne Avenue Business District* (Prepared for the East Side Neighborhood Development Company, May 1999), 7.

[142] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 183.

[143] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 274–77.

[144] A.W. Warnock, "The Twin Cities and Surroundings, Streetcar and Steamboat Map" (Kendrick-Odell Press, 1915), Hennepin County Library, James K. Hosmer Special Collections Library, https://reflections.mndigital.org/catalog/mpls:317.

[145] The Payne Avenue Commercial Historic District (RA-SPC-4983) has been previously recommended for Phase II Evaluation; because it is outside the Rush Line Project APE, a Phase II was not completed at this time. Landscape Research, LLC, *The Historic Payne Avenue Business District*.

(II) Saint Paul to White Bear Lake interurban line (Hazel Park-Mahtomedi)

In 1890, the Saint Paul & White Bear Railroad (StP&WB) built an interurban streetcar line connecting Saint Paul to the village of Mahtomedi, outside the Survey Area and across the lake from the village of White Bear Lake near the lake's eastern shore. In 1899, the Twin City Rapid Transit Company purchased the line, as well as the Wildwood Amusement Park (nonextant), which had also been constructed by the StP&WB at the southeast corner of White Bear Lake. This line was called the Hazel Park-Mahtomedi line.[146] Most of the line traveled east of the Survey Area, though a portion traversed the Seventh Street East corridor and would have provided transportation to East Side residents. In 1904, a branch of this line connected Wildwood Amusement Park and the village of White Bear Lake (see Figure 22) and a second track was added to the line between the park and Saint Paul, indicating the continued popularity of the White Bear Lake area as a recreational getaway for Saint Paul residents.[147] White Bear Lake was also a popular location to spent summers; several prominent Saint Paul residents constructed seasonal houses on or near the lake. Wildwood Amusement Park closed in 1938 and streetcar service on the line ended in 1951.[148]

[146] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 277–82.

[147] Nancy L. Woolworth, *The White Bear Lake Story* (White Bear Lake, Minn.: White Bear Lake Chamber of Commerce, 1968), 36, 40–41.

[148] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 94–97.

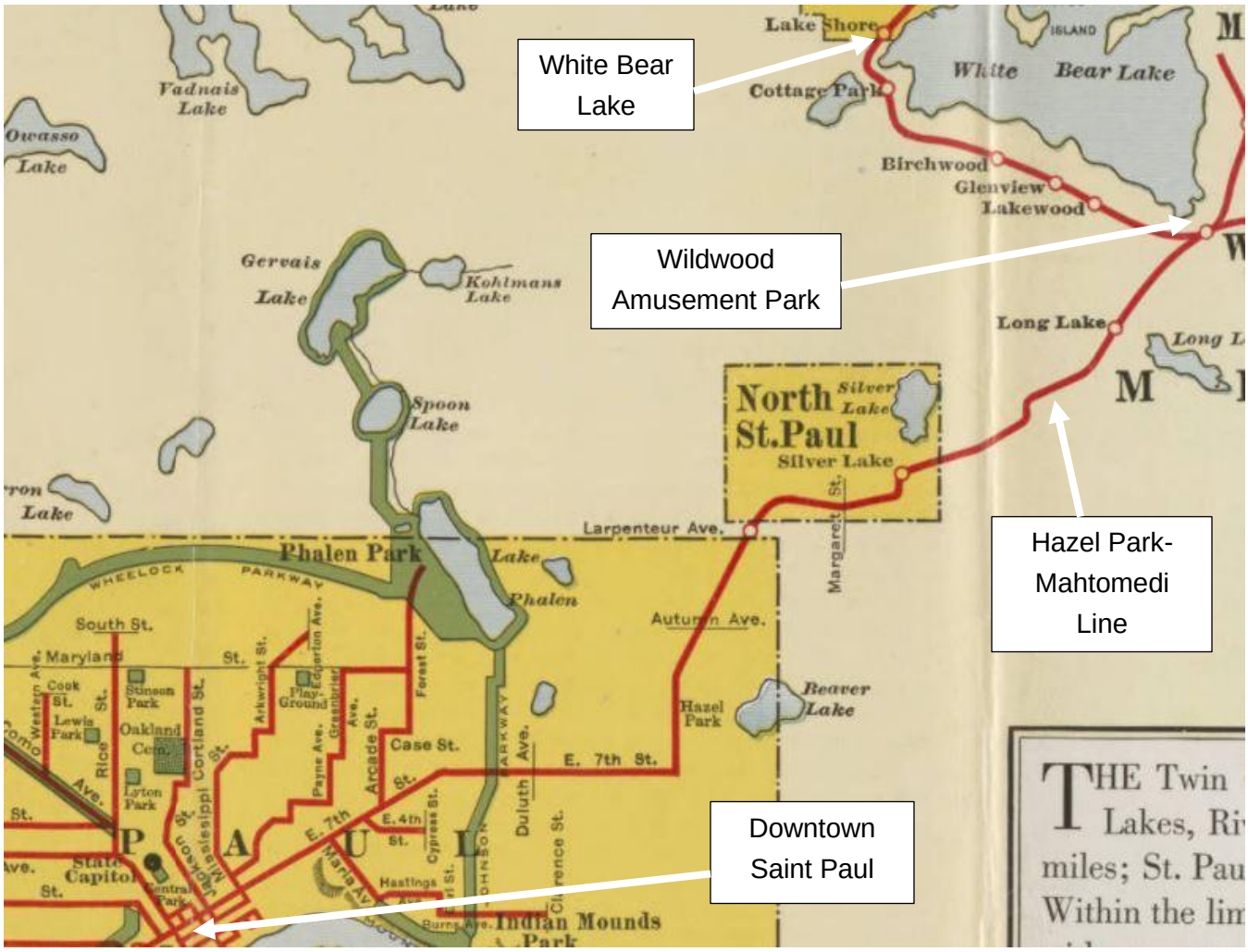

Figure 22. 1915 streetcar map showing the interurban Hazel Park-Mahtomedi line between Saint Paul and White Bear Lake. The LS&M railroad roadway, including a large portion of the Survey Area, was located west of the Hazel Park-Mahtomedi line, running from Lake Phalen to the village of White Bear Lake, on the lake's southwestern shoreline.[149]

(d) Highways

The Survey Area includes a number of automobile roads and highways that historically served as arterials and as part of the main traffic systems within the Survey Area. Many of the roads and highways continue to serve this function. Early roads generally connected existing cities and villages and were often developed on existing trails or rudimentary roads. In many cases, because the development of the largest cities and villages usually occurred along rail lines, road networks often followed transportation corridors similar to those established by the railroads. In the early twentieth

[149] Warnock, "The Twin Cities and Surroundings, Streetcar and Steamboat Map."

century, the state began to organize and exert control over the existing road system. In 1921 the Trunk Highway System was created and incorporated some of the state's busiest roads. The system was expanded in 1933. Incorporation into the Trunk Highway System often led to road improvements. Additionally, following the same pattern as streetcars, the presence of an arterial highway often helped spur development in a previously undeveloped area, especially where two routes intersected. The following discussion briefly addresses the history of major state (Trunk Highways) and Interstate Highways in the Survey Area, which are shown on Figure 23.

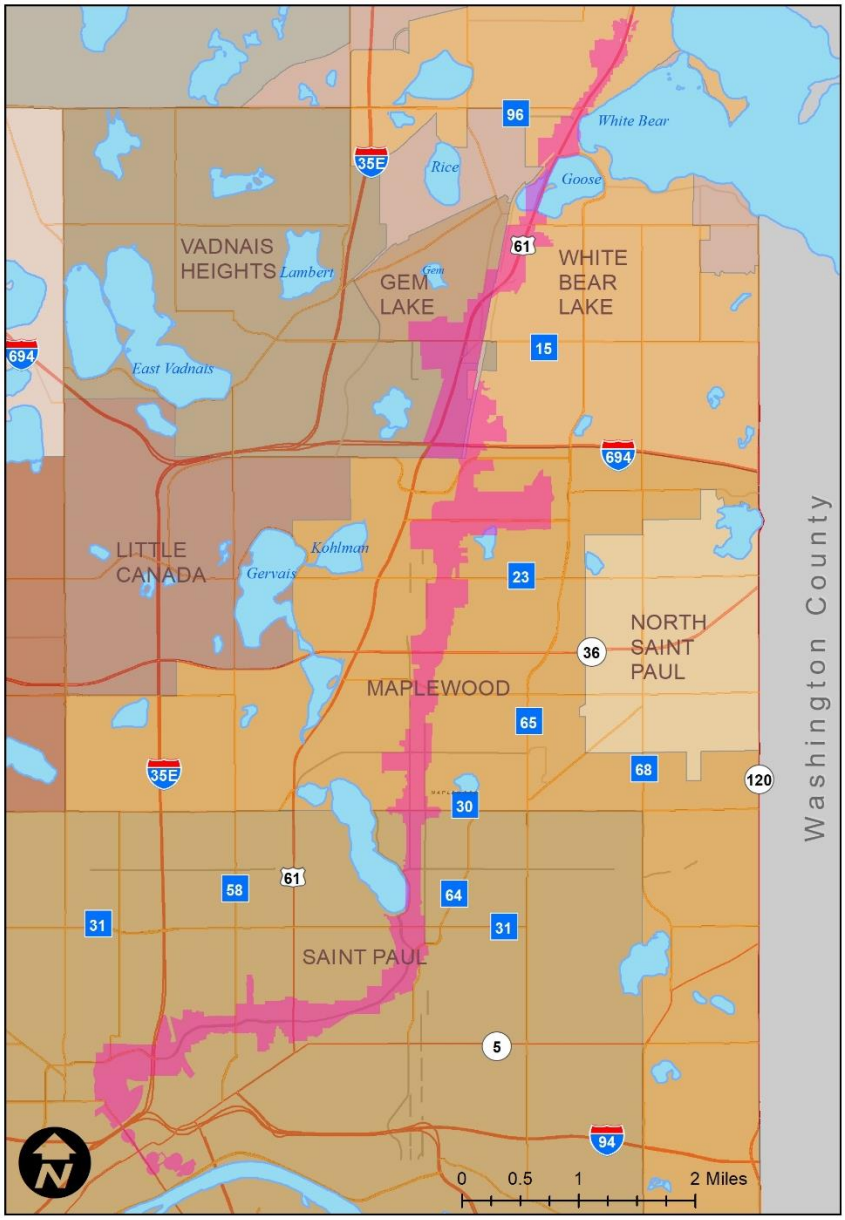

Figure 23. Overview map of major Trunk and Interstate Highways in the Survey Area. Trunk Highways are represented by a white circle and Interstate Highways are represented by a blue shield.

(I) Trunk Highways

Before the twentieth century, railroads and streetcars were the dominant forms of transportation. During this period, construction and maintenance of roads was largely a local concern. With the growing popularity of the automobile in the early twentieth century, the state slowly began to take increasing responsibility for key routes. In 1905, Minnesota designated some of its busiest roads as State Roads, providing funding and construction guidance to local agencies. In 1921, Minnesota established a system of Trunk Highways, transferring the responsibility of construction and maintenance of the most heavily trafficked routes to the state.[150] The two Trunk Highways located in the Survey Area are discussed below.

TH 1/TH 61 (XX-ROD-006, entire corridor determined not eligible; significant segments within Survey Area also determined not eligible)[151]

Automobiles had been traveling the north-south route between Saint Paul and White Bear Lake since at least 1911.[152] By 1919, the route was designated as a State Road.[153] In 1921, the road became part of the newly established Trunk Highway System and was signed TH 1, which ran from Saint Paul to the Canadian Border via White Bear Lake, Duluth, and the North Shore. In Saint Paul, TH 1 was routed along Arcade Street to Frost Avenue, before being routed along what was, in the 1920s, called White Bear Road. The name White Bear Road is no longer used and not to be confused with White Bear Avenue to the east of the project corridor. Between Arcade Street and I-694, TH 61 is cosigned Maplewood Drive. A 1923 Trunk Highway map shows TH 1 and White Bear Road as a cosigned road. The road provided a direct route from Frost Avenue to White Bear Lake. This route appears to have been largely subsumed by the present alignment of TH 61 and research did not reveal more information about the early road.[154] By 1926, TH 1 between Saint Paul and White Bear Lake was paved in concrete.[155] At this time, concrete pavement was generally reserved for only the most traveled routes in the

[150] Minnesota Department of Highways, “History and Organization of the Department of Highways - State of Minnesota” (Prepared in connection with the Minnesota Planning Survey, March 1942), Minnesota Historical Society, St. Paul, Minn.

[151] The current extent of TH 61 (XX-ROD-006) was determined not eligible. In addition to the full current extent, multiple segments and former alignments intersect the Rush Line Survey Area, but none were determined eligible. See the Phase II Evaluation of TH 61 for maps and more information.

[152] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[153] Minnesota Highway Department, “1919 Map of Minnesota Showing the Status of Improvement of State Roads” (N.p.: Minnesota Highway Department, 1919), https://reflections.mndigital.org/catalog/mdt:212.

[154] Minnesota Highway Department, “1923 Map of Trunk Highway System, State of Minnesota” (St. Paul: McGill-Warner Co., 1923), https://reflections.mndigital.org/catalog/mdt:215.

[155] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

state. In 1933, TH 1 was renamed TH 61, and the route extended south to La Crescent, along the Mississippi River, through the incorporation of the former TH 3.[156]

In 1952 and 1953, the portion of TH 61 from Larpenteur Avenue to White Bear Lake was converted into a divided highway. At this time, portions of this segment were realigned. One of these realignments occurred just south of White Bear Lake, between County Road E East, at an area called Hoffman's Corner, to White Bear Lake. As discussed in Section 3.C.(3)(c), this was an important commercial intersection for the village of Gem Lake. Prior to 1952-1953, the highway was routed along the current US 61 Service Road and Hoffman Road, through Hoffman's Corner. After 1952-1953, the highway ran just west of Hoffman's Corner and rather than following the present alignment of Hoffman Road along the west side of Goose Lake, was rerouted along a causeway across Goose Lake. As discussed in further detail in the Community Development section, prior to the realignment development along the highway was limited to a few commercial and light industrial properties at Hoffman's Corner and a small number of residential properties fronting the property. Outside of this limited development, that area around TH 61 between Hoffman's Corner and White Bear Lake was primarily occupied by truck farms (see Figure 24).

[156] Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934* (Saint Paul, Minn.: Perkins-Tracy Printing, Co., 1935), 18.

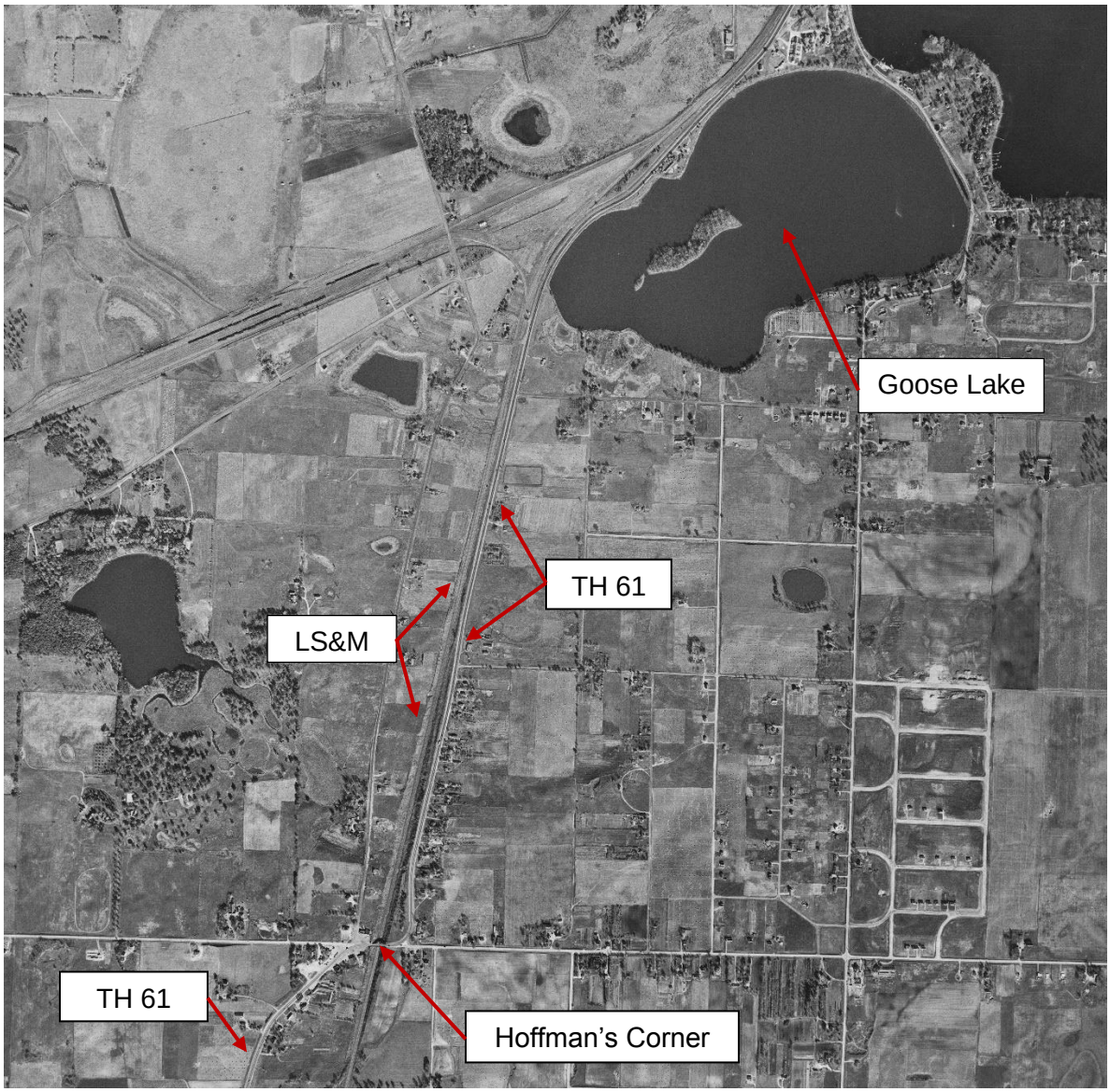

Figure 24. 1949 aerial image of TH 61 between Hoffman's Corner and White Bear Lake. Note how the highway is routed around the west side of Goose Lake, parallel with the LS&M railroad roadway. Also note the limited development along the highway corridor.[157]

[157] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., GS-JP, Roll 1 Frame 39" (U.S. Geological Survey, October 12, 1949), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

After the realignment, farmland gave way to new commercial and light industrial properties, which were built along the new divided and realigned highway starting in the 1950s and 1960s.[158] Automobile dealerships became particularly common along this corridor and the first of these dealerships was present along TH 61 at the south end of White Bear Lake starting in the 1960s. Polar Chevrolet (RA-WBC-0160, 2801 County Road F East), for example, capitalized on its location at the corner of TH 61 and County Road F East with advertising that included Paul R. Bear, a large white polar bear sculpture (RA-WBC-0035), which is still part of an automobile dealership. Various light industrial properties also developed along this corridor during the postwar era, as the highway provided easy access for vehicles.[159] In addition to the construction of new commercial and light industrial properties along the corridor, the area also saw the development of residential suburban subdivisions (see Figure 25 and Section 3.C.(3)).

[158] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*; "Aerial Photograph, White Bear Lake, Minn., 1947," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, White Bear Lake, Minn., 1966," *Historic Aerials by NETROnline*, historicaerials.com.

[159] "Aerial Photograph, White Bear Lake, Minn., 1947"; "Aerial Photograph, White Bear Lake, Minn., 1966."



Figure 25. 1966 aerial image of TH 61 between Hoffman's Corner and White Bear Lake. Note how the 1952-1953 realignment resulted in the highway being routed west of Hoffman's Corner and across a portion of Goose Lake. Also note the residential growth to the east of the highway.[160]

[160] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., GS-VBOX, Roll 1 Frame 196" (U.S. Geological Survey, November 2, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

TH 36 (XX-ROD-028, entire corridor determined not eligible; significant segments within Survey Area also determined not eligible)[161]

TH 36 began in 1929 as an east-west county road, shared by Hennepin, Ramsey, and Washington Counties. The road was routed along County Roads D and C from Stillwater to Minneapolis, via North Saint Paul and the area that would become Maplewood (see Figure 26). Before 1929, the route between Stillwater and Minneapolis traveled through downtown Saint Paul, so the new highway alignment begun in 1929 served as a faster bypass.[162] It was added to the Trunk Highway System in 1934 and had bituminous paving by 1941.[163]

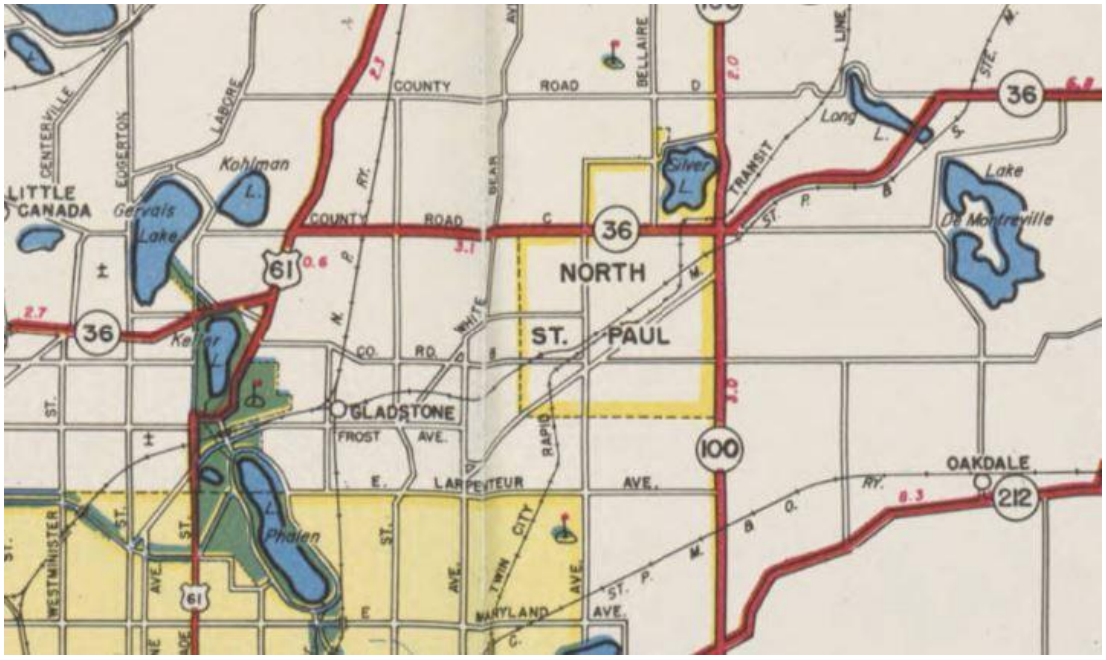

Figure 26. Inset of 1950 highway map showing the alignment of TH 36 along portions of County Road D and C east of the junction with TH 61.[164]

By 1955, the portion of the route from Stillwater to TH 61 was realigned and reconstructed as a four-lane divided highway. A cloverleaf interchange was built at the junction of TH 36 and TH 61

[161] The current extent of TH 36 (XX-ROD-028) was determined not eligible. In addition to the full current extent, multiple segments and former alignments intersect the Rush Line Survey Area, but none were determined eligible. See the Phase II Evaluation of TH 36 for maps and more information.

[162] Bob Jensen, "Highway 36: 30 Years in the Making," *Maple Leaves: Newsletter of the Maplewood Historical Society*, September 2012, Maplewood Area Historical Society, Maplewood, Minn.

[163] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6211 in Ramsey County*, 2013, Minnesota Department of Transportation, St. Paul, Minn.

[164] Minnesota Department of Highways, "1950 Minnesota Official Highway Map" (Minnesota Department of Highways, 1950), MnDOT Library, Minnesota Department of Transportation, https://reflections.mndigital.org/catalog/mdt:1291.

starting in 1953 and new commercial and light industrial properties were built near the interchange starting in the late 1950s and into the 1960s (see Figure 27 and Figure 28). Although the interchange itself is west of the project corridor, this commercial and industrial development extended east along TH 36 and includes properties within the project corridor such as the 1970 Truck Utilities, Inc. building at 2370 English St. North (RA-MWC-0100).[165]

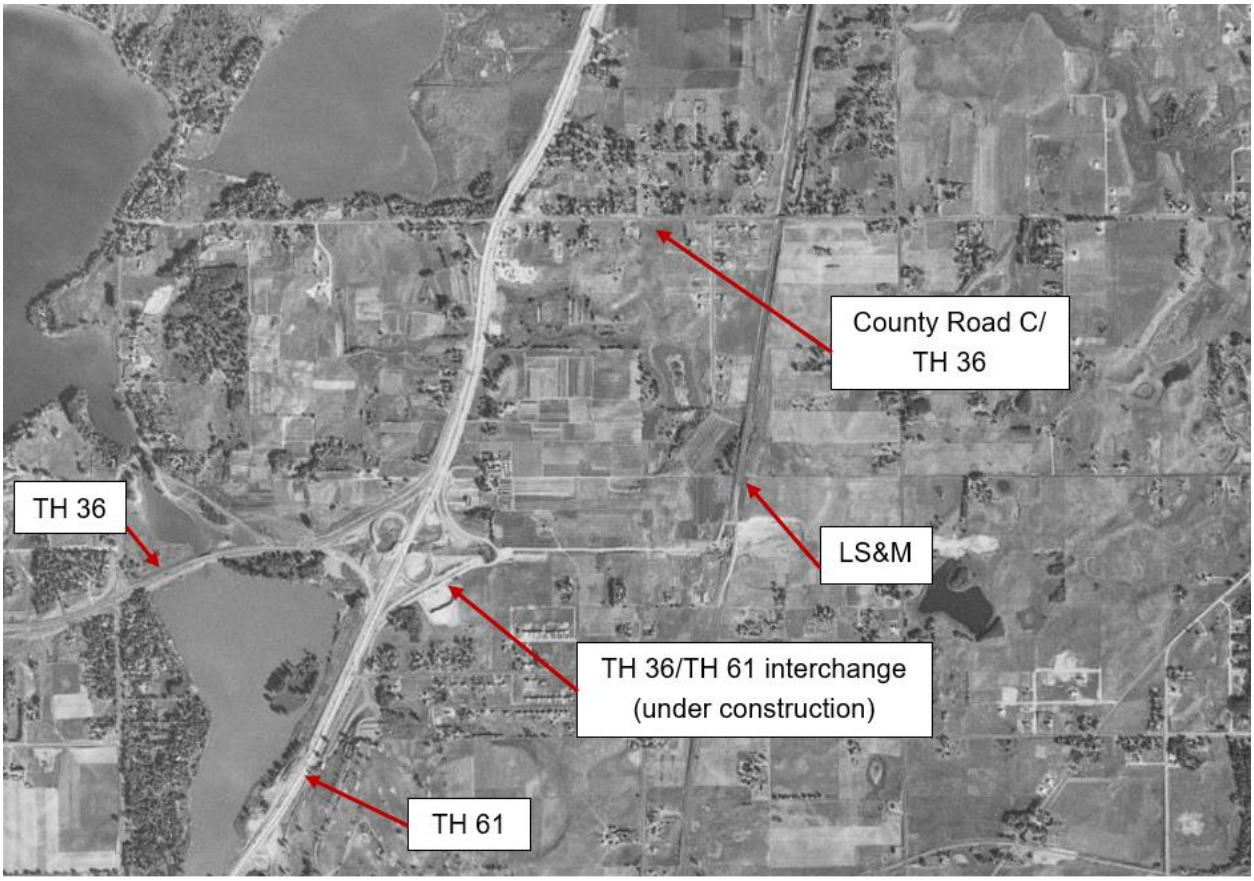

Figure 27. 1953 aerial image showing the cloverleaf interchange between TH 36 and TH 61, located west of the Survey Area and the LS&M railroad roadway. Note that in 1953 the cloverleaf was only partially constructed, and TH 36 was still routed along County Road C east of TH 61.[166]

[165] Jensen, "Highway 36: 30 Years in the Making"; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6211 in Ramsey County*; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6212 in Ramsey County*, 2013, Minnesota Department of Transportation, St. Paul, Minn.; "Aerial Photograph, Maplewood, Minn., 1966," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Maplewood, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com.

[166] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 29 Frame 5402" (U.S. Geological Survey, October 1, 1953), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

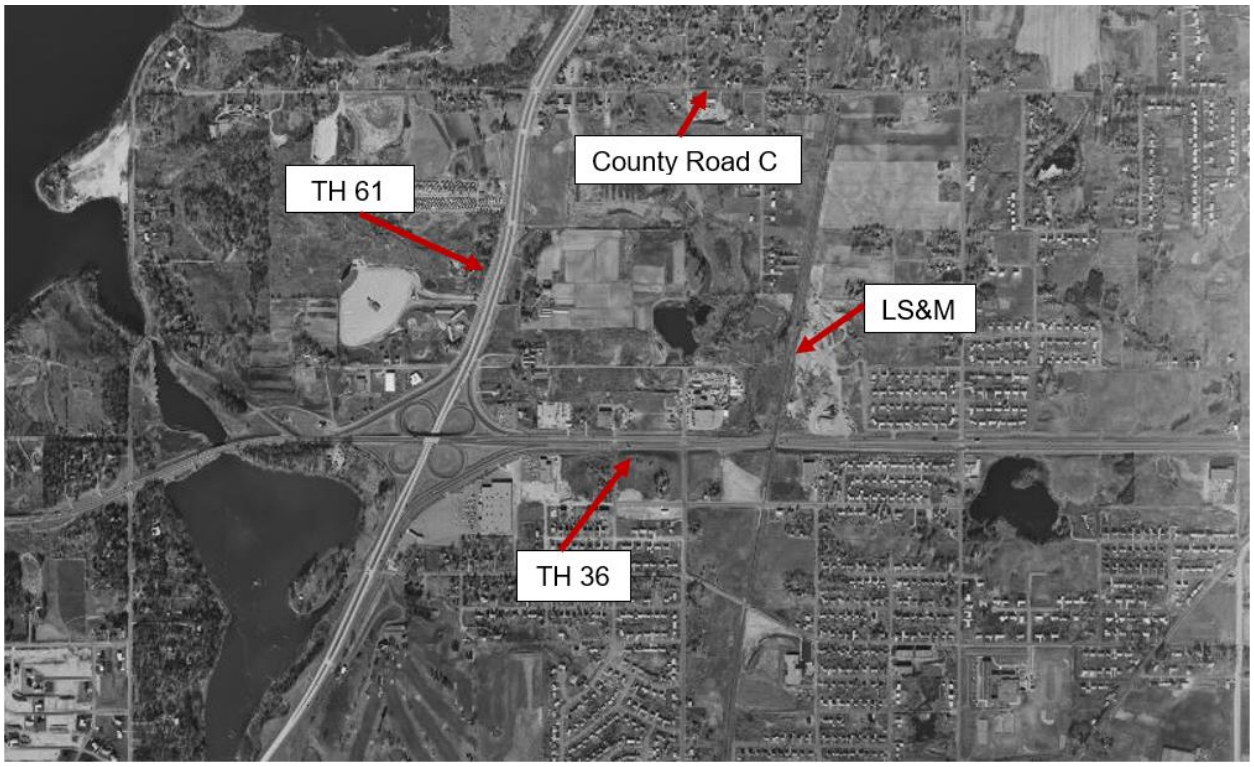

Figure 28. 1966 aerial image showing the TH 36 and TH 61 interchange. Note that after 1955, TH 36 no longer traveled along County Road C, but was realigned to the south and constructed as a four-lane, divided highway. Also note the light industrial development east of the interchange and surrounding residential development.[167]

(II) Interstate Highways

As travel by automobiles became more popular in the postwar period, new transportation systems were developed to accommodate automobile traffic. Passage of the 1956 Federal-Aid Highway Act made possible the construction of the Interstate Highway System. In the Twin Cities, plans were developed as early as 1944 for both an east-west highway to connect the two downtowns and a split north-south highway with two branches serving each downtown respectively. At the same time, a beltline highway to encircle the metro area and ease traffic congestion between the downtowns was also planned.[168]

Within Saint Paul, the construction of Interstate Highways made use of land that had been cleared of houses and other buildings as a part of the Mount Airy urban renewal project in the 1950s. I-35E, which

[167] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 1 Frame 213" (U.S. Geological Survey, November 2, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

[168] Plans for an expressway between the downtowns and a beltline highway had been in the works since the 1920s. Patricia Cavanaugh, *Politics and Freeways: Building the Twin Cities Interstate System* (Center for Urban and Regional Affairs and Center for Transportation Studies at the University of Minnesota, October 2006), 10–12.

runs north-south through the Survey Area, was constructed on the eastern edge of the Mount Airy Housing Project, replacing much of Mississippi Street. I-94 runs east-west through the Survey Area, separating Downtown and Lowertown Saint Paul from both the Capitol area and the East Side. The new highway corridors and their junction at the northeast edge of downtown in some ways mirrored the preexisting railroad roadways that met at nearby Westminster Junction. Construction on both I-35E and I-94 began in the late 1960s and was completed by the early 1970s (see Figure 29).[169]

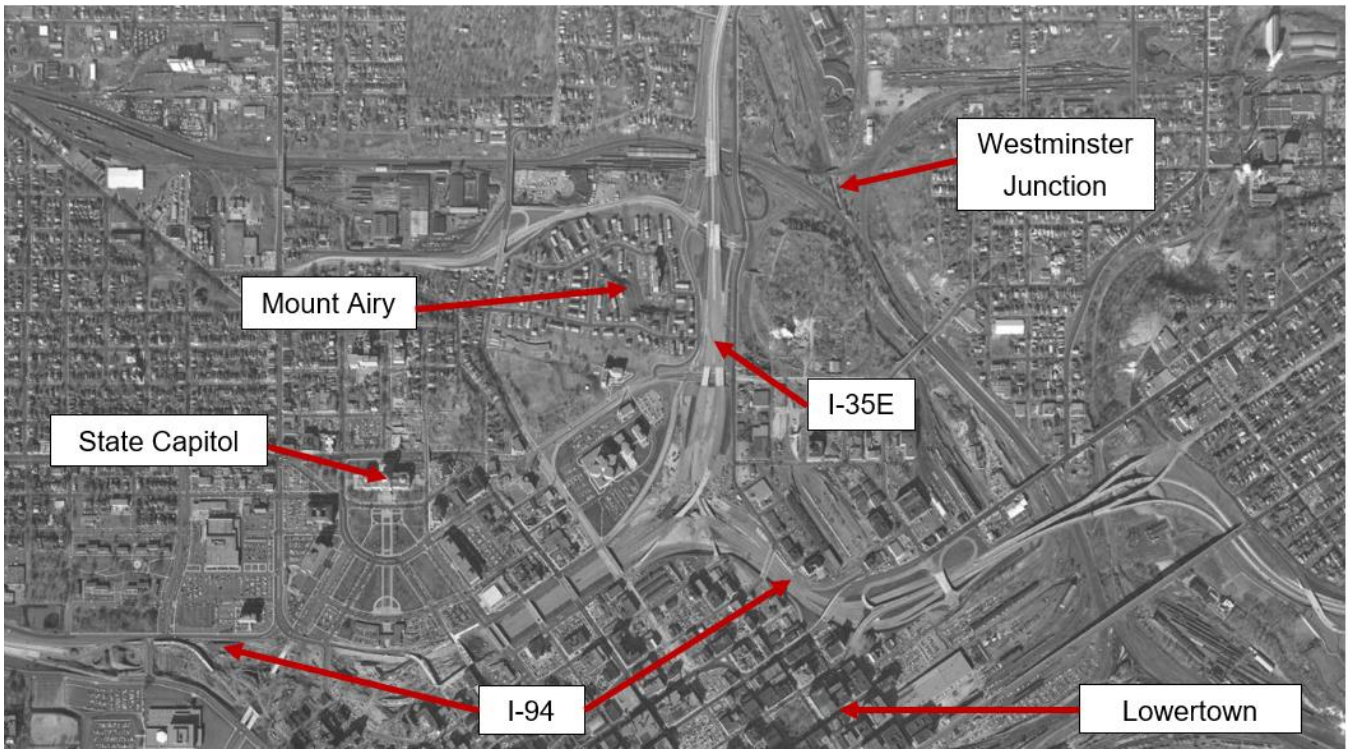

Figure 29. 1966 aerial image of Saint Paul showing the construction of I-94 and I-35E. Note how the east-west and north-south highway corridors in some ways mirror the preexisting east-west and north-south railroad roadways.[170]

I-694, the east-west highway that forms the northern half of the beltline highway, generally marks the present boundary between Maplewood and White Bear Lake. Construction on I-694 began in 1961 and the portion of I-694 that intersects with the project corridor was not constructed until 1970.[171] Starting in

[169] Cavanaugh, *Politics and Freeways: Building the Twin Cities Interstate System*, 14, 34–35.

[170] U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., GS-VBOX, Roll 2 Frame 7" (U.S. Geological Survey, November 2, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgus.gov.

[171] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6286 in Ramsey County*, 2016, Minnesota Department of Transportation, St. Paul, Minn.; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6285 in Ramsey County*, 2013, Minnesota Department of Transportation, St. Paul, Minn.

the 1970s, commercial properties developed along both sides of I-694 between junctions with TH 61 and White Bear Avenue.[172] The largest of these properties is the Maplewood Mall (RA-MWC-0072), which opened in the summer of 1974 at the junction of I-694 and White Bear Avenue.[173] It was built on land that had been a combination of farmland and wetland. Starting in the 1990s, a number of free-standing commercial buildings with large parking lots were constructed adjacent to the mall.[174]

(e) Transportation conclusion and associated property types

Railroads, streetcars, and highways all had important roles to play in the creation and development of the areas they traversed. Within the Survey Area, during the late nineteenth and early twentieth century, railroads helped establish an industrial corridor within East Saint Paul and served as an important connection to the resort village of White Bear Lake. Beyond the Survey Area, railroads connected Saint Paul, White Bear Lake, and the areas between to wider markets. During this same period, streetcars helped develop residential and commercial areas while also connecting Minneapolis, Saint Paul, and even White Bear Lake. Starting in the 1920s and accelerating in the 1950s and beyond, highways and automobiles replaced trains and streetcars as favored modes of transportation. This shift also changed the type of development that occurred and the locations it occurred in.

Various modes of transportation had an impact on the development of the Survey Area and the survey is expected to identify a number of resources that relate to this theme. Properties associated with railroads may include depots, railroad roadways and roadbeds, administrative offices, railyards, grade-separation structures, section houses and engine houses, and transfer tables. Due to extensive survey and evaluation of numerous railroads in the state, a number of rail-related properties in the Survey Area have already been listed in or determined eligible for the National Register. Examples of these include Union Depot (RA-SPC-5225, listed in the National Register), Westminster Junction (RA-SPC-5618, recommended eligible), the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001, eligible for the National Register), and the White Bear Lake Depot (RA-WBC-0121, contributing to the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment).

Properties associated with streetcars may include car barns/repair shops, administrative/office buildings, waiting stations, power plants and substations, and bridges, underpasses or trestles built to provide unobstructed clearance at intersections with railroad roadways or to span rivers and uneven

[172] "Aerial Photograph, White Bear Lake, Minn., 1972," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, White Bear Lake, Minn., 1980," *Historic Aerials by NETROnline*, historicaerials.com.

[173] Kaylin Creason, "Maplewood Mall Celebrates 40 Years," *Lillie News*, August 22, 2014, http://www.lillienews.com/articles/2014/08/22/maplewood-mall-celebrates-40-years.

[174] "Aerial Photograph, Maplewood, Minn., 1991"; "Aerial Photograph, Maplewood, Minn., 2003," *Historic Aerials by NETROnline*, historicaerials.com.

terrain. Although the streetcar system influenced development patterns, no previously surveyed or newly surveyed properties have been found that relate to the former streetcar system.

Properties associated with highways include highway corridors, waysides, and bridges and grade-separation structures. Examples of highway-related properties in the Survey Area include TH 61 (XX-ROD-006, previously determined not eligible for the National Register)[175] and TH 36 (XX-ROD-028, recommended not eligible),[176] the numerous bridges that carry the routes over waterways, rail corridors and other transportation networks.

A total of 12 properties associated with Transportation were identified during Phase I survey efforts. Seven of these properties warranted Phase II Evaluation:

- RA-MWC-0248, Bridge 62529, Bruce Vento Regional Trail over Beam Avenue
- RA-SPC-5618, Westminster Junction
- RA-WBC-0121, Northern Pacific Railroad Depot, 4751 4th St. (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- XX-ROD-028, Trunk Highway 36, St. Croix Crossing to I-35
- XX-RRD-CNW001, Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District, Union Depot to Stillwater Junction
- XX-RRD-NPR001, LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment, Union Depot in Saint Paul to White Bear Lake Depot in White Bear Lake
- XX-RRD-NPR005, LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment, White Bear Lake Depot in White Bear Lake to Hugo

[175] The current extent of TH 61 (XX-ROD-006) was determined not eligible. In addition to the full current extent, multiple segments and former alignments intersect the Rush Line Survey Area, but none were determined eligible. See the Phase II Evaluation of TH 61 for maps and more information.

[176] The current extent of TH 36 (XX-ROD-028) was determined not eligible. In addition to the full current extent, multiple segments and former alignments intersect the Rush Line Survey Area, but none were determined eligible. See the Phase II Evaluation of TH 36 for maps and more information.

(3) Community Development

The Survey Area is a linear corridor that begins in downtown Saint Paul and ends in the community of White Bear Lake. A portion of the Survey Area, starting in Saint Paul near Payne Avenue and extending to Beam Avenue in Maplewood, follows the former LS&M mainline corridor (see Section 3.C.(2)). Along the route the Survey Area passes through a number of Saint Paul neighborhoods including areas developed in the late nineteenth and early twentieth centuries, as well as areas within the city limits developed after World War II. The Survey Area also passes through the remnants of late-nineteenth-century communities north of Saint Paul. After World War II, these communities and the farmland that surrounded them developed into postwar suburbs. As a result, the Survey Area contains a variety of resource types that represent this extensive period of settlement and development, including residential, commercial, industrial, religious, and educational properties.

The development of communities and neighborhoods in the Survey Area was shaped by the transportation corridors discussed in the previous section. The construction of railroad lines in Saint Paul was crucial to the history of the development of the city and its northern suburbs. The railroads brought industry, commerce, and residential growth to Saint Paul. Within the Survey Area, the East Side of Saint Paul was shaped by the railroad corridor at its center. The railroad provided early connections between Saint Paul and settlements that would become the city's northern suburbs: Gladstone (which would later become part of Maplewood) and White Bear Lake. Far-reaching streetcar lines originating in Saint Paul made similar connections. In the years after World War II, the railroad corridor became less important and transportation shifted to automobiles, spurring the growth of residential suburbs. The construction of highways and freeways, along with urban renewal and redevelopment projects, influenced community development in the postwar era.

The following discussion explores the development of communities and neighborhoods within the Survey Area. Community and neighborhood discussions are presented as encountered on the project corridor from south to north and west to east, beginning in Saint Paul and ending in White Bear Lake. This discussion uses a combination of contemporary and historic neighborhood names rather than names currently used by the city of Saint Paul for governmental or planning purposes.[177] The reasoning for naming choices is detailed in each section, as appropriate. Community development in the suburbs of Maplewood is discussed in general terms and specific historic communities or subdivisions within the Survey Area called out for individual attention.

[177] Saint Paul divides the city into seven wards to determine representation on the city council. Individual ward boundaries encompass multiple neighborhoods and do not necessarily reflect historic neighborhood boundaries. City of Saint Paul, "City of Saint Paul Wards and District Councils Map," accessed October 30, 2018, https://www.stpaul.gov/DocumentCenter/View6/10410.pdf; "District Councils," *Saint Paul, Minnesota*, accessed October 30, 2018, https://www.stpaul.gov/residents/live-saint-paul/neighborhoods/district-councils.

Research revealed a handful of individuals that local entities, such as the Maplewood Historical Society, identified as important to community history. Where applicable, those individuals have been included in the context. In many cases, these individuals are associated with properties that are nonextant or located outside of the Survey Area. Where individuals are associated with extant properties in the Survey Area, that association is discussed in more detail on individual property forms.

Although prominent individuals were doing business in the Survey Area, particularly in the industrial area that developed along the railroad corridor, research did not reveal residential properties associated with them. As a result, it is believed that they did not live within the Survey Area. For example, while the Hamm's Brewery is located south of Phalen Boulevard in the Survey Area, Theodore Hamm and his family occupied a house overlooking nearby Swede Hollow that is now nonextant.[178] Benjamin Osgood, who served as president of the Osgood & Blodgett Manufacturing Company (located on Duluth Street) lived in Dayton's Bluff.[179]

(a) Saint Paul

As the Survey Area traverses Saint Paul, it intersects areas including Lowertown, Downtown, the historic neighborhood of Capitol Heights (now the area of the State Capitol), the housing project known as Mount Airy, and a number of neighborhoods in Saint Paul's broader East Side area. The following subsection will first discuss downtown and Lowertown, Capitol Heights and Mount Airy, and then the East Side.

As discussed in Section 3.C.(2), the city of Saint Paul traces its beginnings to Fort Snelling, which was the first Euro-American settlement in the area. Fort Snelling was built in 1819 at the confluence of the Mississippi and Minnesota (then Saint Peter) Rivers, roughly six miles upstream from the present location of Saint Paul, with the purpose of asserting American control over the fur trade in the region. In 1838, non-military residents who had travelled to Fort Snelling from the Selkirk colony in present-day Manitoba were evicted from the fort. Several of these individuals, along with discharged soldiers like Edward Phalen, settled upstream from the fort at the foot of the limestone bluffs that would eventually become downtown Saint Paul. Two breaks in the bluffs provided ideal locations for landing steamboats, making the small settlement a terminus of the Red River Ox Cart trade by the 1840s, from which furs could be shipped by steamboat to points south and east. By 1849, when Minnesota became a territory, Saint Paul was named the capitol. The city incorporated in 1854 and became the state capital in 1858

[178] "Hamm's Homes of Sky Blue Waters," *Forgotten Minnesota*, April 16, 2014, http://forgottenminnesota.com/blog/2014/04/hamms-homes-of-sky-blue-waters.

[179] Larry Millett, "Arthur and Elsa Koenig (Koenig-Osgood) House," *Saint Paul Historical*, In AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and St. Paul: Minnesota Historical Society Press 2007, https://saintpaulhistorical.com/items/show/407.

after Minnesota was admitted into the union as a state.[180] A specific context was not developed for downtown or Lowertown as much of the Survey Area has been previously surveyed and evaluated.

(I) Capitol Heights and Mount Airy neighborhoods

The western edge of the Survey Area encompasses portions of two neighborhoods just east of the State Capitol: the easternmost portion of Capitol Heights and the entirety of Mount Airy (see Figure 30). Capitol Heights is the historic neighborhood name while the term Mount Airy was used beginning in the 1930s (and possibly earlier).



Figure 30. Map showing Saint Paul's Capitol Heights and Mount Airy neighborhoods and East Side area.

The Capitol Heights area—approximately bound historically by present-day 14th Street East on the south, Pennsylvania Avenue on the north, Rice Street on the west and Jackson Street on the east—was an affluent address in the late nineteenth and early twentieth centuries. The first upper-class residences of the Capitol Heights neighborhood were built in the 1850s on what was then called Wabasha Hill. In the 1870s and 1880s, the hill was home to a concentration of large, grand houses

[180] Williams, *A History of the City of Saint Paul to 1875*.

occupied by the city's elite. Residents were drawn to the hillside overlooking downtown because, at the time, the area was on the outskirts of the city of Saint Paul but still close enough for easy access to the commercial center. Central Park (nonextant), which occupied an entire block southeast of the present Capitol, was greenspace created in the 1880s as a buffer between the upper-class houses on the hill and the working-class houses on the northern fringe of downtown.[181]

The demographics of the neighborhood began to shift after the turn of the century. In 1894, the state of Minnesota decided to construct its new State Capitol (completed in 1905) just one block from Central Park. The previous two Capitol buildings were located closer to downtown, on the block bound by Tenth, Wabasha, Exchange, and Cedar Streets.[182] The Capitol architect, Cass Gilbert, advocated until his death in 1934 for the construction of grand landscaped approaches to the building, particularly from the Mississippi River and downtown Saint Paul. The state was reluctant but began purchasing surrounding land in 1912. After these purchases began, institutional buildings, including state office buildings and schools, began to be constructed near the Capitol.[183]

As a result of the construction of these institutional buildings, the affluent, residential character of the neighborhood began to shift. Slowly, upper-class residents left for other parts of the city, notably Summit Hill. Many of the large, upper-class residences were subdivided into boarding houses.[184] In 1954, Gilbert's plan for a grand approach to the Capitol was partially realized when the State Capitol Mall was built. The construction of the mall resulted in razing more dwellings. The large, upper-class houses that remained were demolished by the 1960s to construct state government buildings, although some stone walls and stairs are extant.[185] Central Park was replaced with a ca. 1980 parking structure at Central Park Avenue and Dr. Martin Luther King Junior Boulevard.[186] As an homage to Central Park, the roof of the northernmost section includes a marker and park space with a lawn and trees.[187]

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[181] Some of the working class houses were razed as part of the urban renewal project described below, and others were razed for the construction of the I-94 highway. Larry Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities* (Minneapolis: University of Minnesota Press, 2011), 47–51.

[182] Linda A. Cameron, "Minnesota's First State Capitol," *MNopedia*, September 6, 2017, http://www.mnopedia.org/structure/minnesotas-first-state-capitol; Linda A. Cameron, "Minnesota's Second State Capitol," *MNopedia*, February 27, 2018, http://www.mnopedia.org/structure/minnesotas-second-state-capitol.

[183] Gary Phelps, *History of the Minnesota State Capitol Area* ([Saint Paul, Minn.]: The Capitol Area Architectural and Planning Board, 2001), 7–21.

[184] Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*, 54.

[185] Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*; "Aerial Photograph, St. Paul, Minn., 1947," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, St. Paul, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com.

[186] "Aerial Photograph, St. Paul, Minn., 1980."

[187] Paul D. Nelson, "Lost Neighborhood: The Life and Death of Central Park - A Small Part of the Past Illuminated," *Ramsey County History* 39, no. 3 (Fall 2004): 4.

In contrast to Capitol Heights, residential areas to the north and east included more modest, working-class houses. These areas bordered the GN rail corridor just west of Westminster Junction and included the Jackson Street Shops. Many of the neighborhood inhabitants worked for the railroad or nearby industries.[188] By the 1930s, the easternmost portion of this area was targeted for urban renewal. According to the 1934 Saint Paul Housing Project plans, houses from the GN rail line to roughly 12th Street East and between Jackson Street and Westminster Junction were to be razed and a low-cost public housing project was to be built in what came to be known as the Mt. Airy neighborhood.[189] The Mt. Airy Homes Public Housing Complex (Mt. Airy, RA-SPC-5915, recommended not eligible) was one of three public housing projects in Saint Paul. The McDonough and Roosevelt projects, both completed in 1952, are located north and northeast (respectively) of Mt. Airy. Although plans date to 1934, Mt. Airy was not completed until 1959, seven years after McDonough and Roosevelt.[190]

According to the 1934 plans, the Mt. Airy houses were to be small, two-story, two-bedroom, detached and semi-detached houses with flat roofs and minimal ornamentation.[191] However, a review of aerial photography reveals that the original houses were not razed until after 1947 and, according to newspaper reports, the first of the project's houses were not completed until 1958 and the entire project was not fully opened until 1959.[192] The houses that were built did not follow the 1934 plans but were mostly two-story, semi-detached dwellings of a limited number of layouts with gabled roofs. In 1959, a high-rise apartment building, which was not part of the 1934 plans, was also built. It was the first high-rise built by Saint Paul for public housing.[193] The entire housing project is sited between Pennsylvania Avenue East and University Avenue East between Jackson Street and L'Orient Street.

Starting in the 1950s, a number of urban renewal projects were undertaken in Saint Paul. These included Swede Hollow (discussed below), the Upper Levee area (under the high bridge, west of the

[188] Jane McClure, "Mount Airy Homes," *Saint Paul Historical*, 2018, http://saintpaulhistorical.com/items/show/158.

[189] St. Paul City Planning Board, *Saint Paul Housing Project: Proposed Slum Clearance and Low-Cost Housing Project for Saint Paul, Minnesota* (Saint Paul, Minn.: Citizens Housing Committee, 1935 1933).

[190] Judith A. Martin and Antony Goddard, *Past Choices/Present Landscapes: The Impact of Urban Renewal on the Twin Cities* (Minneapolis: Center for Urban and Regional Affairs, 1989), 153, http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/C1021.pdf.

[191] St. Paul City Planning Board, *Saint Paul Housing Project: Proposed Slum Clearance and Low-Cost Housing Project for Saint Paul, Minnesota*.

[192] "Aerial Photograph, St. Paul, Minn., 1947"; "St. Paul Housing Project Opens," *Minneapolis Star*, September 2, 1958, 13.

[193] "Mt. Airy Hi-Rise," *Saint Paul Public Housing Agency*, July 11, 2018, http://www.stpha.org/hi-rise/mt-airy-hi-rise.

Upper Landing), and the West Side Flats in West Saint Paul.[194] Urban Renewal projects in downtown Saint Paul began in the 1960s.[195]

(II) East Side

The East Side of Saint Paul encompasses a large portion of the city: roughly everything east of I-35E and north of I-94 within the city limits (see Figure 30 above). The Survey Area encompasses portions of several neighborhoods on the East Side of Saint Paul, including Swede Hollow, Railroad Island, the Payne-Phalen area and the Greater East Side (see Figure 31). Residential, industrial, commercial and educational properties were inventoried within the East Side.

Swede Hollow and Railroad Island are historic neighborhood names while Payne-Phalen and Greater East Side are contemporary terms. Railroad Island is generally bound by the Omaha Road corridor on the north, the Phalen Creek valley on the east, Seventh Street on the south and the Trout Brook valley on the west. Swede Hollow generally surrounds the Phalen Creek valley ravine and is immediately east of Railroad Island. The Payne-Phalen area encompasses a series of neighborhoods north of the LS&M and Omaha Road corridor, between I-35E and Johnson Parkway, that historically were referred to by the street around which they were centered (e.g., the Payne Avenue neighborhood or the Arcade Street neighborhood).[196] Because the development patterns of the historic neighborhoods within the Payne-Phalen area are similar, this context will refer to the entire area using the contemporary term, referencing individual streets and historic subdivisions where appropriate. Similarly, the Greater East Side encompasses a number of different subdivisions that also share a common history and, as such, the area will be discussed using the contemporary term. For the purposes of this context, Greater East Side refers to areas bound by Johnson Parkway on the west, the Saint Paul city limits on the east, Larpenteur Avenue on the north and Minnehaha Avenue on the south. See Figure 31 for the locations of these areas within Saint Paul's East Side.

[194] Martin and Goddard, *Past Choices/Present Landscapes*, 26–28, 41.

[195] Martin and Goddard, *Past Choices/Present Landscapes*, 69–74.

[196] Trimble, "'It Was Like Living in a Small Town': Three St. Paul Neighborhoods That Worked: Dayton's Bluff, Payne Avenue, and Arcade Street in the 1940s and '50s."

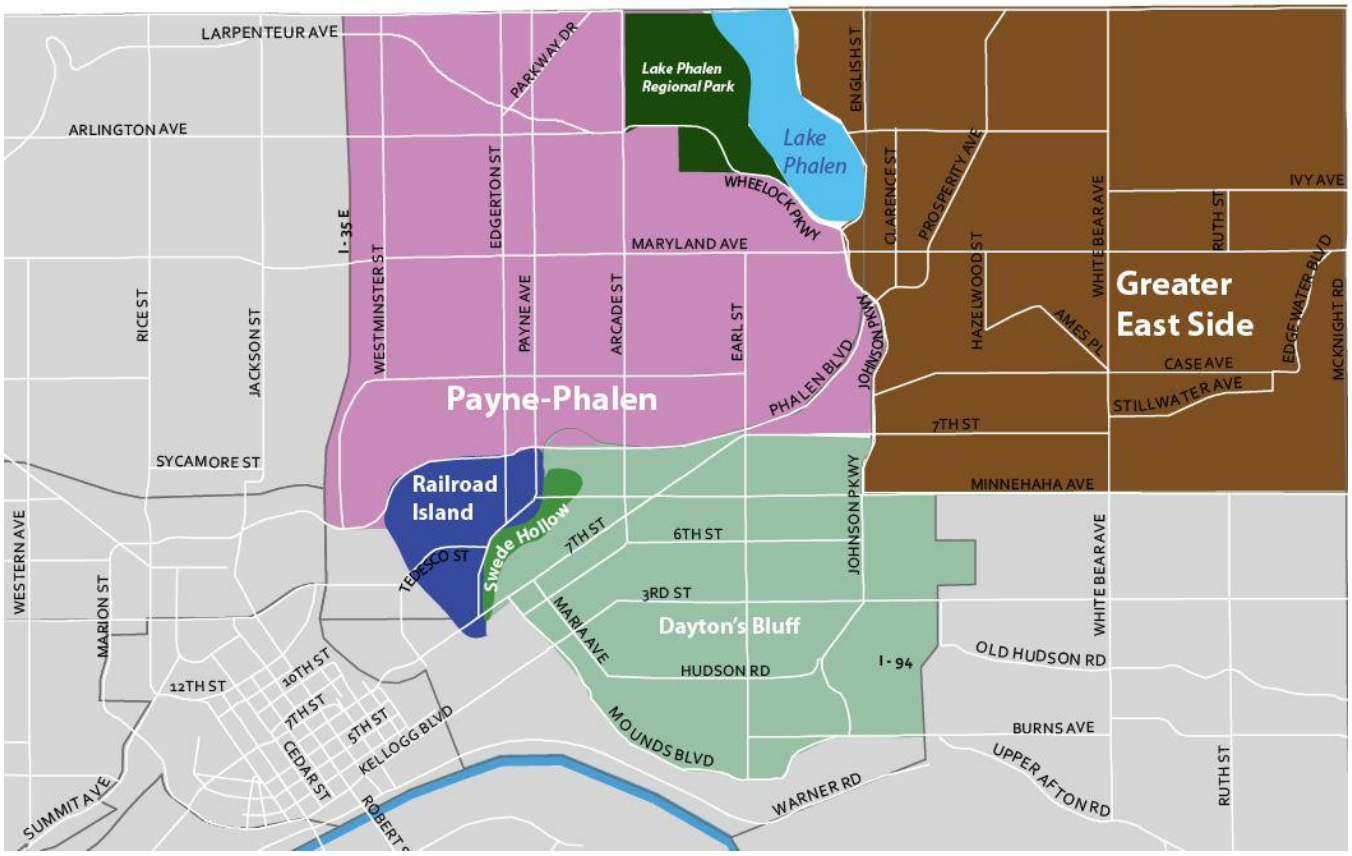

Figure 31. Map showing the East Side of Saint Paul. Swede Hollow, Railroad Island, and the Greater East Side are discussed below. The context does not discuss the development of Dayton's Bluff as the Survey Area only includes industrial properties at its northern periphery. Most residences in Dayton's Bluff are located southeast of Seventh Street East and outside the Survey Area.

Prewar development

The East Side of Saint Paul was relatively undeveloped before the construction of railroad lines through the area. Before the arrival of the railroads, the area was separated from downtown Saint Paul by the marshy ravine through which Phalen Creek ran. The LS&M and the Omaha Road were built through the East Side by 1871 and development soon followed. Because of the proximity of the area to the rail lines and the industries that relied on those lines, the East Side became a place where railroad and industrial laborers lived and immigrant groups regularly settled starting in the 1870s and 1880s. The latter is a pattern that continues into the present.[197]

[197] Landscape Research, LLC, *The Historic Payne Avenue Business District*, 2.

Swede Hollow and Railroad Island neighborhoods

The Survey Area includes portions of the northernmost edge of two early neighborhoods: Swede Hollow and Railroad Island.

The area between Trout Brook and Phalen Creek was sparsely developed before the arrival of the railroads in Saint Paul. First platted in 1847, the area around Trout Brook was a draw for wealthy residents who sought large parcels of land on the scenic hillside above the creek. Almost all of these early residences are nonextant.[198] Conversely, those who settled in the wide, marshy valley of Phalen Creek between Seventh Street East and Minnehaha Avenue starting in the 1850s tended to be poor immigrants. The earliest group to settle in the valley were immigrants from Sweden, and the area where they built their residences was dubbed Swede Hollow.[199]

With the construction of the GN mainline in 1862 and the LS&M mainline in 1864, the area between Trout Brook and Phalen Creek was surrounded by rail lines, giving rise to the common name Railroad Island. As a result, most of the wealthier residents left the area. The neighborhood sandwiched between the railroads was developed as working-class residences of those who primarily worked on the railroads or in the nearby industries that were located along the established rail corridors, including Hamm's Brewery, which was established in 1865, across Phalen Creek from Railroad Island. These workers and their families lived in basic one- or two-story frame houses with little or modest ornamentation.[200]

Swede Hollow and Railroad Island shared an interesting history, as the economic success of immigrant groups in the area was often marked by a physical move from one location to the other. For example, starting in the 1880s and picking up pace in the early twentieth century, Italian immigrants settling in Swede Hollow were beginning to supplant earlier Swedish residents, who moved out of Swede Hollow and up the hill, usually first to Railroad Island and then further up to the area surrounding Payne Avenue (see below) as their economic positions improved.[201] From the 1910s through the 1940s, the same pattern of displacement occurred, as Mexican immigrants arrived and settled in Swede Hollow while Italians moved up to Railroad Island or to the Payne-Phalen area.[202] By the 1940s and 1950s, the area around Payne Avenue,

[198] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 17–19.

[199] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 7–9.

[200] Steve Trimble, "Railroad Island," *Saint Paul Historical*, 2018, http://saintpaulhistorical.com/items/show/292.

[201] June Drenning Holmquist, ed., *They Chose Minnesota: A Survey of the State's Ethnic Groups* (Saint Paul, Minn.: Minnesota Historical Society Press, 1981), 262, 451–53.

[202] Steve Trimble, "The Saga of Swede Hollow," *Saint Paul Historical*, 2018, http://saintpaulhistorical.com/items/show/294.

north of the rail corridor, was considered largely Swedish while Railroad Island was considered largely Italian. However, as historian Steven Trimble notes, the actual settlement pattern of East Side immigrants was more complicated and "these areas were actually ethnically mixed." According to Trimble, the particular ethnic mix of the East Side in place by the 1940s and 1950s was retained until about 1960.[203]

As part of the city-wide urban renewal projects previously discussed, the city of Saint Paul razed much of Swede Hollow in the 1950s and the ravine became a city park in 1973.[204] Although no residents remain in Swede Hollow, Railroad Island retains its diverse character, and now includes more recent immigrant groups from Southeast Asia, including Hmong, Vietnamese, and Cambodian immigrants.[205]

Payne-Phalen area and Payne Avenue commercial corridor

The Payne-Phalen area encompasses a large portion of Saint Paul's East Side and is roughly bound by Larpenteur Avenue on the north, Phalen Boulevard on the south, I-35E on the west and Johnson Parkway on the east. Although the Payne-Phalen area is large, only properties at the southern edge and along the Payne Avenue commercial corridor that extends north of Phalen Boulevard are located within the Survey Area.

As discussed above, the term Payne-Phalen is contemporary and neighborhoods within it were historically defined by the major north-south street around which they were centered. These streets often featured a streetcar line and commercial properties. One such street partially within the Survey Area is Payne Avenue, which served as a primary transportation corridor and is at the center of the Payne-Phalen area.

Prior to the 1870s, few people resided in what would become the Payne-Phalen area, as it was far from and lacked connections to downtown Saint Paul. Before 1873, only a single road, roughly in the vicinity of 4th Street East near the river, crossed the Trout Brook/Phalen Creek valley. After 1873, a wooden bridge carrying Seventh Street East provided an additional crossing over Trout Brook and Phalen Creek. Also, the construction of railroad lines in the area, namely the LS&M (1864) and Omaha Road (1871), provided the transportation infrastructure to attract industrial and, in turn, commercial and residential development to the East Side (see Section 3.C.(2)(b)). The industrial properties that developed along the railroad corridor

[203] Trimble, "'It Was Like Living in a Small Town': Three St. Paul Neighborhoods That Worked: Dayton's Bluff, Payne Avenue, and Arcade Street in the 1940s and '50s," 4.

[204] Trimble, "The Saga of Swede Hollow"; Holmquist, *They Chose Minnesota: A Survey of the State's Ethnic Groups*, 93.

[205] Kunz, *Saint Paul: The First 150 Years*, 103–9.

established in the 1870s drew residents to the area to work in factories, lumber yards and other industrial businesses as well as on the railroad.

The area around what would become the Payne Avenue commercial corridor was platted in 1873, but was not developed until after a bridge was constructed, sometime in the late 1880s or early 1890s, to carry what would become Payne Avenue over the railroad corridor.[206] By the mid-1920s, additional bridges carried Edgerton, Arcade, Burr, Forest, and Earl Streets over the corridor. With the exception of the Forest Street Bridge (Minnesota Bridge 5962, RA-SPC-1294), they have been removed and/or replaced.[207] Commercial development on Payne Avenue began in the 1880s and accelerated in the 1890s and into the 1900s, due in large part to the 1891 construction of a streetcar line along Payne Avenue (see Section 3.C.(2)(c)). By 1920, Payne Avenue featured a bank, church, firehouse, theater, masonic hall, and several small department stores in addition to other businesses.[208] Along with Arcade Street to the east, Payne Avenue served the shopping needs of residents of the area until the postwar years, when larger grocery stores and shopping centers like the Phalen Shopping Center were developed (see discussion below).[209] Payne Avenue commercial buildings are typical of secondary commercial areas outside of the main downtown built in the late nineteenth and early twentieth century. Buildings are generally one, two or three stories and either built or clad in brick.

In the late nineteenth and early twentieth century, residential development grew around the Payne Avenue corridor. As discussed in the Swede Hollow and Railroad Island section above, the Payne-Phalen area, including the Payne Avenue commercial corridor, was historically populated by some of the same groups that settled in Railroad Island, many of them having first lived in Swede Hollow. The Payne Avenue area was heavily Swedish but, as noted by other historians, by the 1940s and 1950s, the area included an ethnically mixed group of residents who lived, worked, and ran businesses in the area.[210] Many children in this neighborhood attended the 1909 John A. Johnson High School (740 York Avenue East, RA-SPC-5197).

Because portions of the project corridor follow the former LS&M mainline from Saint Paul to White Bear Lake, the Survey Area turns north just south of Lake Phalen and includes the

[206] Landscape Research, LLC, *The Historic Payne Avenue Business District*, 5–7.

[207] A MnSHPO inventory number is pending for this bridge. *Aerial Photographic Atlas of the City of Saint Paul, Minnesota*.

[208] Carole Zellie Landscape Research and Garneth O. Peterson URS/BRW, *St. Paul Historic Context Study: Neighborhood Commercial Centers: 1874-1960* (prepared for the St. Paul Preservation Commission, 2001), 10.

[209] Trimble, "'It Was Like Living in a Small Town': Three St. Paul Neighborhoods That Worked: Dayton's Bluff, Payne Avenue, and Arcade Street in the 1940s and '50s," 13–14.

[210] Trimble, "'It Was Like Living in a Small Town': Three St. Paul Neighborhoods That Worked: Dayton's Bluff, Payne Avenue, and Arcade Street in the 1940s and '50s," 4.

easternmost part of the Payne-Phalen area. Here, the Survey Area encompasses small portions of Phalen Park and the subdivisions of Phalen Lake Heights and the Lane Hospes Addition. The park and these subdivisions are on the west side of Lake Phalen, while the Survey Area is on the east side.

As it is further from downtown, this easternmost part of the Payne-Phalen area was platted and developed slightly later than the Payne Avenue area. The area including the park and subdivision were first platted in the late nineteenth and early twentieth century by real estate speculators. However, most of the development did not occur until the years between World War I and World War II (the interwar years). The economic downturn known as the Panic of 1893 may have limited development here and, as mentioned in the discussion of streetcars (see Section 3.C.(2)(c)), before 1915, the Payne Avenue line stopped at Maryland Avenue and Forest Street, meaning the closest streetcar stop was upwards of seven blocks away.

Prior to the 1880s, Lake Phalen served as a primary source of drinking water for the city of Saint Paul and development around its shoreline was discouraged. After the expansion of the city's reservoir system, this restriction was lifted and by the mid-1880s, developers began to plat subdivisions in the areas surrounding the lake.[211] By 1886, a roadway encircled Lake Phalen. This roadway later became portions of East Shore Drive, Phalen Drive, and Wheelock Parkway, providing access to some of the limited development in various subdivisions around Lake Phalen. However, as discussed below, most of the area remained farmland.[212]

On the west side of Lake Phalen, an early plat was filed by speculators Patrick Kavanaugh and Samuel Dawson for the 27-block Phalen Park subdivision in 1887.[213] The plat was roughly bound by Phalen Drive on the north, Wheelock Parkway on the south, Arcade Street on the west and the lake on the east (see Figure 32). Most of the plat is currently the Phalen Golf Course. Only a few houses were built in the area before the city of Saint Paul, following the advice of landscape architect Horace Cleveland, began acquiring property around the lake for the creation of a public park in 1894. Research did not indicate the type or style of houses

[211] "Desirable Homes by the Lakeside at Auction," *The Saint Paul Globe*, July 26, 1886, 7.

[212] "Sheet Map of the Twin Cities and Southern Suburbs," 1886, Richfield Historical Society, Richfield, Minn., https://reflections.mndigital.org/catalog/p16022coll25:104.

[213] Saint Paul subdivision plats discussed throughout this section are available on the Ramsey County website. The 1887 plat submitted to the city and currently in possession of Ramsey County lists Samuel Dawson as one of the plat's owners, but an 1886 plat map shows the property to be owned by William Dawson, the same speculator responsible for the development of Gladstone. 1870 census records for Saint Paul indicate that Samuel Dawson was William Dawson's son. "Sheet Map of the Twin Cities and Southern Suburbs"; United States of America, Bureau of the Census, *Ninth Census of the United States, 1870* (Washington, D.C.: National Archives and Records Administration, 1870), Roll 10, Page 3, ancestry.com; Ramsey County, "Ramsey County Scanned Survey Records," 2019, https://rcxnet.co.ramsey.mn.us/GISLibrary/ScannedSurveyRecords/CityofStPaul/.

constructed prior to the area becoming a park.[214] Phalen Park first opened in 1899 and a streetcar line extended to it in 1905.[215] Johnson Parkway, which connects Phalen Park to Indian Mounds Park to the south, was initiated in 1916, completed in the 1920s, and paved in the 1930s.[216] It is a component of the Saint Paul Grand Round (RA-SPC-11142), which was Cleveland's overall vision for a series of parkways and parks linking the Mississippi River to Lake Phalen and Lake Como. At Lake Phalen the Grand Round continues west along Wheelock Parkway, which connects to Lake Como, and continues along a series of boulevards to the Mississippi River.[217]

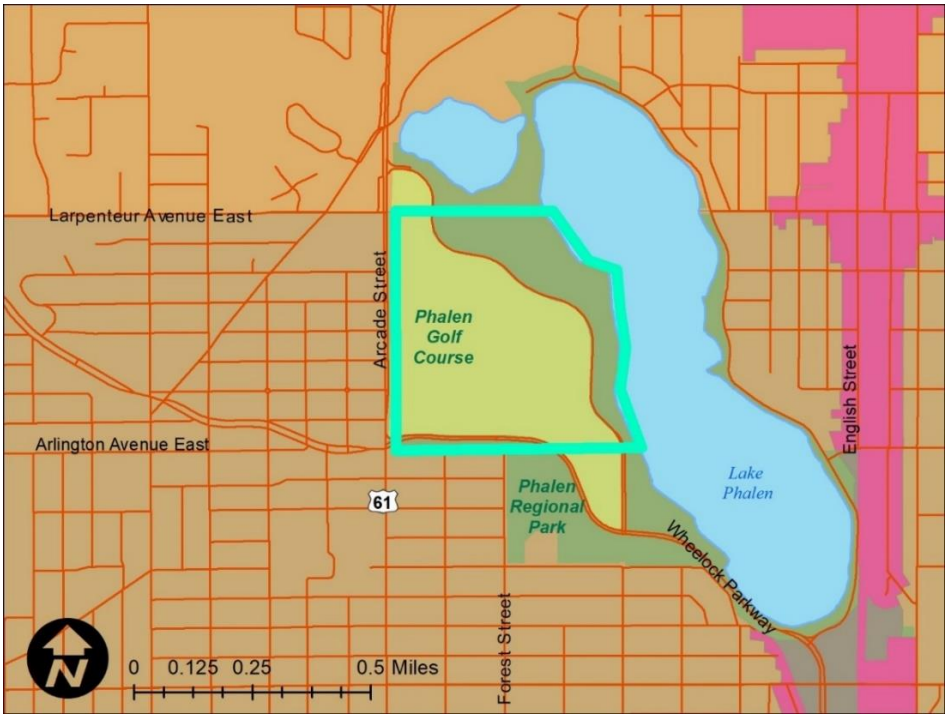

Figure 32. Location of the 1887 Phalen Park subdivision, which is now largely the Phalen Park Golf Course.[218] The approximate Survey Area is shaded in pink.

South of Phalen Park, the Phalen Heights Park subdivision (bound by Ivy Avenue on the north, Maryland Avenue on the south, Earl Street on the west and Johnson Parkway and the LS&M corridor on the east) was platted by the Lane Hospes Real Estate Company in 1910. Six years

[214] Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, 12.

[215] *Annual Report of City Officers of the Various Departments, City of St. Paul, Minnesota* (Saint Paul, Minn., 1906), 300.

[216] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota* (Prepared for the City of Saint Paul and SEH, Inc., June 2016), 26–27.

[217] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 26–27.

[218] Subdivision plat information from: Ramsey County, "Ramsey County Scanned Survey Records."

later, the same company platted the Lane Hospes Addition, bound by Maryland Avenue on the north, Magnolia Street on the south, Duluth Avenue on the west and Johnson Parkway and the LS&M corridor on the east (see Figure 33).[219] The original Phalen Park Heights plat had 245 lots while the Lane Hospes Addition was platted with 132.[220] Both additions were primarily developed during the 1920s with bungalows and Period Revival houses. Dennis E. Lane, of the Lane Hospes Real Estate Company, had land holdings throughout Saint Paul and even in Austin, Minnesota. He is noted for his advertising tactics, printing real estate "sermons" in local newspapers touting the benefits of home ownership.[221]

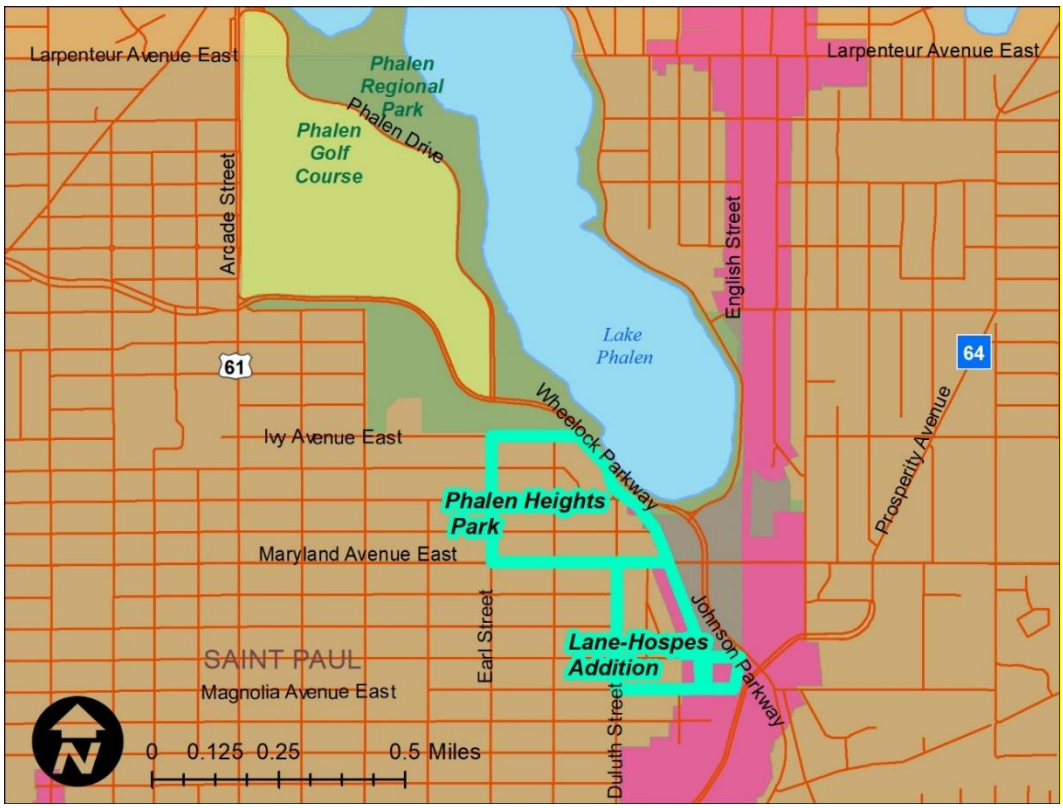

Figure 33. Approximate location of the 1910 Phalen Heights Park subdivision and the 1916 Lane Hospes Real Estate Company Addition. The approximate Survey Area is shaded in pink.[222]

[219] Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, 12.

[220] Ramsey County, "Ramsey County Scanned Survey Records."

[221] Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, 16.

[222] Ramsey County, "Ramsey County Scanned Survey Records."

Greater East Side

East of Lake Phalen to the Saint Paul city limits at Larpenteur Avenue, the Survey Area traverses a portion of the East Side that is currently referred to as the Greater East Side. This area is roughly bound by Minnehaha Avenue to the south, Larpenteur Avenue to the north, Johnson Parkway to the west and the Saint Paul city limits to the east. This portion of the Survey Area continues to follow the LS&M corridor and generally includes one or two tiers of parcels on either side of the former rail alignment (see Figure 34).

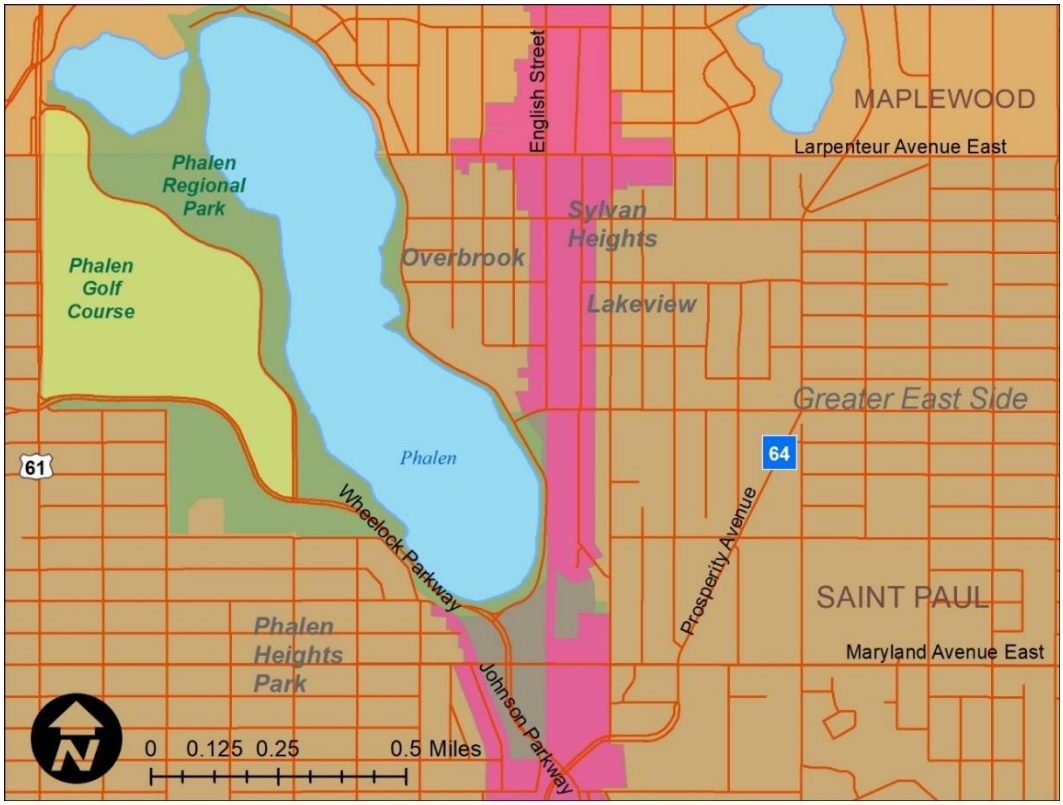

Figure 34. Map showing the Greater East Side. The approximate Survey Area is shaded in pink. Minnehaha Avenue is located further to the south and the Saint Paul city limits are located further to the east.[223]

Like the eastern portion of the Payne-Phalen area, multiple subdivisions were platted in the Greater East Side in the 1880s and 1890s. Unlike the eastern portion of the Payne-Phalen area (including the Phalen Heights Park subdivision and Lane Hospes Addition), these Greater East Side plats were generally not developed until the end of World War II. Some limited development did occur in the 1920s, but no overall pattern of major development was found.

[223] Subdivision plat information from: Ramsey County, "Ramsey County Scanned Survey Records."

One example of the early platting and delayed construction of a given subdivision in the Greater East Side is found south of Lake Phalen and partially within the Survey Area. William Ames, a wealthy farmer from New England, owned a large area roughly bound by Minnehaha Avenue to the south, Arlington Avenue to the north, Atlantic Street to the west and White Bear Avenue to the east (see Figure 35). Ames first established a farm to the southeast of Lake Phalen in 1850. After his death in 1873, his son platted the land as the Hazel Park subdivision, comprised of 11 plats and hundreds of individual lots.[224] According to the Saint Paul historic context on residential development, "Prior to the Panic of 1893, there was a scattering of development on the approximately 118 lots [in Hazel Park]."[225] This limited development included the 1890 Shingle style Charles W. Schneider House (listed in the National Register in 1984, located east of the Survey Area at 1750 East Ames Pl.).[226] After the Panic of 1893 very little development occurred in the Hazel Park area prior to World War II.[227]



Figure 35. 1867 plat map showing the vast landholdings of the Ames family southeast of Lake Phalen. In 1873, a portion of the Ames holdings would be subdivided to create the Hazel Park subdivision, located east of the Survey Area.[228]

[224] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 41–43.

[225] Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, 11.

[226] National Register of Historic Places, Charles W. Schneider House, Saint Paul, Ramsey County, Minnesota, National Register # 84001677.

[227] "Aerial Photograph, St. Paul, Minn., A-2-20," 1945, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-12-020.jpg.

[228] Bennett, "Map of Ramsey and Manomin Counties and Hennepin East, Minnesota."

A similar development pattern occurred in the area between Arlington and Larpenteur Avenues, where much of the land on both sides of the LS&M corridor was subdivided as part of various plats filed in the late nineteenth century. The area on the eastern shore of Lake Phalen was initially platted into a small number of large lots known as the Lake Residences plat in the mid-nineteenth century; however, it was largely replatted during the land speculation boom of the 1880s. Houses in what had originally been the Lake Residences plat were not built until the 1920s and were not on lots drawn in the original plat. Another example, the Overbrook Addition, was platted around 1886 on what had been farmland located between Lake Phalen and English Street from roughly Nebraska Avenue to the city boundary at Larpenteur Avenue.[229] Developers advertised these lots as desirable "lakeside" property with easy commuter access to downtown by train.[230]

Again, despite this subdivision of land, very little construction occurred within these subdivisions prior to World War II. According to assessor data, a limited number of houses were built along English Street, while others were constructed west of the Survey Area on lakefront lots in the Hayden Heights subdivisions between White Bear Avenue and Furness Parkway, approximately one mile east of the Survey Area. Limited construction in these areas continued into the 1940s (see Figure 36).[231] Again, the Panic of 1893 may have slowed early development of the Greater East Side subdivisions within the Survey Area. Additionally, unlike the Payne-Phalen area, streetcar lines were not present in this area, though, as discussed below, the rail line would have offered commuters access to downtown Saint Paul. Prior to World War II, undeveloped land near streetcar access remained closer to downtown, most notably at the northern and eastern edges of Payne-Phalen.

[229] Donald L. Empson, *The Street Where You Live: A Guide to the Place Names of St. Paul* (Minneapolis: University of Minnesota Press, 2006), 34.

[230] "Desirable Homes by the Lakeside at Auction," 7.

[231] Judith A. Martin and David A. Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul* (Minneapolis: University of Minnesota Press, 1983), 135–36.

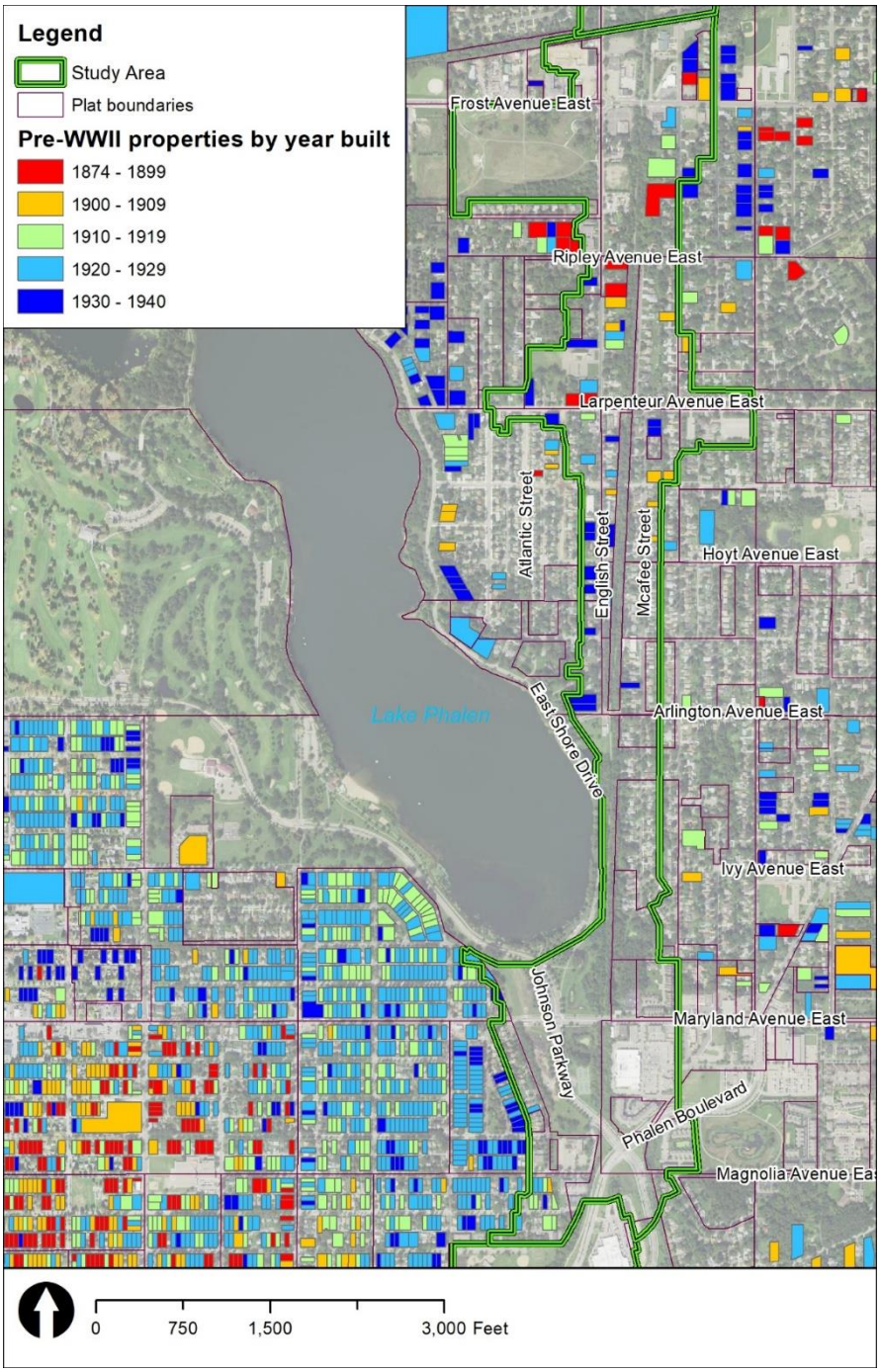

Figure 36. Map of the Lake Phalen area and Greater East Side showing pre-World War II properties by decade constructed. Note the sparse distribution of residential development east of Johnson Parkway. The Survey Area is outlined in green.[232]

[232] Ramsey County, "Ramsey County Scanned Survey Records"; Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.

According to county assessor data, the construction of houses throughout Saint Paul largely came to a halt during the 1930s and 1940s with the advent of the Great Depression and the onset of World War II.[233] At this time, housing development in the Greater East Side generally stopped at the LS&M corridor and Johnson Parkway. Areas east of Johnson Parkway and north of the Omaha Road corridor remained largely undeveloped (see Figure 37).

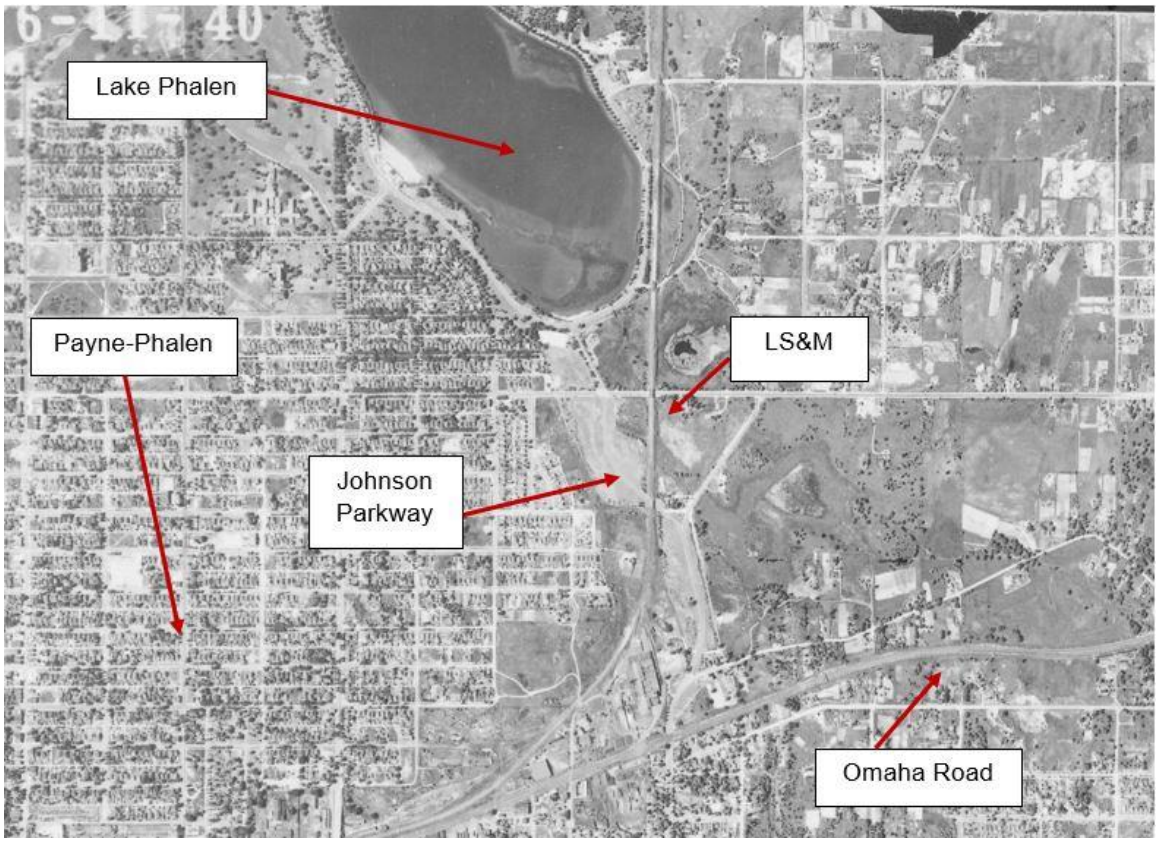

Figure 37. 1940 aerial photograph illustrating the limits of residential development. Note that areas east of Johnson Parkway and north of the Omaha Road remained largely undeveloped.[234]

Postwar development

With the end of World War II, residential construction in Saint Paul began again. The infill of existing neighborhoods and residential areas with postwar houses took place throughout the city, and within the Survey Area the majority of postwar houses were constructed east of

[233] This trend was derived from the parcel construction dates available from the Ramsey County Assessor website. Ramsey County, "Ramsey County Assessor Interactive Property Map."

[234] "Aerial Photograph, St. Paul, Minn., WO-1A-36," 1940, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/ramsey_county/y1940/WO-1A-36.jpg.

Johnson Parkway in previously underdeveloped areas on the Greater East Side. The postwar construction boom in this area was in response to the growing demand for single-family housing in the greater Twin Cities area and followed a number of national trends. Because the construction of new housing had largely stopped in the 1930s, the postwar housing boom was, in part, a response to preexisting housing needs. Demographic trends also played a role, as many returning servicemen married, creating a need for additional family housing.[235]

In response to the housing need, a number of Twin Cities-area builders and developers began constructing single-family dwellings on undeveloped lots within established plats and acquiring agricultural land on the outskirts of established communities like Saint Paul to develop new residential subdivisions. Within Saint Paul, this postwar development bore some resemblance, often in the size and style of homes, to the development of postwar suburbs outside the city limits of Minneapolis and Saint Paul. However, there were differences between the postwar construction in Saint Paul and that outside the city limits.

In suburbs outside of Saint Paul, for example, large-scale developers were purchasing large swaths of undeveloped land and laying out planned communities and developments of 150 to 250 houses or more by the mid-1950s. At this time, these large developments were becoming widespread throughout metro area suburbs and were often built as planned communities with amenities such as schools, parks, community centers, and civic buildings.[236] Curvilinear streets, which developers used to design more picturesque streetscapes and better control access and traffic, were ubiquitous by the 1960s.[237] These postwar suburban developments displayed common architectural styles, with earlier subdivisions usually having Minimal Traditional-style houses, and later developments displaying Ranch and split-level forms.[238]

Typical of most Twin Cities-area postwar development, houses built in a given plat or subdivision in Saint Paul's Greater East Side were often designed based on a small number of basic models, from which layouts could be rearranged or different surface treatments or architectural features applied to differentiate individual houses.[239] Alternately, developers would also sell individual lots and buyers would design and build their own houses, often reflecting the popular styles and trends of the period. In contrast to suburban developments outside of Saint

[235] Dolores Hayden, *Building Suburbia: Green Fields and Urban Growth, 1820-2000* (New York: Vintage Books, 2003), 128–32.

[236] Stuart Baird, "'Communities' Replace Postwar 'Housing Projects,'" *Minneapolis Sunday Tribune*, August 11, 1963.

[237] Jodi Larson, Kyle Engelking, and Karen Majewicz, *The Story of the Suburbs in Anoka and Hennepin Counties* (Anoka, Minn.: Anoka County Historical Society, 2011), 66–68.

[238] Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 126.

[239] Hayden, *Building Suburbia: Green Fields and Urban Growth, 1820-2000*, 132–33.

Paul, however, postwar developments within the city limits were generally built as extensions of the city grid and, in some cases, on prewar plats. The postwar development in Saint Paul did not follow the trend of many postwar residential suburbs, which included fully planned developments with large numbers of lots and overall designs that encompassed elements like curvilinear streets and additional amenities like parks and community centers as well as vacant lots for future school construction.[240]

Nationally, postwar development—within Saint Paul and in surrounding suburbs—was spurred by several new government policies that made homeownership more accessible than ever. The Federal Housing Administration (FHA) offered loans with reduced down payments, lowered interest rates, and instituted long-term mortgages, while the Serviceman's Readjustment Act of 1944, or GI Bill, offered loans with no down payments for veterans.

Not everyone had access to these loans, however, as racial covenants and the discriminatory process of redlining excluded many African American and other servicemen of color from this program.[241] The historical presence of racial covenants in Minneapolis has recently been mapped and similar covenants and redlining practices likely existed in Saint Paul and the surrounding suburbs.[242] A small number of developers (discussed below) and individual residents challenged these discriminatory practices in the Twin Cities, and are known to have associations with properties within or near the Survey Area (see Section 3.C.(3)(b) for specific locations).

Payne-Phalen area

As discussed above, the Payne-Phalen area was mostly developed prior to World War II. One area of construction in the Payne-Phalen area that did occur in the postwar years was a direct response to the housing shortage in Saint Paul for returning veterans. In 1946, a federally constructed village of temporary veteran's housing was located on the eastern edge of the Payne-Phalen area at the present location of the Duluth-Case Recreation Center (RA-SPC-10228, within the Survey Area) at Duluth Street and Case Avenue. The village was comprised of Quonset-style huts and the site was likely selected because it was vacant land in a working-class area and near a streetcar line.[243] The site had been home to the Claymont roundhouse and yards (see Section

[240] Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 128.

[241] Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America* (New York: Liveright Publishing, 2017), xi, 13.

[242] "Mapping Prejudice: Visualizing the Hidden Histories of Race and Privilege in Minneapolis," *Mapping Prejudice*, accessed November 1, 2018, https://www.mappingprejudice.org.

[243] "Vets Project Probed After 7 Escape Fire," *Minneapolis Star*, October 4, 1948, 7.

3.C.(2)(b)(I)) from 1881 until the railroad abandoned it sometime around 1904.[244] Saint Paul had a total of six veteran's housing projects throughout the city. The project at Duluth Street and Case Avenue remained into the early 1950s, after which time it became city parkland and, as mentioned above, is now the location of the Duluth-Case Recreation Center.

Greater East Side

The need for additional housing resulted in new suburban-like construction in previously underdeveloped areas of Saint Paul, including the Greater East Side. Both Minneapolis and Saint Paul had areas within the city limits that had been largely underdeveloped before the war. In Saint Paul this included the Highland Park area in the southwest, the Battle Creek area in the southeast and a swath of land across the northern edge of the city stretching from Como Park to the Greater East Side.[245] Within the Greater East Side, the Survey Area traverses nearly a dozen identified underdeveloped subdivisions, many of which had been platted in the late nineteenth century; however, some were replatted during the postwar years (see Figure 38, Figure 39 and Table 2). The subdivisions generally are small developments ranging from 13 to 83 lots, with one exception having 192 lots. The lots were laid out within the established city grid system and do not stand out from the traditional street layout or lot size found throughout Saint Paul.[246]

Newspaper research was conducted into the plats within the Greater East Side, using subdivision names and addresses as search terms, to identify how the residential construction generally occurred, if there were unusual or significant developments, and the involvement of notable builders or developers. However, this effort did not identify subdivisions that were being promoted with model homes or promotional advertisements and therefore it is unknown if the houses in individual subdivisions were built by one developer or builder or if the lots were sold and homeowners retained their own builder. As the map of postwar properties by construction year in Figure 38 indicates, groupings of similar-age properties are small. Those that intersect the Survey Area consist of one or two blocks, and thus would not represent a substantial planned development more typical of the outlying suburban areas, even if constructed by a single builder or developer. An association with notable Twin Cities builders or developers, with the exception of Edward Tilsen (discussed below), was also not identified.

[244] *Report of the Saint Paul & Duluth Railroad Company for the Year Ending December 31, 1881*; "St. Paul, Minn., 1903 - Revised 1904."

[245] Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 125–27.

[246] A limited number of subdivisions outside of the Survey Area but within the Greater East Side display curvilinear streets. Subdivision plat information from: Ramsey County, "Ramsey County Scanned Survey Records."

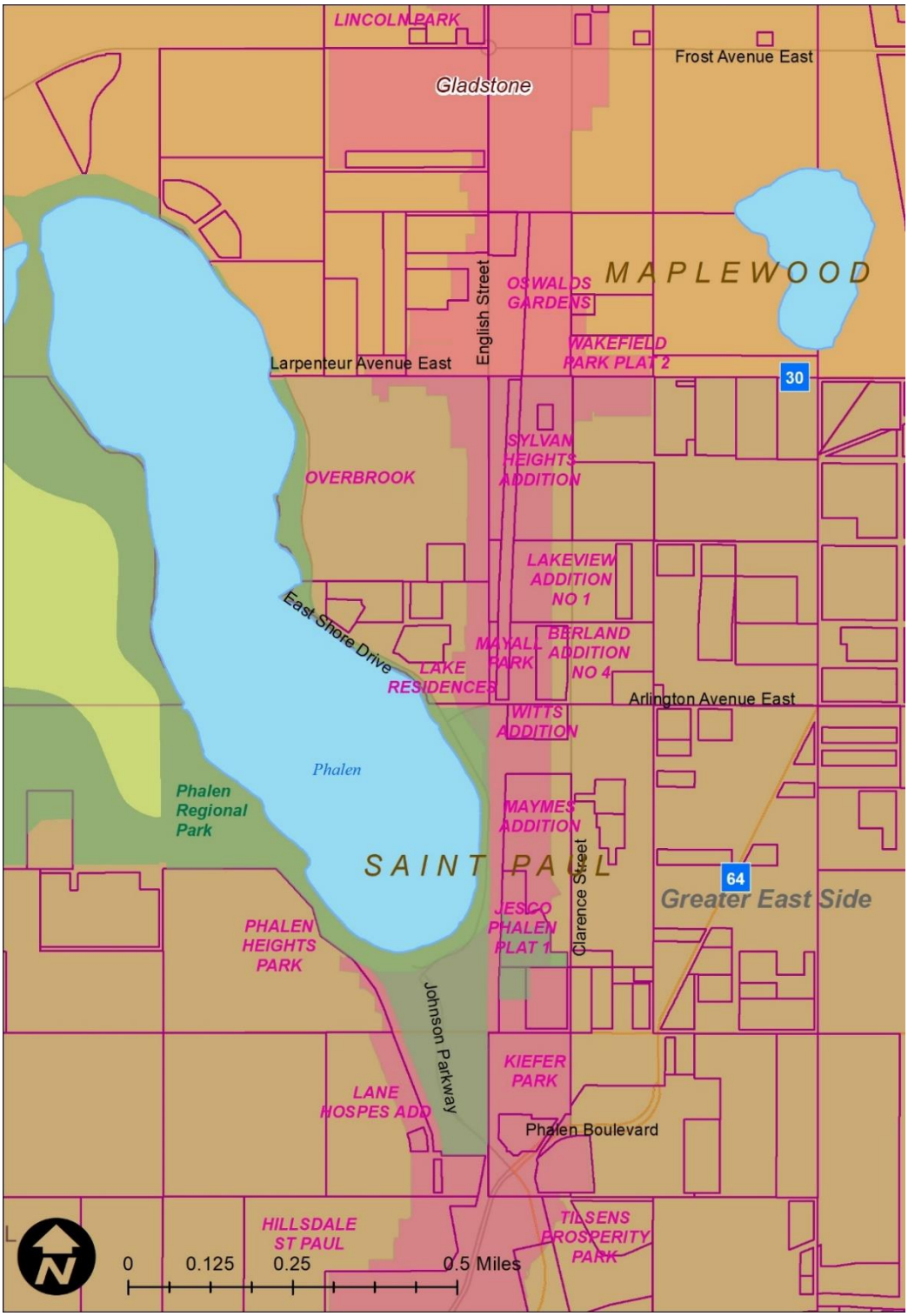

Figure 38. Platted subdivisions within the Survey Area (shown in pink) in the Greater East Side.[247]

[247] Ramsey County, "Ramsey County Scanned Survey Records."

Table 2. Greater East Side plats primarily developed after World War II
(plats in the Payne-Phalen area, developed pre- or interwar, are addressed in the Payne-Phalen section)

The following table includes plats with more than 12 parcels that are located in the Greater East Side or in adjacent portions of present-day Maplewood that were not part of earlier Gladstone plats. In some cases, original plat maps were not available, but circa dates are derived from the page numbers in the plat index (numbered consecutively in the order in which they were recorded), using adjacent available pages to establish an approximate date. Twelve parcels were chosen as they represented a natural breakpoint (given subdivision data for the Greater East Side) that separated plats of very few lots from those that occupied one-half of a city block or more.[248] The construction date ranges summarize overall trends and omits instances of major outliers such as modern infill or isolated earlier properties. Construction dates were obtained from the county assessor.[249] Subdivisions are ordered from south to north.

Plat Name	Date Registered	Owner	Number of parcels	Construction Date Range
Tilsen's Prosperity Park	1954	Tilsen	48 (The northeastern portion was replatted as Tilsen's Prosperity Park No. 2 in 1956 to widen some lots)	1956-1957
Jesco Phalen Plat 1	1992	Jesco	Replatted portion of Maymes Addition	One 1946 property, 8 from 1990s
Maymes Addition	ca.1955	Unknown	48 A 10-lot portion was later replatted in 1992	1956-1959
Witts Addition	ca.1955	Unknown	13	1955-1964
Berland Addition No. 4	ca.1960	Berland, Berland, and Shear	20	1960-1964
Mayall Park	ca.1900	Unknown	43	1956-1966
Lakeview Addition No. 1	1885	Schwabe, Acend, Leffman	79	1923-1979; 35% built 1964-1967
Overbrook	1886	Kavanagh, Dawson, Langford, O'Leary	192	1896-2003; approx. half built 1955-1957
Wakefield Park Plat 2	1951	Gulden	14	1951-1952
Sylvan Heights Addition	1886	Pioneer Real Estate and Building Society	56	1960-1968
Oswalds Gardens	1963	Oswald	32	1963-1965, 1994-1998
Lincoln Park	1886	Unknown	83 (most are located outside the Survey Area and have been replatted)	1936-2004

[248] Ramsey County, "Ramsey County Scanned Survey Records."

[249] Ramsey County, "Ramsey County Assessor Interactive Property Map."

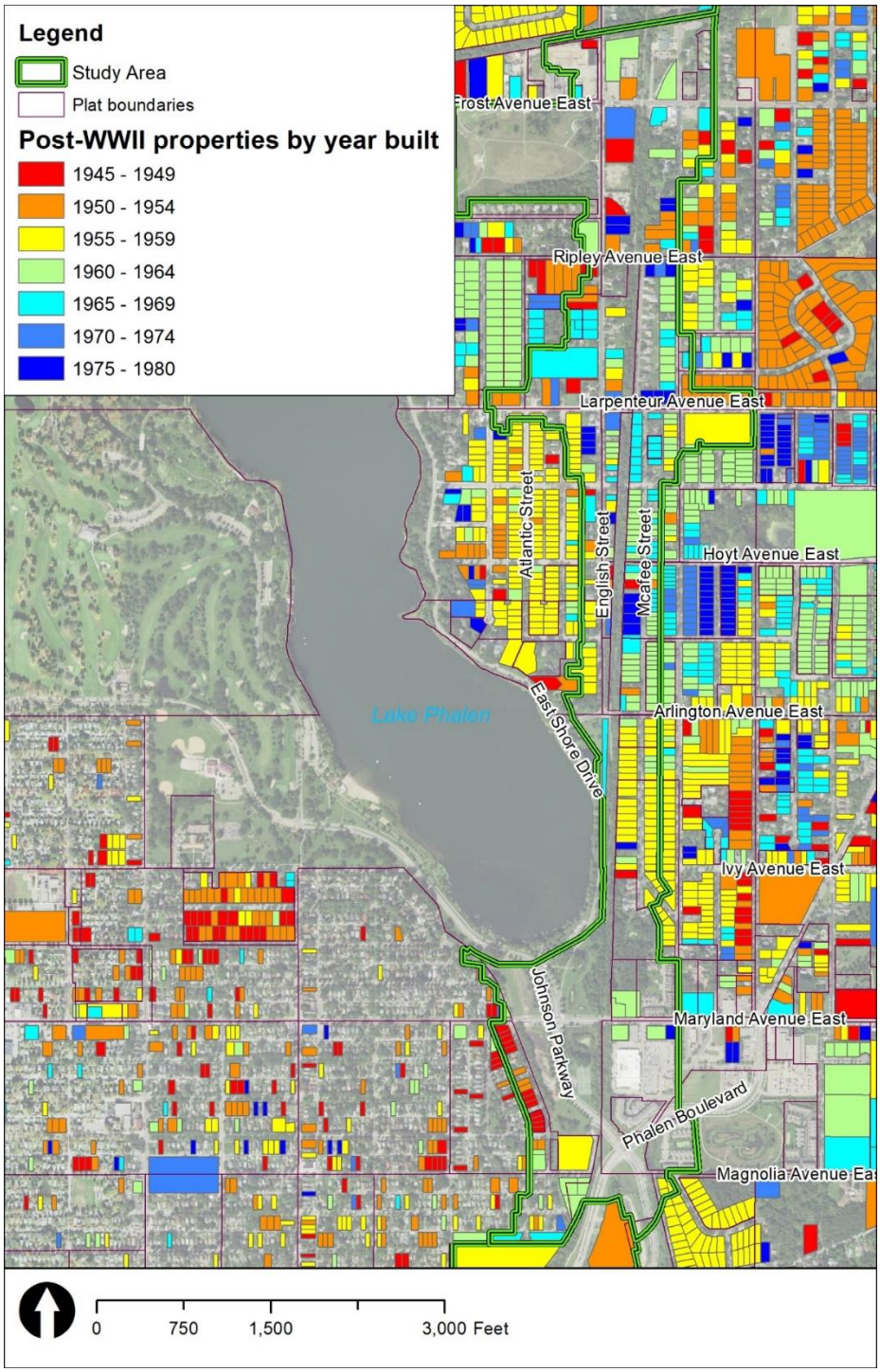

Figure 39. Postwar properties by construction year; note the lack of sizeable groupings of similar-age properties within Survey Area (shown as the green line).[250]

[250] Ramsey County, "Ramsey County Scanned Survey Records"; Ramsey County, "Ramsey County Assessor Interactive Property Map."

Within the Survey Area, Tilsen's Prosperity Park and Prosperity Park No. 2 are adjacent subdivisions located between Prosperity Avenue and roughly Barclay Street from Magnolia Avenue to Ames Avenue. Built between 1952 and 1954 by Edward Tilsen, these subdivisions contain Ranch houses that appear be the same basic model with varying configurations and exterior surface treatments. Houses constructed atop berms, for instance, have tuck-under garages and some houses feature front-gable roof projections.

Edward N. Tilsen, a Jewish-American emigre who owned and operated Tilsenbilt Homes, was an established Twin Cities-area developer that challenged discriminatory practices. He constructed a number of housing projects and subdivisions throughout the Twin Cities, some of which are notable because they were racially integrated. In 1947, Tilsen built a group of row houses in Saint Paul at 990-1036 Carroll Avenue (extant) as an integrated housing development.[251] These were rental properties, as banks were unwilling to finance mortgages for integrated housing.[252] Between 1954 and 1956, Tilsen worked with African American realtor Archie Givens to build what is likely the first integrated housing project using FHA loans in the U.S.[253] That project, located in South Minneapolis, was designated as a local Historic District by the Minneapolis Heritage Preservation Commission in 2017.[254]

A search of Twin Cites-area newspapers did not reveal any articles or advertisements related to the Tilsenbilt Prosperity Park properties. By contrast, the racially integrated Tilsenbilt projects, which were constructed concurrently with Prosperity Park, received newspaper coverage. As a result, it can be inferred that Prosperity Park and Prosperity Park 2 were likely not advertised or promoted as racially integrated subdivisions.

Development in postwar suburban-like areas of Saint Paul as well as postwar suburbs themselves were not limited to detached, single-family homes. In the 1960s and 1970s, apartment complexes became more popular.[255] As the Survey Area traverses the Greater East Side, it includes several apartment buildings from this period. These are typically

[251] "Home Project Without Color Line Opens," *Minneapolis Tribune*, May 24, 1954, 7; "24 Homes Authorized," *Minneapolis Tribune*, July 12, 1947, 7.

[252] Deebaa Sirdar and Richard L. Kronick, "Tilsenbilt Homes Historic District," *Minneapolis Historical*, 2018, http://minneapolishistorical.org/items/show/174.

[253] Andrew Frenz and John Smoley, *Heritage Preservation Application: Tilsenbilt Homes Potential Historic District* (Minneapolis Heritage Planning Commission, March 8, 2016), http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcmsp-174537.pdf; Bradley Morison, "Familiar Story: Negroes Not Welcome," *Minneapolis Tribune*, July 21, 1959, 4; "Home Project Without Color Line Opens," 7.

[254] "Tilsenbilt Homes Historic District," *Minneapolis Heritage Preservation Commission*, January 10, 2018, http://minneapolismn.gov/hpc/landmarks/WCMSP-193671.

[255] Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 126–30.

located along heavily trafficked streets like Maryland Avenue East, McAfee Street, and English Street North.

Commercial buildings within the Greater East Side were built either along major streets or as part of small shopping centers. These buildings were constructed for shoppers using automobiles, so buildings were generally set back from the street to allow for the construction of parking lots and signage was designed to be visible from moving cars. The Phalen Shopping Center (nonextant), built between 1951 and 1961, was a strip mall located just outside of the Survey Area, on marshy land once owned by the Ames family (discussed above), near the intersection of Barclay Street and Magnolia Avenue.[256] It was razed in 1994 as part of the Phalen Boulevard project.[257] The remaining Greater East Side commercial properties in the Survey Area were constructed from the 1980s to the present and were not inventoried.

(b) Gladstone Area/Northern Maplewood

As the Survey Area follows the LS&M corridor north of Saint Paul, it enters the present-day suburb of Maplewood. As discussed below, the Survey Area traverses an area that was largely rural until after World War II, with the exception of a small railroad crossroads community that developed near Gloster Junction, where the LS&M and Wisconsin Central rail lines crossed (see Figure 40 and Section 3.C.(2)(b)). This community was known as Gladstone and incorporated as part of the larger suburb of Maplewood in the 1950s.

[256] In addition to the residential development occurring around the shopping center, during this time the Minnesota Highway Department also had plans of routing TH 212 near the site. Ultimately, that highway was never routed through the area. Research suggested that there may have been some connection between that proposed routing and the shopping center. Curt Milburn writes, "The location was thought to be a perfect place for the new Phalen Village Shopping Center, since a new road…was planned to go right through the area." Other sources could not confirm this connection and no sources consulted made the connection between the proposed road and residential development. Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 130–31; Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 68; David Brauer, "Shopping Mall Literally Goes Under, So St. Paul to Make It a Wetland," *Chicago Tribune*, April 3, 1998, https://www.chicagotribune.com/news/ct-xpm-1998-04-03-9804030185-story.html.

[257] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 68–69.

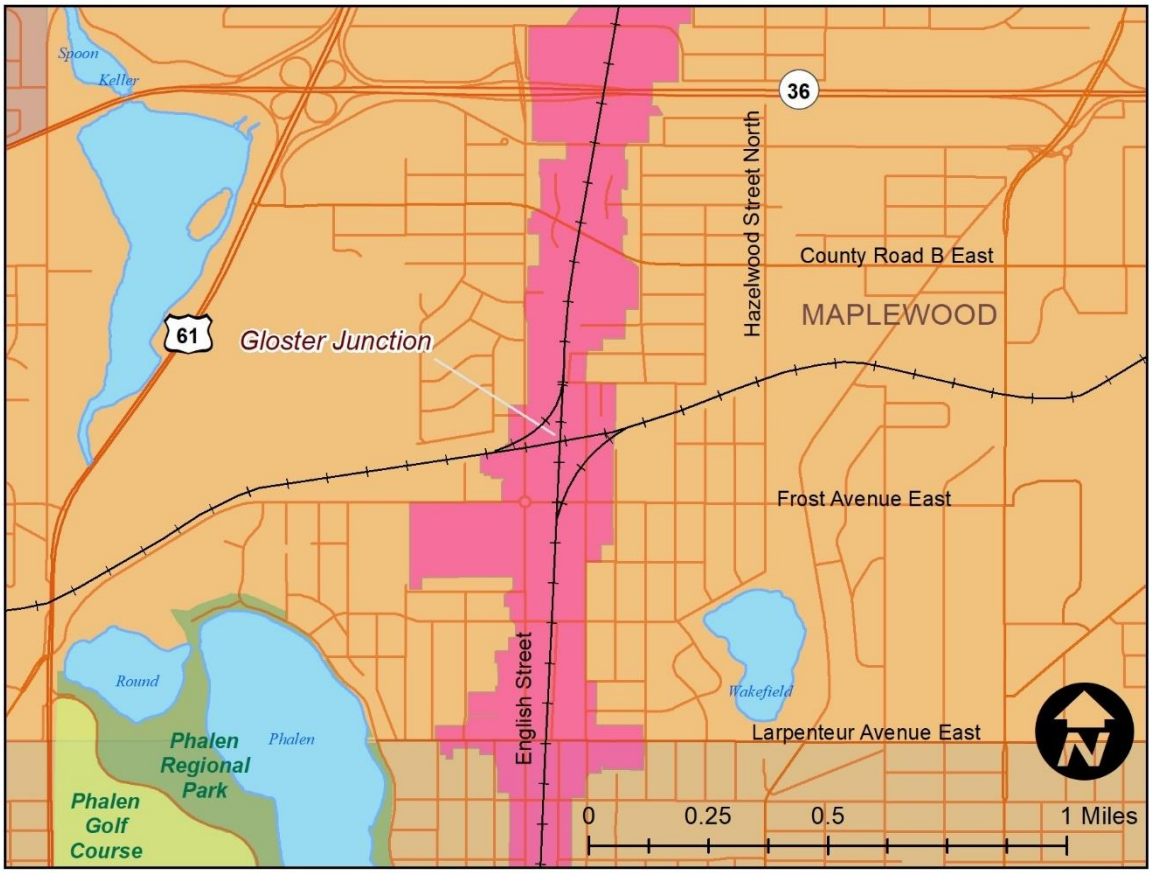

Figure 40. Former location of Gloster Junction at intersection of the LS&M (north-south) and Wisconsin Central (east-west) rail lines. The Survey Area is shown in pink.

The present-day city of Maplewood is an irregularly shaped suburb adjacent to the northeast side of Saint Paul. Prior to Euro-American settlement, the northern part of the city, including the portion in the Survey Area, was a mixed landscape of scrub oak and prairie dotted with marshes and lakes. At the time of European contact, the area was occupied by the Dakota and it largely remained so until the 1851 Treaty of Mendota, in which the Dakota bands in the Saint Paul area ceded their lands to the U.S. government.[258] Some Euro-American settlement had begun in the areas north of Saint Paul in the 1840s, with French Canadian and Mètis settlers like Benjamin Gervais establishing farmsteads. Lake Gervais, west of the Survey Area, is named for Gervais, who helped establish the settlement of Little Canada (located immediately west of present-day Maplewood and outside the Survey Area). The first major wave of Euro-American settlement began in the 1850s, and in 1858, when Minnesota became a state, New Canada Township was established in the area north of Saint Paul. McLean Township (south

[258] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 5; Wingerd, *North Country: The Making of Minnesota*, 194–96.

and east of the Survey Area) was also established at this time to the east of Saint Paul. Roughly 100 years later, portions of both townships became the city of Maplewood.[259]

In the late nineteenth and early twentieth century, farming was one of the main industries in this area. The *City of Maplewood Historic Context Study* and the Maplewood Historical Society identify a number of farms, farmers, and farming families that played a role in the development of the area. One of these individuals was Sarah Wakefield, who occupied a farm east of Lake Phalen and just north of Larpenteur Avenue. Prior to that, in 1862, Wakefield and her husband were living in southwest Minnesota when she was taken captive as a result of the Dakota Conflict. Wakefield later wrote a popular book about her captivity and moved to New Canada Township around 1874, following the death of her husband. The Wakefield farm, owned by her daughter Lucy, is outside the Survey Area (the farmhouse at 1450 Ripley Avenue is extant) near a small lake that has since been named Wakefield Lake (see Figure 41).[260]

Further to the north, at the present site of the Maplewood Mall, William and Ida (Wagner) Bruentrup established a farm in 1891 that had expanded to 175 acres by World War II. In the 1960s, the family began selling some of its acreage, including land upon which the Maplewood Mall would be built. The remaining farmland stayed in the family until the 1990s, when the last acres were sold for development and the farm buildings were moved to County Road D, east of the Survey Area.[261] Other identified farms or farmers include the Schroeder Dairy, begun by Henry Schroeder in 1884 near the present-day intersection of Rice Street and Larpenteur Avenue (west of the Survey Area) and the Koch Family truck farm, established by Peter Koch in 1892 near TH 61 and County Road C (also west of the Survey Area).[262] Truck farms became popular around the beginning of the twentieth century and were typically smaller farms (usually less than 20 acres) that grew produce for sale in the surrounding area. Because truck farms often specialized in more perishable produce (the Koch family was particularly known for celery), they were often located close to markets and relied on local transportation networks, like railroads and highways, to get their goods to market quickly. The proximity of Saint Paul and railroad and highway connections (see Section 3.C.(2)) made truck farming profitable in New Canada and McLean Townships.[263]

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[259] Boulay, *The Lost City of Gladstone*, 7–11.

[260] Peter Boulay, "Sarah Wakefield Lake (and Wakefield Park)," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1574/Sarah-Wakefield-Lake-and-Wakefield-Park; Boulay, *The Lost City of Gladstone*, 15–17.

[261] Frank Gilbertson, "The Bruentrup Farm," *Maplewood, Minnesota*, accessed January 16, 2019, https://maplewoodmn.gov/1530/The-Bruentrup-Farm; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 13–14.

[262] Frank Gilbertson, "Schroeder Dairy and Brief Comments on the Dairy In[Dustry]," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1648/Schroeder-Dairy-and-Brief-Comments-on-th; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 14–15.

[263] Brenda Rudberg, "Truck Farming in Maplewood," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood.

In addition to family farms, New Canada Township was also home to the Ramsey County Poor Farm. A poor farm was a nineteenth-century form of social welfare, providing work, shelter, and food for the poor, sick, mentally ill, elderly, and orphaned. In Ramsey County, the first poor farm was located in present-day Falcon Heights and moved to New Canada Township in 1885 when the county donated the site for the Minnesota State Fairgrounds. The farm, shown on Figure 41, was located east of the Survey Area at the present-day intersection of Frost and White Bear Avenues. At its peak, during the Great Depression of the 1930s, the poor farm had 357 residents. Although it is not certain if the farm had a direct role in development of the Survey Area, it provided jobs to the larger community as well as residents throughout its use. In 1950, the farm was converted into the Ramsey County Nursing Home and in 1977, the barn was listed in the National Register.[264]

Most of New Canada Township remained rural into the postwar era, but small communities developed along transportation routes prior to World War II. One such community in the Survey Area was the railroad crossroads community of Gladstone. The LS&M mainline from Saint Paul to Duluth was constructed through the area in the late 1860s and by 1867, residential construction was limited to a small number of houses west of the rail corridor along what is now English Street. Based on a field review of properties along English Street and research materials at the Maplewood Historical Society, no extant properties within the Survey Area can be confirmed as dating to this early period of Gladstone settlement.[265] A second rail line was built in 1884 and operated by the Wisconsin Central, which eventually became the Soo Line (see Section 3.C.(2)(b) for more information). As discussed earlier, the junction of these two lines was originally called Phalen Junction but after 1910 was referred to as Gloster Junction. The junction was just north of the intersection of present-day English Street and Frost Avenue.[266]

Between 1887 and 1888, the StP&D, the successor to the LS&M, constructed what became known as the Gladstone Shops (named after the English statesman William Gladstone) at Phalen/Gloster Junction. For a detailed history of the LS&M line, see the LS&M discussion in the Transportation section. The railroad's previous shop facilities, in the marshy area near the mouth of Phalen Creek, were too small for the expanding railroad's needs.[267] As discussed in Section 3.C.(2), one reason for

[264] National Register of Historic Places, Ramsey County Poor Farm Barn, Maplewood, Ramsey County, Minnesota, National Register #77000766; Ethel McClure, "An Unlamented Era: County Poor Farms in Minnesota," *Minnesota History* 38, no. 8 (December 1963): 365–77; Peter Boulay, "Ramsey County Poor Farm," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1621/Ramsey-County-Poor-Farm; Boulay, *The Lost City of Gladstone*, 21–23; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 39–40.

[265] Bennett, "Map of Ramsey and Manomin Counties and Hennepin East, Minnesota."

[266] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-115.

[267] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

the construction of the new shops at this location was a land speculation deal. Businessman William Dawson had purchased 10,000 acres of land in the area, 30 of which he agreed to donate to the StP&D. In return, Dawson moved his St. Paul Plow Works to the area, providing freight rail traffic, and platted the townsite of Gladstone, selling lots to those working at the shops or at the plow works (see Figure 41 and Figure 42).[268] As depicted in Figure 41, workers and other residents of Gladstone generally lived east of the shops and south of the St. Paul Plow Works.

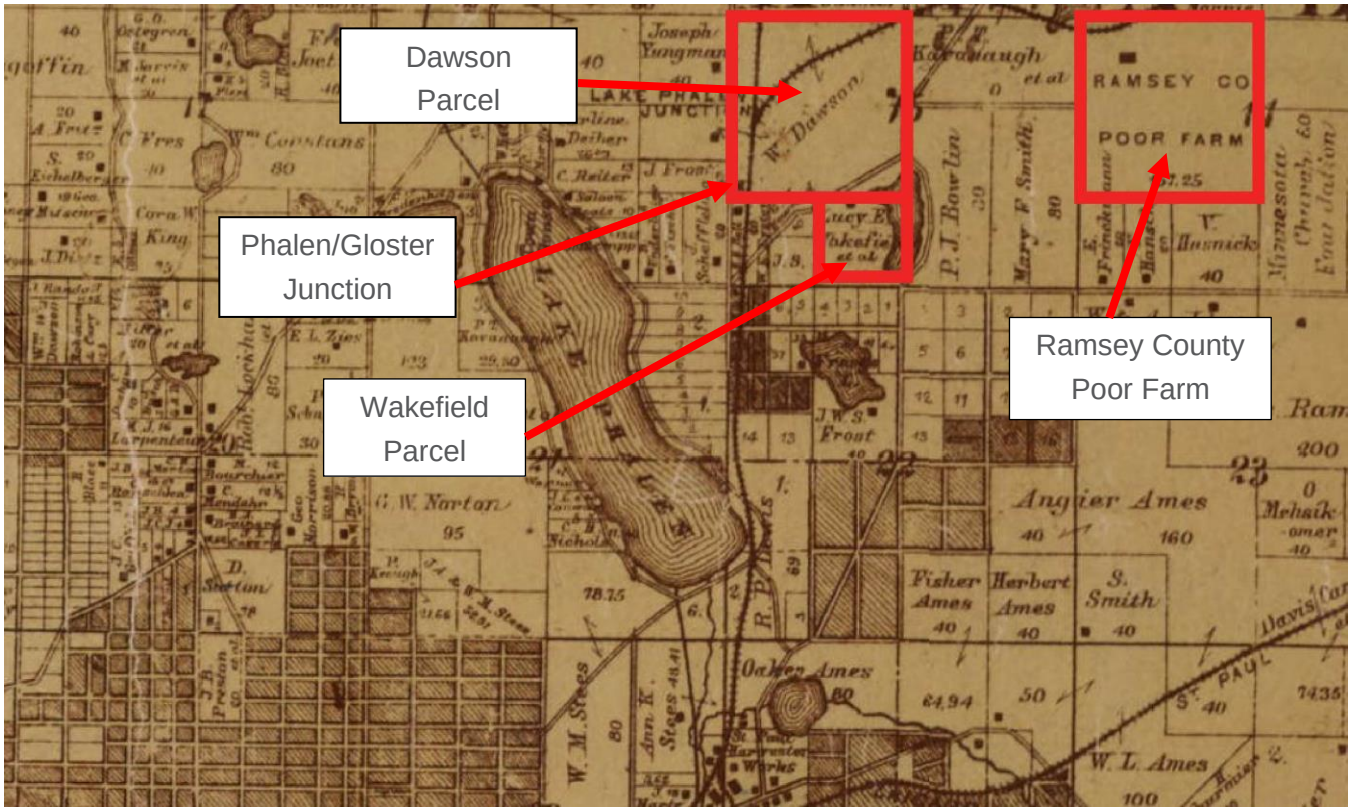

Figure 41. 1886 map showing the area around Lake Phalen, including Phalen/Gloster Junction and one of several large parcels owned by William Dawson. The Dawson parcel developed into the Gladstone Shops, St. Paul Plow Works, and Gladstone.[269] Note that the 1888 rail line from Phalen/Gloster Junction to Lowertown is not shown on this map as it has yet to be constructed. Also note the presence of the Ramsey County Poor Farm, east of the Dawson parcel, and the farmstead owned by the Wakefield family (here in the name of Lucy, Sarah's daughter) immediately south of the Dawson parcel.

[268] Bob Jensen, "The St. Paul and Duluth Railroad," *Maplewood Area Historical Society Newsletter*, July 2018, Maplewood Area Historical Society; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; "Gladstone," *Saint Paul Globe*, August 14, 1887, 14.

[269] "Sheet Map of the Twin Cities and Southern Suburbs."

The Gladstone Shops consisted of a number of buildings, including a 25-stall roundhouse, several shop buildings, an office, and a variety of sheds. It was the first major business in the area and, at its peak, employed over 100 people, most of whom likely lived and shopped near the facilities. Between 1886 and 1887, the town of Gladstone was platted, and the Gladstone Land Company reportedly built 50 houses for Gladstone Shop employees in two additions to the south and east of Gloster Junction, although maps from that period show significantly fewer residences scattered throughout the area (see Figure 42).[270]

Only one of the secondary sources consulted for this project suggests that the Gladstone development included employer-built worker housing. The Maplewood Local Designation form for the Gladstone Savanna Neighborhood Preserve archeological site (the site of the former Gladstone Shops) states, "In June 1886, Gladstone Land Company platted the area and built 50 frame and terra cotta dwellings for employees of the Gladstone Shops, the St. Paul Plow Works and other businesses."[271] References were not provided for this information, so the sources the statement is based on cannot be confirmed. Moreover, the Gladstone Shops, St. Paul Plow Works and "other businesses" in the area were separate entities so if houses were built by the Gladstone Land Company they were more likely developer-built properties rather than company housing. No other mention of company or developer-built housing was found in the secondary source literature consulted. One would expect company houses to be small in size, simple in form, and similar in design with multiple houses built side-by-side as a block. Neither historic maps (see Figure 42) nor field survey identified a set of properties that fit this description or feature the noted terra cotta elements.

By 1890, Gladstone also included approximately half-a-dozen commercial buildings.[272] By the early 1900s, village businesses included saloons, a general store, meat market, hotel, post office, icehouse, and several boarding houses. A church, the New Canada Town Hall (1375 Frost Ave. East, RA-MWC-0023), and a school were also present by this time. In this way, the railroad, shops, and plow works spurred early development in the area.[273]

[270] Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4; Peter M. Dahl, *Plat Book of Ramsey County* (Minneapolis, Minn.: Northwestern Publishing Company, 1898), 15, http://cdm16022.contentdm.oclc.org/cdm/compoundobject/collection/mhs/id/1299/rec/3.

[271] Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

[272] *Atlas of St. Paul, Minnesota (Plat Book), Volume 1*, 85–86.

[273] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 44.



Figure 42. 1891 atlas of Saint Paul showing the small platted community of Gladstone (present-day English Street is labeled as Lake Street). Note the rail lines and the two major industries: the Gladstone Shops and St. Paul Plow Works.[274]

In 1900, the StP&D became part of the NP (see Section 3.C.(2)(b)(I) for more information), which had existing shops in the Como-Midway area of Saint Paul. As a result, the Gladstone Shops were redundant and phased out by 1915. The St. Paul Plow Works and other industries closed in the 1920s. For a time, the railroad leased the shop buildings to railroad contractors and even the Seeger Refrigeration Company of Saint Paul, but eventually the buildings were abandoned and then demolished in 1979. In 1994, the City of Maplewood purchased the land to develop it as the Gladstone Savannah park. Most of the shop buildings and other industries of Gladstone are nonextant. The LS&M and Wisconsin Central rail corridors are currently used as the recreational Bruce Vento Regional and Gateway State Trails, respectively.[275]

Within the Survey Area, the New Canada Town Hall (1375 Frost Ave. East, RA-MWC-0023) and a small number of scattered houses from the Gladstone era are extant. As discussed above, none of these houses appear to have been constructed as company housing. The 1886 house at 1800 English

[274] Dahl, *Plat Book of Ramsey County*, 15.

[275] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

St. (RA-MWC-0187), for example, was built by Rex Shane, Maplewood's first mailman.[276] Two Clarence Street houses, one built in 1890 (1851 North Clarence St., RA-MWC-0181) the other in 1910 (1865 North Clarence St., RA-MWC-0012, recommended not eligible), were home to several generations of the Sundgaard family, including Arnold (born in 1909), who became an entertainer and college professor, and Kip (born in 1956), an Olympic ski jumper.[277] Another extant house from this period (1889 Clarence St., RA-MWC-0169) was owned by J.W.S. Frost, who, before moving to the Gladstone area, owned a dairy farm east of the Survey Area in what would become Saint Paul's Greater East Side. Research did not reveal anything further about Frost, other than the fact that both Frost Lake in Saint Paul (the site of the original farmstead) and Frost Avenue in Gladstone are named for him.[278] Additionally, the 1879 New Canada Town Hall (1375 Frost Ave. East, RA-MWC-0023) was constructed near the north shore of Lake Phalen and moved to Gladstone ca. 1900. It was originally located across the street and moved to its current location in 1952.[279]

With the closure of the Gladstone Shops and neighboring industries, the surrounding area largely reverted to farmland. Although soil in the area was of lesser quality than other locations in Minnesota, the area around the former town of Gladstone was ideal for truck farming, mainly due to its proximity to Saint Paul and accessible transportation routes, including two rail lines and roads. Area farms specialized in crops like asparagus, celery, berries, and bulbs and flowers, which farmers hauled to Saint Paul for sale. Several dairies were also present in the area.[280] Farms and dairies were eventually replaced by postwar development (see Figure 43 and Figure 44).

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[276] Nicole DeGuzman, "The House at 1800 English Street," *Maplewood, Minnesota Official Website*, accessed October 11, 2018, https://www.maplewoodmn.gov/1531/The-House-at-1800-English-Street.

[277] Brenda Rudberg, "Sundgaard Family - First Generation," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1689/Sundgaard-Family---First-Generation; Brenda Rudberg, "Sundgaard Family – Second Generation," *Maplewood, Minnesota Official Website*, accessed October 18, 2018, https://www.maplewoodmn.gov/1691/Sundgaard-Family-Second-Generation.

[278] In *The Lost City of Gladstone*, Pete Boulay states that the house owned by Frost was built and occupied by him in 1865. City assessor data, however, dates the house to 1911 and field survey observations confirmed the likelihood of the 1911 date. Boulay's publication lacks references and footnotes. Review of 1886 maps does not show the 1911 house but clearly shows Frost's farm in what would become Saint Paul (that portion of the city is not annexed until 1887). Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 9, 67; "Sheet Map of the Twin Cities and Southern Suburbs"; Boulay, *The Lost City of Gladstone*, 10–11.

[279] According to the February 2019 Maplewood Historical Society Newsletter, the former town hall building is slated for demolition in Spring 2019. Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 36; Bob Jensen, "New Canada Town Hall," *Maplewood, Minnesota Official Website*, accessed October 2, 2018, https://www.maplewoodmn.gov/1626/New-Canada-Town-Hall; Bob Jensen, "More Stories About the New Canada Town Hall," *Maple Leaves: Newsletter of the Maplewood Historical Society* 18, no. 2 (February 2019): 2.

[280] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 12.

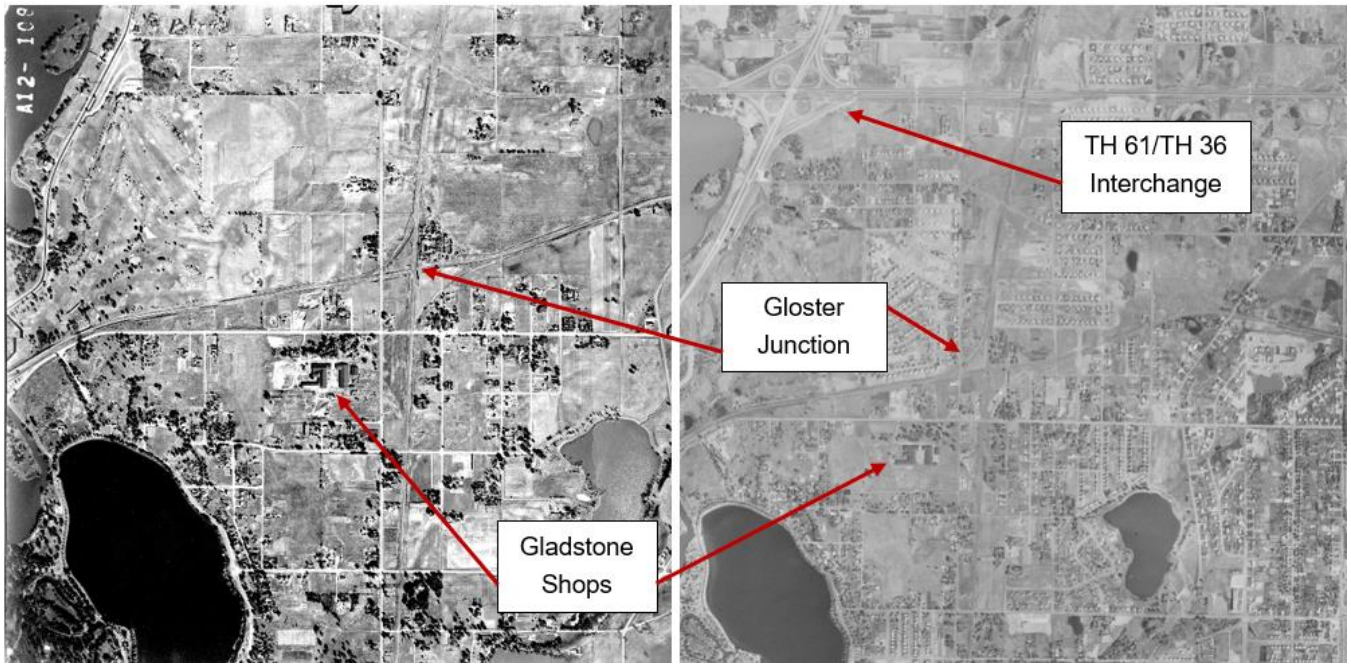


Figure 43 and Figure 44. Aerial photographs from 1945 (left) and 1957 (right) show the transition of the Gladstone area from farmland to suburban residential subdivisions. Also note the newly constructed TH 61/TH 36 interchange in the 1957 image.[281]

In the years following World War II, the area around Gladstone shifted from agricultural land to suburban residential development. In 1953, 3M, which previously had a large facility on Saint Paul's East Side (see Sections 3.C.(2)(b)(IV) and 3.C.(3)(a)(II)), broke ground on a new suburban campus east of the Saint Paul city limits. The 3M move was critical in the creation of Maplewood. Fearing that Saint Paul, not wanting to lose a valuable industry, would want to annex the unincorporated land surrounding the new campus, residents east and north of Saint Paul banded together to incorporate as the city of Maplewood (see Figure 43). The incorporation of Maplewood was approved by voters in February 1957.[282] The irregular shape of the incorporated suburb is due to the fact that it was a combination of unincorporated land from two different townships: New Canada (north of Saint Paul) and McLean (east of Saint Paul), that had already been partially incorporated into Saint Paul, North Saint Paul (incorporated in 1885) or Little Canada (incorporated in 1953). Ground was broken for the Maplewood 3M campus in 1953 and the complex was opened in 1955 along the city boundary with Saint Paul near the proposed alignment of I-94, which was later built in 1968.[283] The campus is extant and still in use by 3M but is located outside of the Survey Area in the southern part of Maplewood.

[281] "Aerial Photograph, Ramsey County, A-12-108"; "Aerial Photograph, Ramsey County, Wo-2t-200," 1957, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/ramsey_county/y1957/WO-2T-200.jpg.

[282] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 35–36, 45–48.

[283] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 47.

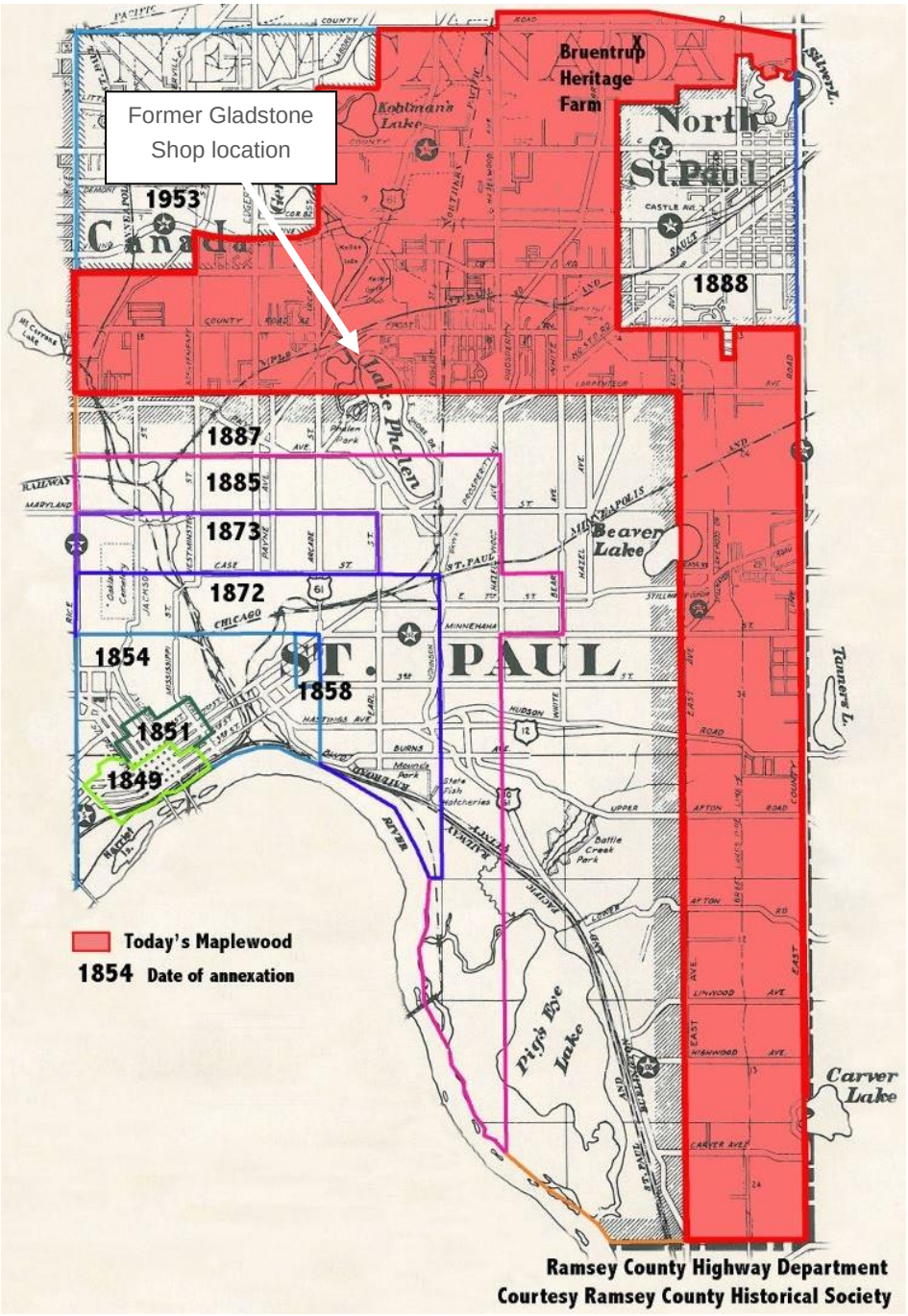


Figure 45. 1946 base map showing boundaries of Maplewood (shaded in red) as incorporated in 1957. This map also notes the expanding nineteenth-century boundaries of Saint Paul.[284]

[284] Bob Jensen, "Becoming a City," *Maplewood, Minnesota Official Website*, accessed July 6, 2018, https://maplewoodmn.gov/1524/Becoming-a-City.

In the postwar decades, the former Gladstone area and northern Maplewood filled in with Ranch houses, but some Minimal Traditional, Modern, and split-level houses are also present (see Section 3.C.(4)). Areas north of Gladstone were platted later, anywhere from the 1940s to the 2000s. In these areas, the construction of apartment buildings and other multi-unit residential complexes was limited due to zoning regulations that generally restricted residential construction to detached, single-family houses. By the 1960s and 1970s, however, many suburbs were relaxing earlier zoning regulations and the construction of apartment buildings became common throughout the Twin Cities area, particularly near heavily trafficked arterial roadways and intersections.[285]

In the Survey Area, apartment buildings were constructed primarily in the 1960s and 1970s and generally along north-south arterial routes. The city's first comprehensive plan was developed in 1972 and included discussions of developing areas of medium- and high-density residential development. Medium-density residential development, according to the plan, included duplexes, family row houses, and low-density apartments with populations not to exceed 22 people per acre. High-density residential development included apartment complexes with populations not to exceed 34 people per acre. Within the Survey Area, the 1972 plan generally placed medium- and high-density residential areas along arterials, like English Street.[286]

As the population of Maplewood increased, schools, churches, and other institutional buildings were constructed. Schools and churches generally followed residential growth. Schools, in particular, relied on property taxes to fund their construction and day-to-day operation. They were often constructed within the expanding residential areas to allow for easy student access. Likewise, growing suburban populations created a need for places of worship. Established congregations relocated away from urban centers to be closer to parishioners who moved to the suburbs, and new congregations were also established in the suburbs. In Maplewood, for instance, the Weaver Elementary School building (2135 Birmingham St. North, RA-MWC-0106, recommended eligible) was built in 1966 and the Gladstone Baptist Church (1717 English St. North, RA-MWC-0203, recommended for Phase II Evaluation but outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared) was built in 1967, to meet the needs of a growing suburban population.

Because the city of Maplewood was created from a collection of several small established villages spread across two townships, it lacked a concentrated central downtown and, instead, had small commercial nodes spread throughout the city.[287] One of these, and the only large one within the Survey Area, developed near the former center of Gladstone, around the intersection of Frost Avenue and the

[285] Larson, Engelking, and Majewicz, *The Story of the Suburbs in Anoka and Hennepin Counties*, 65.

[286] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan* (Maplewood Village Council, September 21, 1972), 155–1, 157–1, 158–1, City of Maplewood, Maplewood, Minn.

[287] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 43.

LS&M mainline corridor. As evidenced in the 1891 atlas (see Figure 42 above), this area included scattered commercial development on several blocks to the east and west and lacked the density of a traditional main street. Civic and commercial development to support the growing community of Maplewood occurred in the 1960s and 1970s. The buildings are spread out along Frost Avenue and English Street and feature prominent parking lots representing a typical postwar pattern of development in which automobiles were used to travel between the businesses. The 1965 Maplewood Municipal Building (1380 Frost Ave. East, RA-MWC-0164) was constructed directly across from the former New Canada Town Hall (1375 Frost Ave. East, RA-MWC-0023) and represents continued development in the area.[288] Other areas of postwar commercial development generally occurred along major transportation corridors, including I-694 and White Bear Avenue, which provided an early connection to White Bear Lake to the north (see Figure 46). A commercial area also existed on the west end of Maplewood, on the border with Little Canada, and it is possible that Maplewood residents also shopped in North Saint Paul, which had a prewar commercial strip. Maplewood's postwar development was not a result of strategic planning. The city's first comprehensive plan was not created until 1972, postdating many of the civic and commercial buildings on Frost Avenue. Additionally, the plan specifically states that this development was characterized as "lacking any substantive coordinated overall planning" and was, instead, "developed in a 'piece-meal' fashion resulting in interspersed vacant lots…and lacking amenities of good buildings design."[289]

[288] Both the Maplewood Historical Society and the City of Maplewood have been contacted but early zoning maps have yet to be located.

[289] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan*, 137.

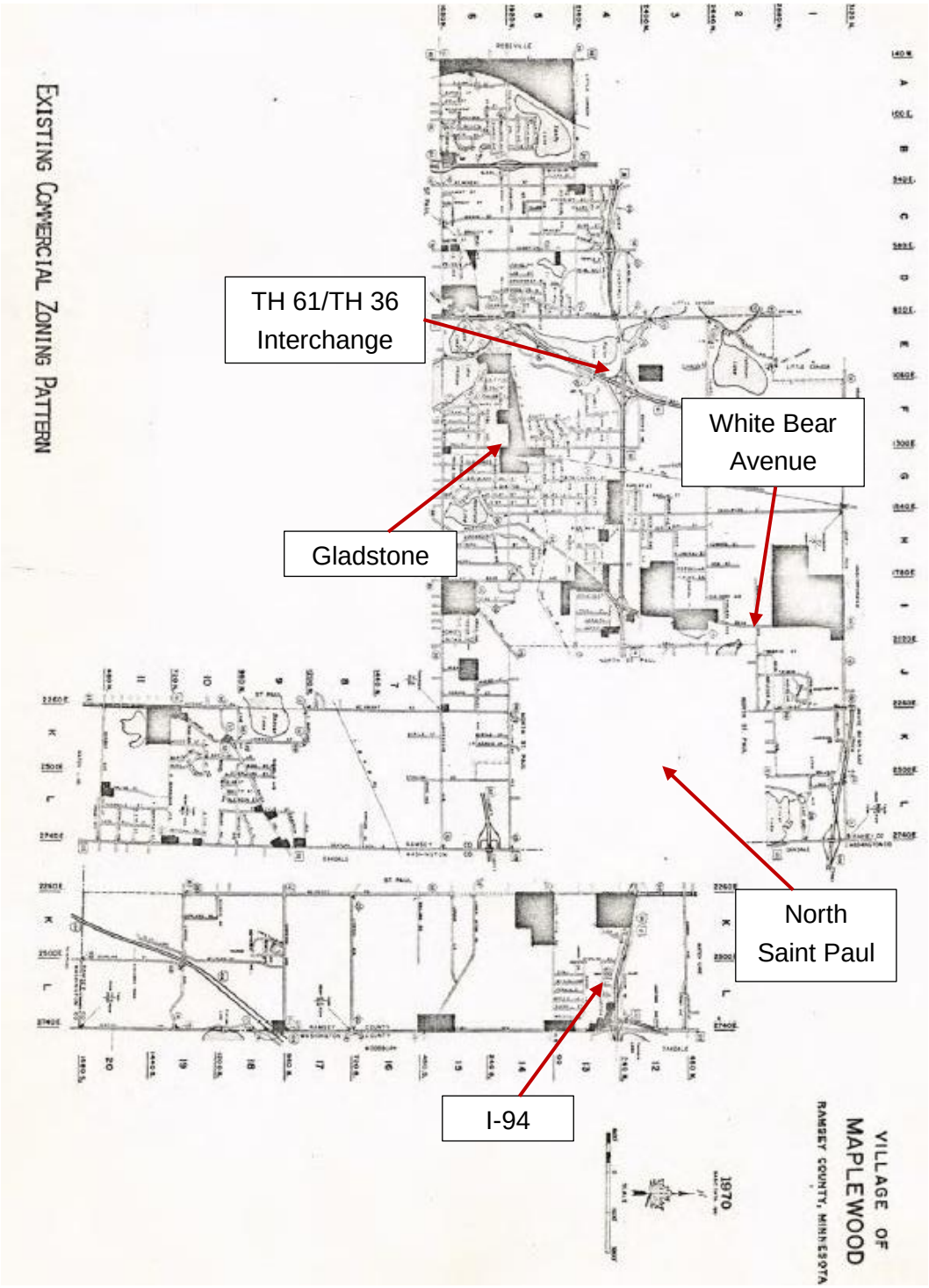


Figure 46. 1972 map showing concentrations of commercial properties (shaded in black) in Maplewood. These concentrations tended to occur along major transportation corridors like White Bear Avenue or I-94. Note that the southern portion of the suburb is split in two to fit on the page.[290]

[290] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan*, 135–4.

The 1972 plan called for some continued commercial development along Frost Avenue, but planners preferred to see more commercial properties built north of the Gladstone area, between TH 61 on the west and White Bear Avenue on the east. For example, planners called for 50 acres of commercial properties in the Gladstone area but 727 acres to the north, including the future site of Maplewood Mall (RA-MWC-0072, located near the present-day intersection of White Bear Avenue and I-694). Only limited construction of commercial buildings occurred along Frost Avenue after 1972, and the comprehensive plan's characterization of the area as interspersed with vacant lots and lacking amenities holds into the present. Although the plan also called for commercial development of the Gladstone Shops area, this did not occur.[291]

Other commercial and light industrial properties developed along major transportation corridors and at arterial intersections in Maplewood (see Section 3.C.(2)(d)). Many of these properties are outside the Survey Area, along White Bear Avenue or TH 61.[292] However, the Maplewood Mall (RA-MWC-0072) is within the Survey Area. The area around Maplewood Mall was originally wetland before it became the Bruentrup family farm starting in 1891. The mall opened in the summer of 1974 at the intersection of White Bear Avenue and I-694, two heavily traveled routes in Maplewood. By 1976, the Twin Cities metro area had eight large regional shopping malls. These included the so-called "Dales"—Southdale in Edina (constructed in 1956), Brookdale in Brooklyn Center (1962), Rosedale in Roseville (1969), and Ridgedale in Minnetonka (1974)—which were large indoor shopping malls planned by the Dayton Corporation that attracted a large, regional clientele.[293] Maplewood Mall is not a "Dale" and is the only indoor shopping mall in the northeastern metro area, a fact that may be attributed to the area's smaller population relative to other areas of the metro at the time of its construction.

The area surrounding the mall has developed over the years to include a number of detached commercial properties and associated parking lots, as well as modern multi-family housing units. The last vestiges of the Bruentrup farm, including the barn, house, granary, machine shed, and maintenance shed, were purchased by the Maplewood Historical Society in the late 1990s and moved to a new location east of the mall (outside the Survey Area).[294] The relocated buildings currently serve as home to the historical society.

The intersection of Frost Avenue and English Street was also home to the 1964 Moose Lodge 963 (1946 English St. North, RA-MWC-0134, recommended eligible), which was one of several fraternal

[291] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan*, 151–52, 158–1.

[292] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 43.

[293] Larson, Engelking, and Majewicz, *The Story of the Suburbs in Anoka and Hennepin Counties*, 91–92.

[294] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 13–14, 47–48.

organizations in Maplewood.[295] In the late 1960s, the lodge was at the center of a local civil rights controversy as the Loyal Order of the Moose's national constitution restricted membership to "male persons of the Caucasian or White race...not married to someone other than the Caucasian or White race." As the lodge was technically open to the public and subject to village regulations governing liquor licenses, the Maplewood Human Rights Commission lobbied the Maplewood village council to adopt an ordinance banning the issue of liquor licenses to organizations that discriminate on the basis of race. The council adopted the ordinance in April 1970 and in order to remain open, Lodge 963 removed the "whites-only" clause from the membership oath in 1971.[296] Although the lodge requested authorization for this change from the Supreme Moose Council, the national organization refused and Lodge 963 opted to alter the oath without permission.[297]

While it is presently unclear whether any African Americans subsequently became members of the lodge, the work of the local Human Rights Commission surely benefitted the small group of African Americans who had moved to Maplewood prior to the 1970 decision. Systemic economic disadvantage, discriminatory lending practices, and racial covenants excluded most African Americans from homeownership in many areas of the Twin Cities (see Section 3.C.(3)(a)(II)), but small numbers of middle-class and wealthy African American professionals were able to purchase typical suburban homes in the postwar years. While African Americans continued to represent a fraction of suburban populations (see Figure 47 and Figure 48), small concentrations of African American suburban development gradually occurred in the early to mid-1960s in Brooklyn Center and Maplewood.[298] Maplewood emerged as the primary residential suburb for middle-class African Americans in this period, with an African American population at least triple that of other suburbs, and was home to nearly 20 percent of the seven-county metro-area's African American suburbanites by 1967.[299]

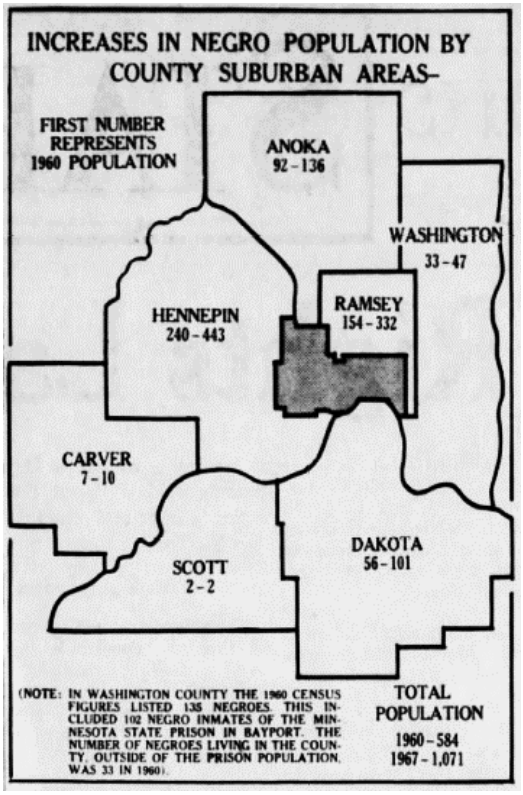
[295] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 27.

[296] The Maplewood Human Rights Commission was formed by the Village and was likely headquartered at the village hall. "Moose Choose to Keep Booze, Lose Whites-Only Clause," *The Minneapolis Star*, November 20, 1971."Moose Choose to Keep Booze, Lose Whites-Only Clause," *The Minneapolis Star*, November 20, 1971."Moose Choose to Keep Booze, Lose Whites-Only Clause," *The Minneapolis Star*, November 20, 1971."Moose Choose to Keep Booze, Lose Whites-Only Clause," *The Minneapolis Star*, November 20, 1971.

[297] "End of the Albino Moose," *The Minneapolis Star*, accessed October 3, 2018, https://www.newspapers.com/clip/24243987/end_of_the_albino_moose/.

[298] Sherrie Mazingo, "Two Centers Develop in Last 7 Years," *The Minneapolis Star*, May 31, 1967, 19.

[299] Sherrie Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life," *The Minneapolis Star*, May 29, 1967; Mazingo, "Two Centers Develop in Last 7 Years."



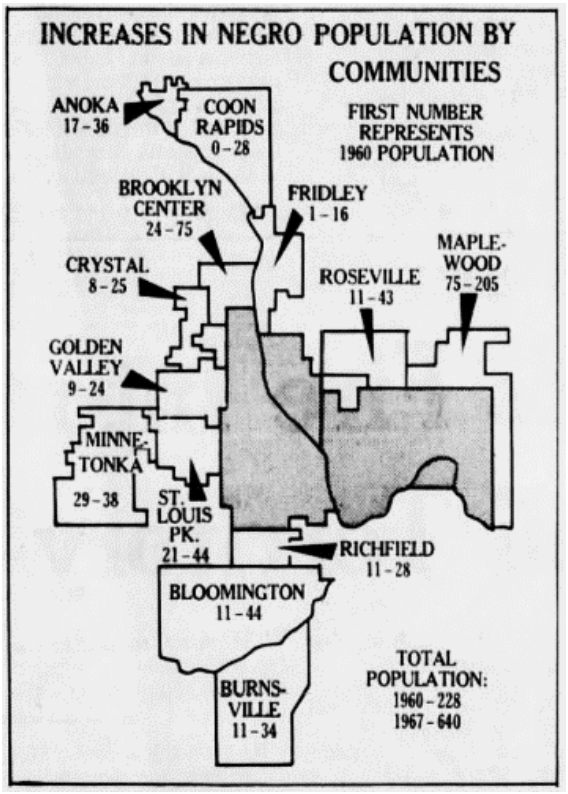


Figure 47 and Figure 48. These infographics showing demographic changes between 1960 and 1967 within the boundaries of the Twin Cities metro area were produced as part of the Minneapolis Star's series on African Americans in the suburbs.[300]

Research did not identify concentrations of houses within the Survey Area associated with postwar African American settlement in Maplewood. Maplewood's small African American suburban community began to develop in the late 1950s, when individual families, such as Silas and Roxie Smith, purchased land on Frank Street between Frisbie and Ripley Avenues, west of the Survey Area, from a white intermediary.[301] Retired printer James T. Hughes and his family were among the early postwar African American "pioneers" and purchased a residence on a 10-acre parcel at 1570 Sandhurst Ave. East in 1946 (east and outside of the Survey Area). In 1959, Hughes subdivided the rest of this parcel into 20 smaller lots located at the northeast quadrant of the intersection of County Road B and Hazelwood

[300] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life," 2.

[301] "Discrimination in Maplewood's Past," *Maplewood Minnesota*, accessed November 28, 2018, https://maplewoodmn.gov/1714/Discrimination-in-Maplewoods-Past; "Silas Smith," *U.S. Phone and Address Directories, 1993-2002 - Ancestry.Com*, accessed January 15, 2019, https://search.ancestry.com/cgi-bin/sse.dll?indiv=1&dbid=7339&h=195872494&tid=&pid=&usePUB=true&_phsrc=gdW49&_phstart=successSource; Holmquist, *They Chose Minnesota: A Survey of the State's Ethnic Groups*, 77.

Street, each of which was sold to an African American family within the year.[302] By 1960, Maplewood was home to 75 African American residents, more than any other metro-area suburb of the period. Over the next seven years, the African American populations in 23 suburbs more than doubled, but the largest influx occurred in Maplewood, which had over 200 African American residents in 1967. At the time, planners and civil rights agencies credited the increase to the work of new suburban human relations groups, state civil rights agencies, and the small number of individual African American families (such as Hughes) who had been the pioneers in 1960 and prior.[303] Although Maplewood had a larger African American population that other suburbs, there is no evidence that it influenced the development of recreational or commercial establishments in the Survey Area to serve this community.

(c) Vadnais Heights and Gem Lake

The cities of Vadnais Heights and Gem Lake are located between Maplewood and the city of White Bear Lake and were historically part of White Bear Lake Township. Euro-American settlement in this area began in the 1840s and 1850s. Some of the first individuals to stake claims in the area were Métis and French-Canadian fur traders connected with the Red River trade. In the 1850s, after White Bear Lake Township was established and land in the area was officially offered for sale, Yankee farmers (Protestants from New England or the Old Northwest) purchased homesteads in the area.[304] With the exception of the village of White Bear Lake (located along the shore of White Bear Lake), the township as a whole remained largely rural until the postwar years. At this time, various parts were either annexed by the city of White Bear Lake or incorporated separately to prevent annexation by growing neighboring cities. Both Vadnais Heights and Gem Lake became cities in this manner, deciding to incorporate as municipalities rather than be annexed into the city of White Bear Lake. Vadnais Heights incorporated in 1957 and Gem Lake incorporated in 1959.[305]

The Survey Area skirts the very southeastern corner of Vadnais Heights, which is roughly bound by Highway 96 to the north, County Road D to the south, Rice Street to the west and Labore Road and the LS&M corridor to the east. Within Vadnais Heights the Survey Area is limited to industrial and commercial properties that are isolated from the rest of the city by the Willow Lake Nature Preserve to the west of TH 61. At the time of the city's incorporation in 1957, Vadnais Heights was primarily a mix of

[302] Hughes had originally purchased the house and adjacent tract of farmland in 1946, after being turned away from another restricted tract elsewhere in Maplewood. In an interview, he stated that although white neighbors had attempted to outbid him on the Sandhurst tract, the owner proceeded with the sale, perhaps to spite his neighbors. Mazingo, "Two Centers Develop in Last 7 Years," 19.

[303] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life."

[304] Woolworth, *The White Bear Lake Story*, 13–14; Holmquist, *They Chose Minnesota: A Survey of the State's Ethnic Groups*, 55–72.

[305] "History," *Vadnais Heights, Minnesota*, accessed December 3, 2018, https://www.cityvadnaisheights.com/223/History; James A. Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 2005, 40, http://www.gemlakemn.com/wp-content/uploads/2014/05/Gem_Lake_History.pdf.

residential development and rural farmland. Most of the residential development was scattered in a large area west of the Survey Area, near Vadnais Lake.[306] Little development occurred in the area until the completion of I-35E in 1970, which runs through the eastern side of the city and is concurrent with I-694 near the city's southern edge.[307] Development of residential, commercial, and industrial properties following the completion of the freeway was fairly slow until the 1990s, when, as a review of aerial photographs shows, suburban development increased rapidly. The resulting residential areas are west of the Survey Area. Commercial and light industrial properties developed primarily along the highway corridors. West of the Survey Area, this includes the I-35E and County Road E corridors, where most development occurred after 1970.

Within the Survey Area, commercial and light industrial properties developed along the current alignment of TH 61 (the realignment is discussed in Section 3.C.(2)(d)) between Hoffman's Corner, an early commercial node mostly outside the current boundaries of Vadnais Heights) and County Road D East/I-694 starting in the 1960s and 1970s.[308] The realignment of TH 61 in Vadnais Heights was mainly limited to a slight shift of the alignment to the west at Hoffman's Corner. The businesses that developed along TH 61 in Vadnais Heights are presently mostly auto dealerships. Their concentration here is likely due to the proximity to the TH 61/I-694 interchange, which would offer customers convenient access to the dealerships. There may also be a connection to earlier auto dealerships in Gem Lake, just to the north (discussed below).

As with Vadnais Heights, the Survey Area clips on the easternmost portion of the suburb of Gem Lake. The suburb is a small, 720-acre city centered on a lake of the same name. It is directly north of Vadnais Heights and roughly bound by White Bear Parkway on the north, County Road E East on the south, Labore Road on the west and the LS&M corridor on the east. The area was primarily farmland until the early twentieth century, when farmland and woodland was cleared to develop large, elite "estates." The area was a draw for wealthy residents who sought large parcels for horse riding and even fox hunts. In some ways, the early development of Gem Lake was an expansion of adjacent White Bear Lake, which also drew wealthy individuals to build homes along the lakeshore.[309]

At the time of the city's incorporation in 1959, the area around Gem Lake was a mix of wealthy estates, farms, and the small commercial node known as Hoffman's Corner at the intersection of County Road E

[306] "Aerial Photograph, Vadnais Heights, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com.

[307] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6281 in Ramsey County*, 2016, Minnesota Department of Transportation, Saint Paul, Minn.

[308] "Aerial Photograph, Vadnais Heights, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Vadnais Heights, Minn., 1966," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Vadnais Heights, Minn., 1991," *Historic Aerials by NETROnline*, historicaerials.com.

[309] Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 4.

East, TH 61, and the LS&M corridor. The southeast quadrant of the intersection is part of Vadnais Heights, while the remainder is part of Gem Lake. Before the 1952-1953 realignment of TH 61, just before County Road E the highway skirted approximately 600 feet east of its current location before crossing over the LS&M line on County Road E and following the present-day Hoffman Road into White Bear Lake.

In the 1890s, Charles Hoffmann purchased roughly 20 acres of farmland in the area that would later become Hoffman's Corner (the second 'n' in Hoffmann was dropped during World War I in response to anti-German sentiment). TH 61 was established in the 1920s and by the 1930s, the Hoffman family had a fruit and vegetable stand and restaurant at the intersection that catered to local residents and travelers. At some point during this period (sources are unclear regarding the exact dates), the family added an automobile service station called Hoffman Corner Oil. After the 1952-1953 realignment of TH 61, the highway shifted west and bypassed the heart of Hoffman's Corner. While commercial properties continue to operate near the original intersection, other commercial and light industrial properties developed along the new alignment, which ran along the west side of the LS&M line, crossing the railroad tracks approximately 2,500 feet to the north. One of the businesses to build along the new alignment was Tousley Ford, an automobile dealership (now Auto Nation Ford White Bear Lake) constructed in 1956 at the corner of County Road E and the realigned TH 61 (1491 County Road East, RA-GLC-028 through RA-GLC-034).[310] Review of aerial photographs show that the 1956 building is no longer extant, although subsequent buildings were constructed in the 1960s.[311] Commercial and light industrial properties in Gem Lake are limited to Hoffman's Corner and the TH 61 corridor.

A small number of non-farming residences had also been built along Scheuneman Road, just north and east of Hoffman's Corner. This is a north-south road on the west side of the LS&M line, which would have served as a sort of frontage road for the TH 61 arterial route on the east side of the line (prior to realignment). Some of these pre-incorporation houses are extant but the road also includes many post-1959 houses. In the 1980s and 1990s, much of the remaining farmland was subdivided to create additional lots for large, upper-class houses.[312] These residential areas and most of Gem Lake are outside the Survey Area.

[310] Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 19–22.

[311] "Aerial Photograph, Gem Lake, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Gem Lake, Minn., 1980," *Historic Aerials by NETROnline*, historicaerials.com.

[312] "Aerial Photograph, Gem Lake, Minn., 1947," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Gem Lake, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Gem Lake, Minn., 1991," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Gem Lake, Minn.,1980," *Historic Aerials by NETROnline*, historicaerials.com.

(d) City of White Bear Lake

The city of White Bear Lake is located north of Maplewood and northeast of Vadnais Heights and Gem Lake. The historic core of the city is located on the western shoreline of White Bear Lake. The city expanded during the postwar years as farmland surrounding the city was subdivided and residential properties were constructed. These areas were historically part of White Bear Township and incorporated into the city of White Bear Lake starting in the 1950s. As discussed in the sections above, the incorporation of Vadnais Heights and Gem Lake prevented land from being incorporated into the city of White Bear Lake, leaving the latter with somewhat irregular borders. The Survey Area encompasses both postwar residential, commercial, and industrial properties south of the historic city core as well as a portion of the historic core itself. Within the city of White Bear Lake, the Survey Area is generally limited to a narrow corridor along TH 61, which runs north-south through the city.

White Bear Township was surveyed in 1847 and land offered for sale to Euro-American settlers starting in 1848. Settlement in the area near what would become the city of White Bear Lake was limited until 1851.[313] In that year, the Yankee (defined earlier) settler Villeroy B. Barnum, who was originally from Connecticut, moved his family from Stillwater to 175 acres between Goose and White Bear Lakes. That same year, a road between Saint Paul and White Bear Lake was surveyed and it became increasingly popular for Saint Paul residents to take the three-hour carriage ride from the city to the southwestern shore of White Bear Lake for picnics.[314] Between 1852 and 1853, Barnum expanded his home and began to operate a hotel for Saint Paul residents and others visiting White Bear Lake. Barnum's hotel was the earliest documented business that would, in the late nineteenth century and into the twentieth, capitalize on summer tourism in White Bear Lake.

(l) Resorts, hotels, and cottages

Picnickers and vacationers were drawn to the lake for its picturesque scenery and the relief the lakeside offered from the summer heat of the city. As early as 1853, it also served as a destination for those who suffered from pulmonary diseases like tuberculosis or hay fever and could afford to follow the popular advice of nineteenth-century doctors and leave the polluted city for fresh countryside air. In addition to Saint Paul residents, visitors from Saint Louis, Missouri, and other southern states visited White Bear Lake to escape not only the heat of summer but also diseases like yellow fever and typhoid that were endemic in southern cities during the summer months.[315] As detailed below, White Bear Lake would continue to market itself as a healthy escape from urban locations into the twentieth century.

[313] Woolworth, *The White Bear Lake Story*, 13–14; Cynthia Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area* (White Bear Lake, Minn.: White Bear Stereoptics Co., 2004), xiv.

[314] Woolworth, *The White Bear Lake Story*, 16.

[315] Woolworth, *The White Bear Lake Story*, 16–18.

By the late nineteenth century, resorts and hotels had developed on all sides of the lake but, in the few decades after development of the area first started in the 1850s, resorts and hotels were concentrated along the western shoreline, close to the developing city of White Bear Lake. Following the establishment of Barnum's hotel on the isthmus between Goose and White Bear Lakes, resorts and hotels spread from the Lake Shore Park area north to 6th Street and beyond (see Figure 49). Secondary source research identified approximately six large resorts (although there were likely more), including the Barnum (later Leip) Hotel, Murray (later Williams) House, South Shore House, Chateaugay Hotel (later Carpenter House and then Hotel Benson), and Ramaley's Pavilion. These large resorts are nonextant.[316]

While the larger resorts were generally located on or near the lakeshore, smaller hotels and boarding houses were located throughout the city. The 1875 White Bear House (2182 4th St., RA-WBC-0241), for example, was located at the corner of Railroad Avenue (now Washington Avenue) and 4th Street (see Figure 50). The hotel had a saloon and rooms for 35 guests. The building continued to operate as a boarding house in the early twentieth century.[317] A ca. 1952 addition has obscured a large portion of the building (see Figure 51).[318]

[316] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 23–50.

[317] Vadnais states that the building was constructed in 1876 while the assessor data states that the building was built in 1875. This report uses the assessor date. The parcel address has the front facade of the property facing north on 4th Street, but historically it faced west on Railroad/Washington Street. Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 36–37.

[318] "White Bear Lake, Minn., 1927," 1:600 (New York: Sanborn Map Company, 1927), 2; "White Bear Lake, Minn., 1927 - Revised 1952," 1:600 (New York: Sanborn Map Company, 1952), 2.

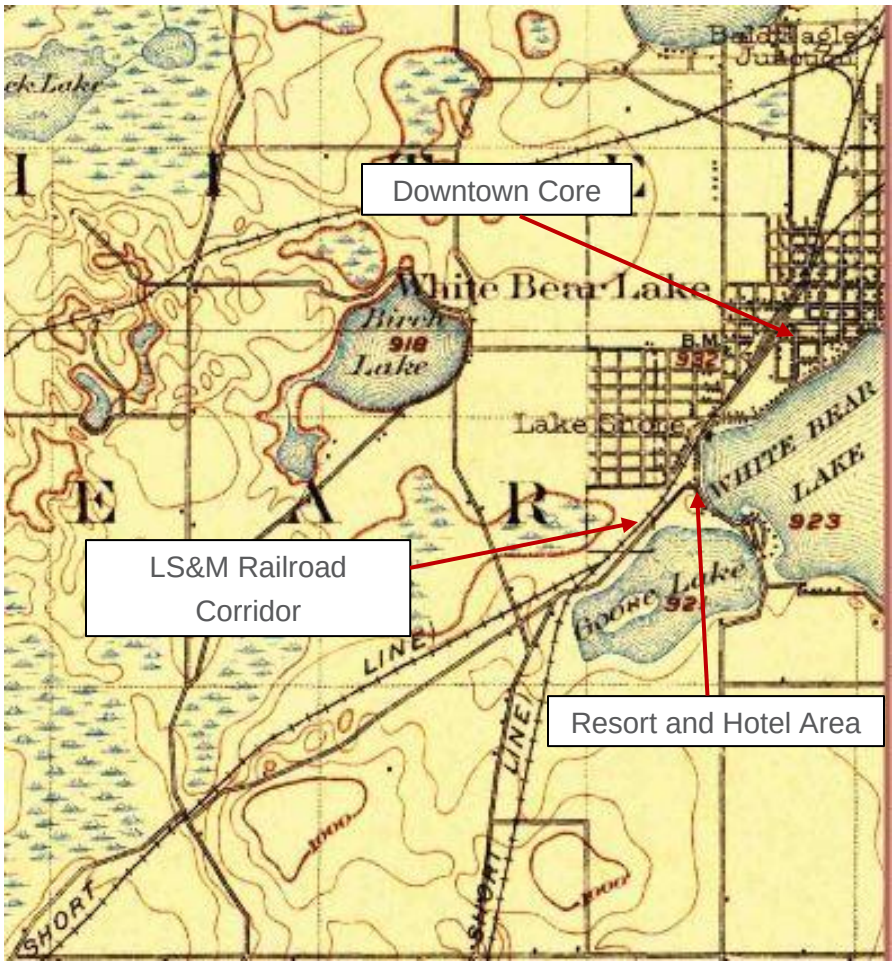


Figure 49. Image from 1902 topographic map showing the development of White Bear Lake. Starting in the 1850s, resorts and hotels tended to be built near the southwestern corner of the lake and the isthmus between Goose and White Bear Lakes. Most residential and commercial development, including the downtown core, was clustered around the railroad corridor, north of the resort and hotel area. The rail junction south of town was where the LS&M mainline and a branch line of the NP coming from northeast Minneapolis met, both are labeled as the Duluth Short Line on this map. The rail junction north of town, called Bald Eagle Junction, was where the east-west Soo Line met the LS&M mainline. The NP Stillwater Branch (nonextant) veered east near 7th Street.



Figure 50. Ca. 1903 image of the White Bear House.[319]



Figure 51. Image of the White Bear House from 2019 field survey. Note the alterations, including the removal of parapet on the front-gable portion of the building, the removal of the porch, and the large addition to create the Cobblestone Cafe building.

[319] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 36.

The development of resorts and hotels in the area received an important boost in 1868, when the LS&M Railroad (XX-RRD-NPR01, recommended eligible) connected the city to Saint Paul. As detailed in Section 3.C.(2)(b)(IV), the line extended all the way to Duluth by 1870. One reason for the success of the White Bear House, for example, was its proximity to the passenger depot (nonextant), located near the intersection of Clark Avenue and 4th Street.[320] As discussed in Section 3.C.(2)(b)(I), this depot was replaced in 1934 with the current depot (4751 4th St., RA-WBC-121). Likewise, the resorts and hotels located further south, on the isthmus between Goose and White Bear Lakes, were serviced by their own passenger depot. The depot, known interchangeably as the Lake Shore, Lake Park, or Cottage Park Depot, was built in 1885 and razed in 1925 and located on the rail line just west of Veteran's Park (see Figure 52).[321] This discussion will use the name Lake Shore Depot.

[320] "White Bear Lake, Minn., 1927," 2.

[321] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 74.

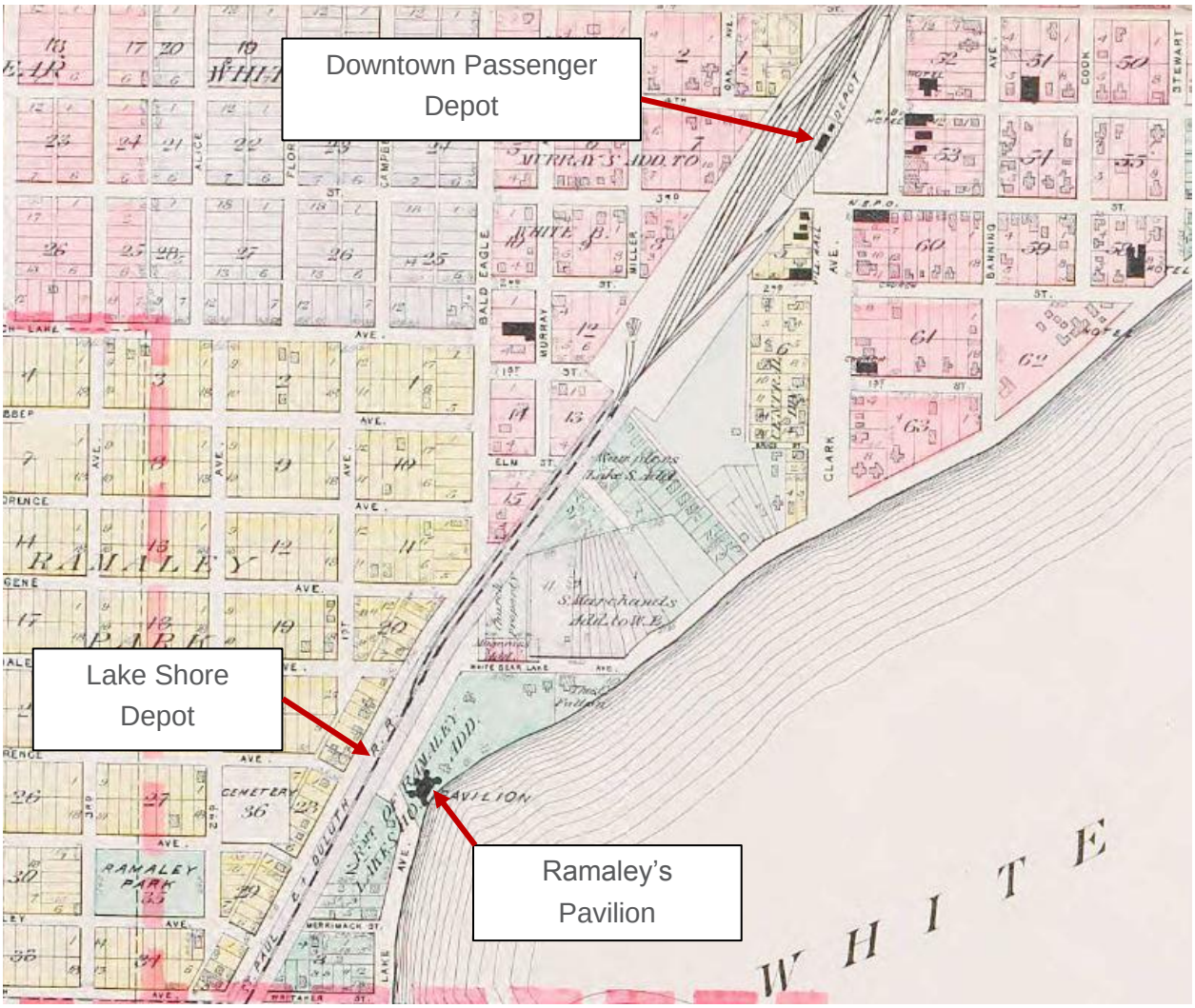


Figure 52. 1898 plat map of the city of White Bear Lake showing the locations of the nonextant downtown passenger depot and the location of Ramaley's Pavilion (discussed below). Although not shown on this map, the Lake Shore Depot (nonextant) was located immediately west of the pavilion.[322]

The Lake Shore Depot was particularly important for the development of the Ramaley Pavilion resort (nonextant), which was located directly east of the depot along the shore, at the present-day location of Veteran's Park. The pavilion began as a small wood-frame structure in 1879. It was built by the StP&D and leased by John D. Ramaley. Ramaley moved to Saint Paul from Pittsburgh in 1866 along with his wife Sarah. There, he was employed as a hat maker and caterer before moving to White Bear Lake in the 1880s. He purchased the pavilion on the west side of White Bear Lake ca. 1885, and in 1890, he razed the small frame structure and built a grand brick building that included an amphitheater,

[322] Research indicates that the 1885 Lake Shore Depot was in service until 1925; it is not clear why is not shown on this map. Dahl, *Plat Book of Ramsey County*, 6.

lunchroom, dance hall, and hotel (see Figure 53). The building was a popular place for dances and concerts as well as a departure point for lake excursions on one of the large boats in Ramaley's small fleet of launches and paddleboats. By 1895, the Ramaley family occupied the ca. 1881 home located just northwest of the pavilion and ran a hotel for resort travelers out of a rear wing that has since been removed (4531 Lincoln Ave., RA-WBC-0042).[323]



Figure 53. 1893 image showing Ramaley's Pavilion (at center, rear) and the Lake Shore Depot (at left, foreground). Although both properties are nonextant, this photo shows the important relationship between the railroad and the nineteenth and early twentieth century resort business.[324]

Ramaley likely financed part of the construction of the Ramaley Pavilion with funds from the sale of property on the west side of the railroad tracks that he owned and subdivided. In 1883, Ramaley filed the plat for Ramaley's Park subdivision, which created 576 lots from Highway 91 (Birch Lake Avenue on the 1883 plat) on the north to present-day Whitaker Street on the south and between Lincoln Avenue (Railroad Avenue on the 1883 plat) and Bald Eagle Avenue on the east and what would be 5th Avenue on the west (see Figure 54).[325] No road was built at the location marked as 5th Avenue on the plat, and development of the subdivision was generally slow. By 1902, topographic maps show that development of the subdivision was primarily limited to Railroad and Bald Eagle Avenues (see Figure 55).[326] A review

[323] S. Shelendich, "Minnesota Individual Property Inventory Form: RA-WBC-0042," May 28, 1981, Ramsey County Building Inventory, Minnesota State Historic Preservation Office, Saint Paul, Minn.; Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 190; State of Minnesota, *Minnesota State Population Census Schedule, 1885*, 1885, Roll 37, Frame 194, Ancestry.com; State of Minnesota, *Minnesota State Population Census Schedule, 1895* (1895, n.d.), Roll 84, Frame 61, Ancestry.com.

[324] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 110.

[325] Ramsey County subdivision plats are available on the Ramsey County website. Ramsey County, "Ramsey County Scanned Survey Records."

[326] U.S. Geological Survey, "White Bear, Minn. Quadrangle," 1:62500 (Washington, D.C.: U.S. Department of the Interior, Geological Survey, 1902).

of aerial photographs shows that this pattern of limited development in the subdivision continued into the 1940s.[327] A total of 21 houses in the subdivision were inventoried as a part of this project. Of these, 13 were built before 1920, three were built during the interwar years (between 1920 and 1940), and five were built after World War II.[328] The 13 houses built before 1920 tended to be smaller and less ornate than the houses built along the lake shore on or near Lake Avenue. The houses in Ramaley's Park tended to be small and one- to one-and-one-half stories with limited Victorian details.

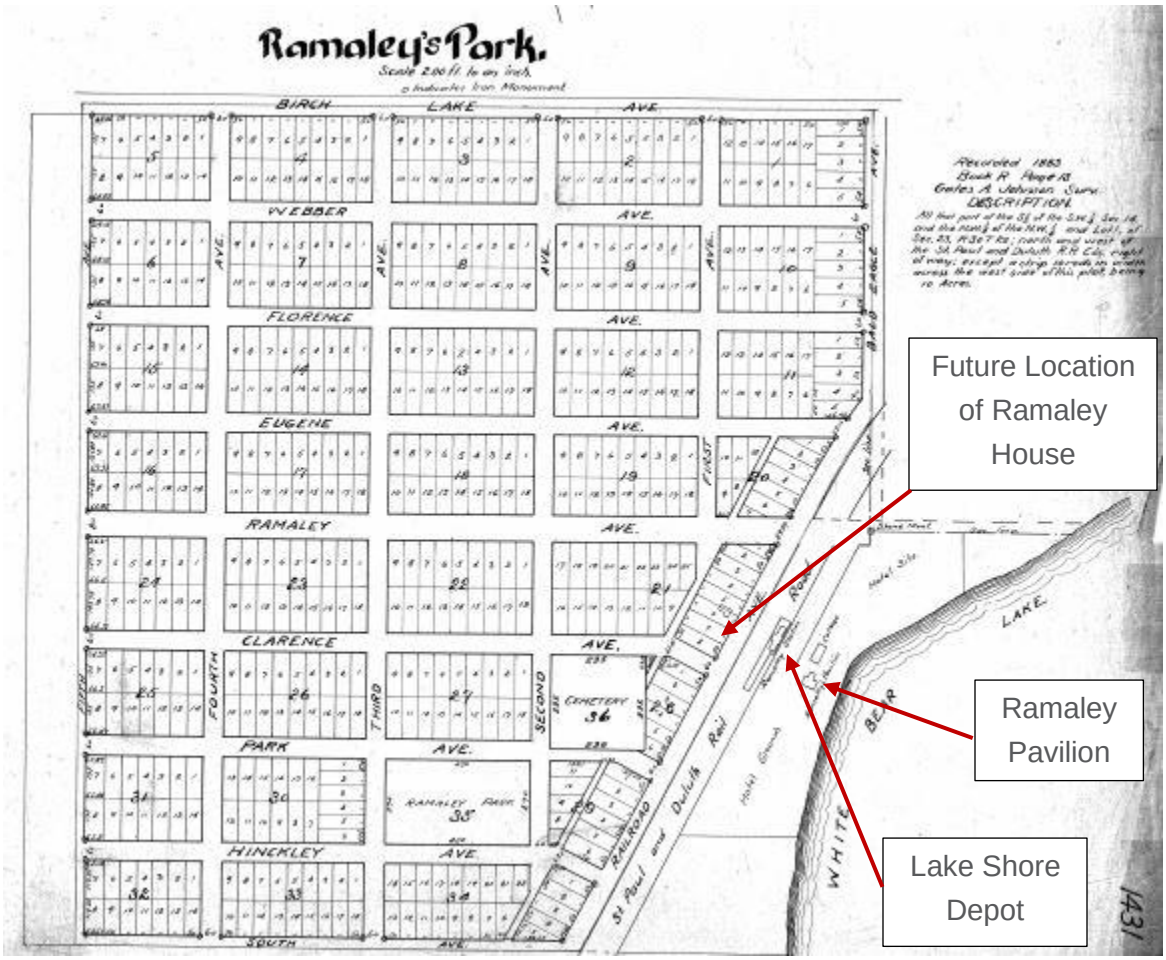


Figure 54. 1883 plat of Ramaley's Park subdivision. Note the location of Ramaley's Pavilion and the Lake Shore Depot. The future location of the Ramaley House is also indicated.[329]

[327] Ramsey County, "Ramsey County Assessor Interactive Property Map," 1940 Aerial photograph; "Aerial Photograph, White Bear Lake, Minn., A-13-157," 1945, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-13-157.jpg; "Aerial Photograph, White Bear Lake, Minn, AAA 1-20000 BIM-2-11," October 28, 1938, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/anoka/y1938/BIM-2-11.jpg.

[328] Ramsey County, "Ramsey County Assessor Interactive Property Map."

[329] Ramsey County, "Ramsey County Scanned Survey Records."

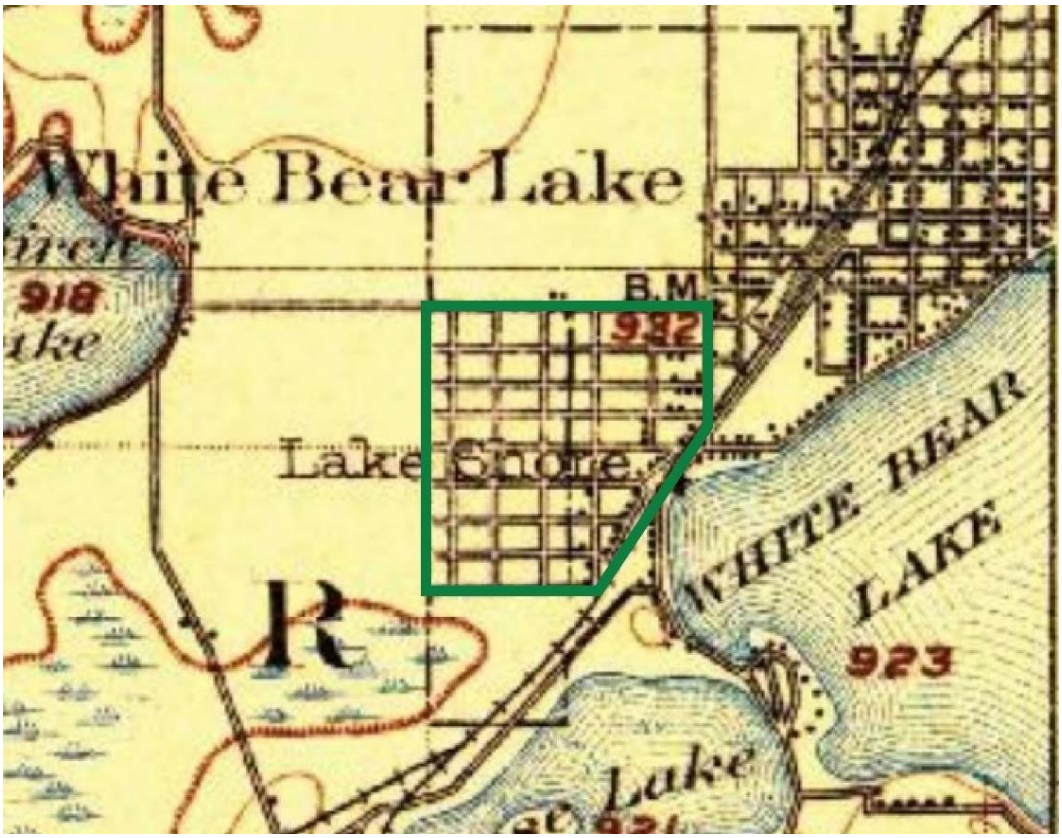


Figure 55. 1902 topographic map with Ramaley's Park subdivision outlined in green. Note that the development of the subdivision (indicated by black boxes, representing buildings) was limited primarily to Lincoln and Bald Eagle Avenues at the eastern boundary of the subdivision.[330]

The lots in Ramaley's Park were advertised as "desirable cottage lots" and initially sold for $100 each.[331] The term "cottage" referred to smaller, seasonal homes, which had been built in White Bear Lake since at least the 1870s. One of the earliest was the ca. 1873 Mound Cottage (nonextant) near present-day Lake Avenue and Shady Lane.[332] Areas like Manitou Island and Cottage Park (see Figure 56) were developed by private associations of cottage owners and were the locations of some of the largest and most prestigious cottages.[333] Cottages tended to be built near the lakeshore while houses for year-round residents who either worked in the tourist business or for the railroad (see below for a discussion of the railroad in White Bear Lake) were located further west.[334] Renderings of these seasonal cottages from a July 1885 *Northwest Magazine* issue depcit large two-story residences that refelct popular styles of the

[330] U.S. Geological Survey, "White Bear, Minn. Quadrangle."

[331] "Ramaley's Park," *Saint Paul Globe*, April 6, 1884, 3.

[332] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 9–10.

[333] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 15–22, 51.

[334] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, xv.

period, including Queen Anne and Craftsman. Many were owned by prominent individuals and families who lived elsewhere, such as Saint Paul, including J.A, Wheelock and E.F. Drake.[335]

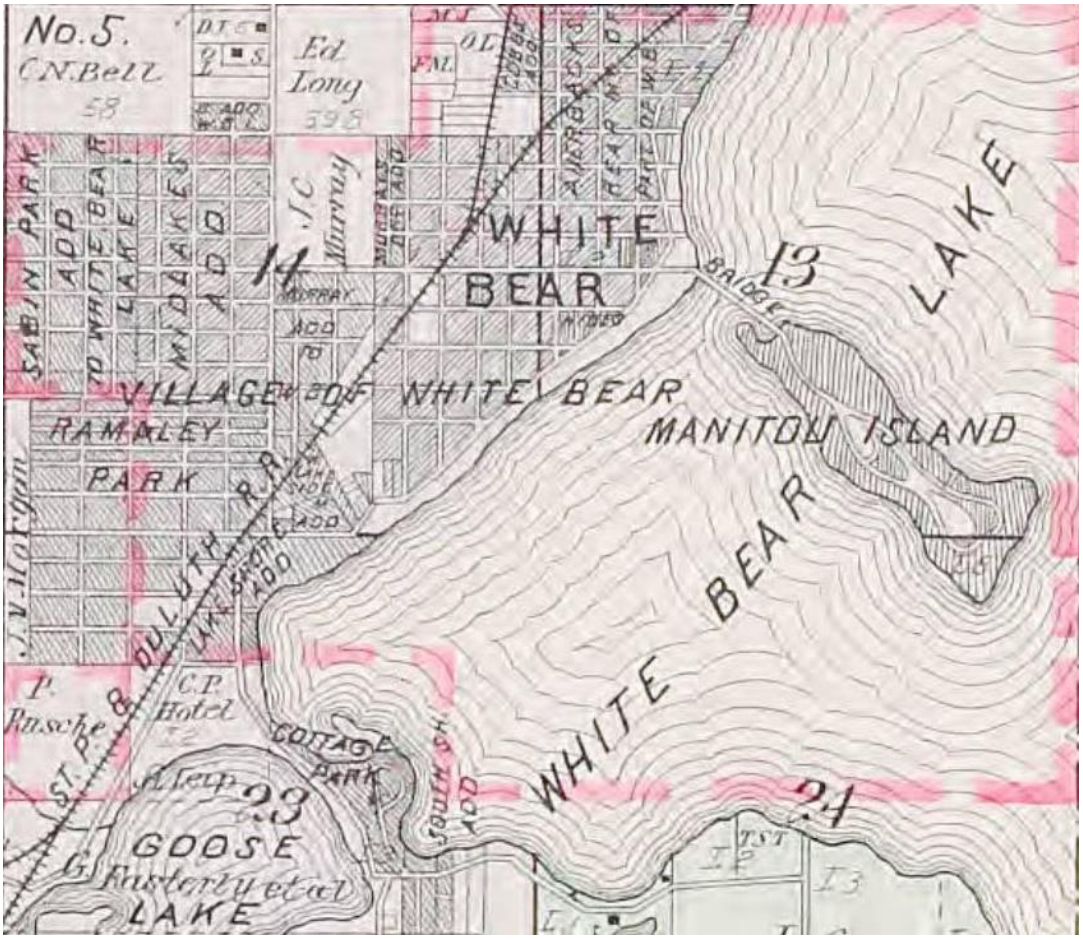


Figure 56. 1898 plat map showing the city of White Bear Lake (limits are presumably the pink dashed line, which is original to the image) and the locations of Manitou Island and Cottage Park (map labels circled in red). Both of these were private cottage associations.[336]

As shown in Figure 57, much of the pre-World War II development in White Bear Lake occurred on the east side of the Ramaley's Park Subdivision and in the blocks closest to the LS&M mainline rail corridor and the current alignment of TH 61. A large concentration of these homes is located east of TH 61 near or along the lake shore. These were likely a combination of early summer cottages that served as seasonal residences and year-round residences constructed in the area surrounding downtown.

[335] "Photo Record: Manitou Island," 1885, White Bear Lake Area Historical Society, https://whitebearhistory.pastperfectonline.com/photo/F617BA77-99CF-4D50-A68C-856739433040.

[336] Dahl, *Plat Book of Ramsey County*, 8.

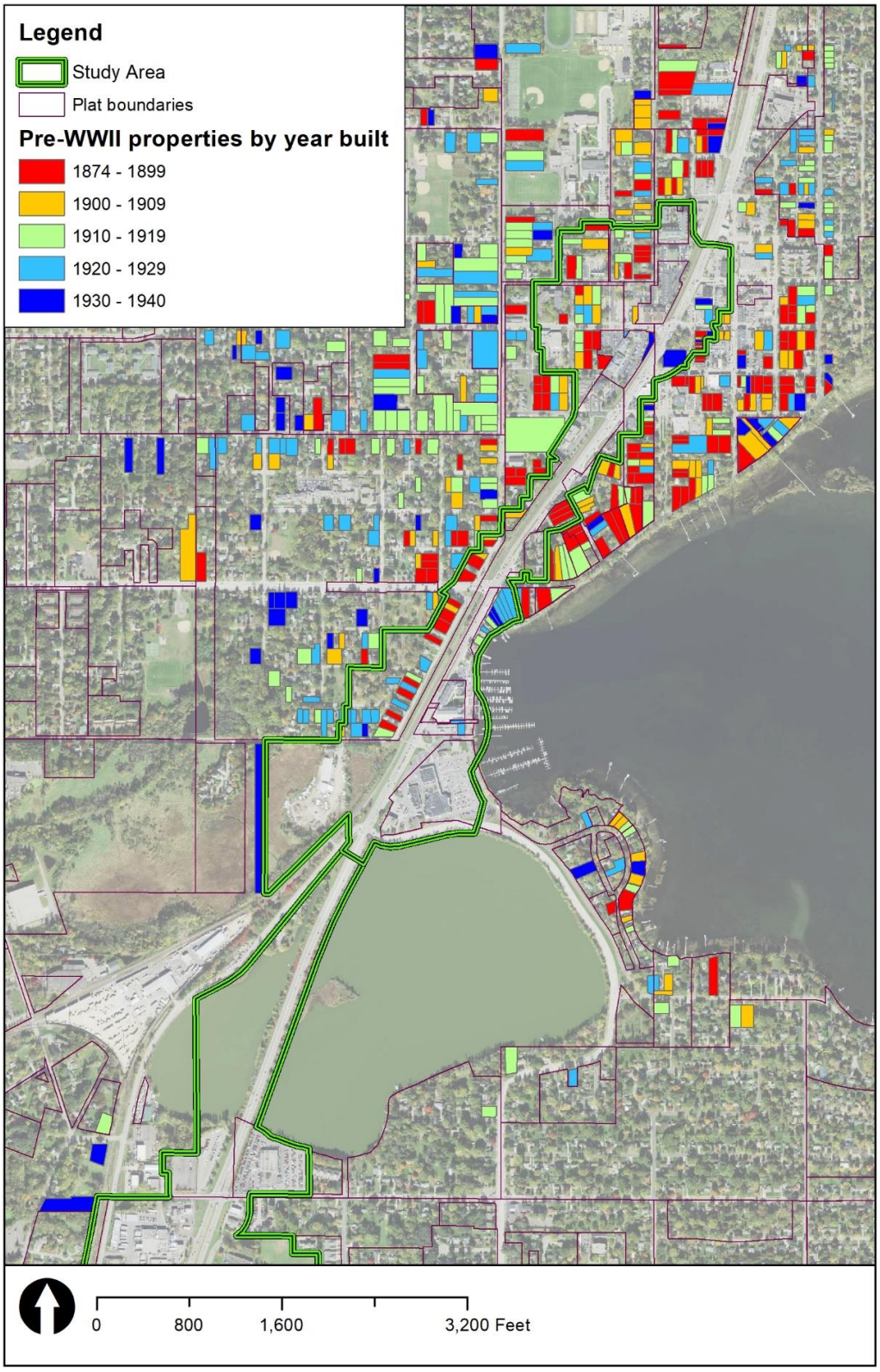


Figure 57. Map showing the locations and years built of pre-World War II properties in White Bear Lake.

(II) Commerce and industry: business, boats, and the railroad

While resorts, hotels, and cottages tended to cluster around or near the lakeshore, in the late nineteenth century the downtown commercial core of White Bear Lake developed several blocks northwest of the lake, next to the railroad corridor. It developed around Railroad Park and the original passenger depot (nonextant), from which a four-block boulevard, Clark Avenue, extended south to the lakeshore, connecting the lake and the downtown business core.

Clark Avenue was originally planned and built as a broad avenue connecting the depot to the lake, and after the early 1910s, the street featured landscaped medians and a Civil War monument (extant, part of Clark Avenue Boulevard, RA-WBC-0190, although outside the Survey Area).[337] Only the northernmost block of Clark Avenue is within the Survey Area and, as discussed below, the landscaping on this block was replaced with a parking lot in the 1960s. Historically, this block had a number of commercial buildings on its western edge as well noncommercial buildings like the 1930 White Bear Lake Fire Hall (4701 Clark Ave., RA-WBC-0020) and the 1894 First Church of Christ Scientist of White Bear Lake (4705 Clark Ave., RA-WBC-0227). The 1930 brick fire hall replaced an 1888 frame building on the same spot and the 1894 church was originally built as a Methodist Church and, in 1938, was turned sideways on the parcel and a new front (east) facade built, to which was added a 1966 reading room addition.[338]

Railroad Park is a block of land between Clark Avenue and Railroad/Washington Avenue and 3rd and 4th Streets that was historically railroad ROW. In 1911, the railroad company (then the NP) leased the property to the City of White Bear Lake.[339] The City landscaped the park in 1914 and constructed a bandstand (nonextant).[340] In 1939, the local chapter of the American Legion dedicated a flagpole as a monument to World War I veterans and the Works Progress Administration (WPA) built a stone knee wall and plaza encircling the flagpole in 1940 (Soldiers Memorial Flagpole and WPA Plaza, RA-WBC-0034, construction completed in 1940).[341] Between 1937 and 1940, a U.S. post office (2151 3rd St., RA-WBC-0230) was constructed at the southern end of the park. Primary and secondary source materials consulted did not suggest a historic connection between the post office and the Soldiers Memorial Flagpole and WPA Plaza. By the 1960s, the post office was too small to handle the increasing population of White Bear Lake. The building was remodeled in 1963, adding a larger lobby,

[337] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 295–96.

[338] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 168, 305–9.

[339] White Bear Lake Area Historical Society, "Railroad Park Historical Marker," 1973.

[340] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 317–20.

[341] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 320; Works Progress Administration, "Soldiers Memorial Flagpole, White Bear Lake, WPA Date Stone," 1940.

more loading docks, and a bigger parking lot; it was ultimately replaced in 1976 by a larger post office building at the corner of Banning Avenue and 5th Street. The earlier post office building was the location of a restaurant and bar into the 1980s, after which it was purchased by Premier Bank, which is still located in the building. In the late 1980s, Premier Bank heavily altered the building, adding columns, a portico, and a clock tower.[342]

As indicated by Sanborn maps, by 1927, the commercial core of the city was an irregular-shaped area centered near the intersection of Railroad/Washington Avenue and 3rd Street (see Figure 58). Most of this commercial core is located outside the Survey Area. Light industrial properties were located outside this core, usually near or adjacent to the railroad corridor. Most historically industrial properties located in the Survey Area are nonextant.[343]

[342] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 247–48.

[343] "White Bear Lake, Minn., 1927," 2–5.

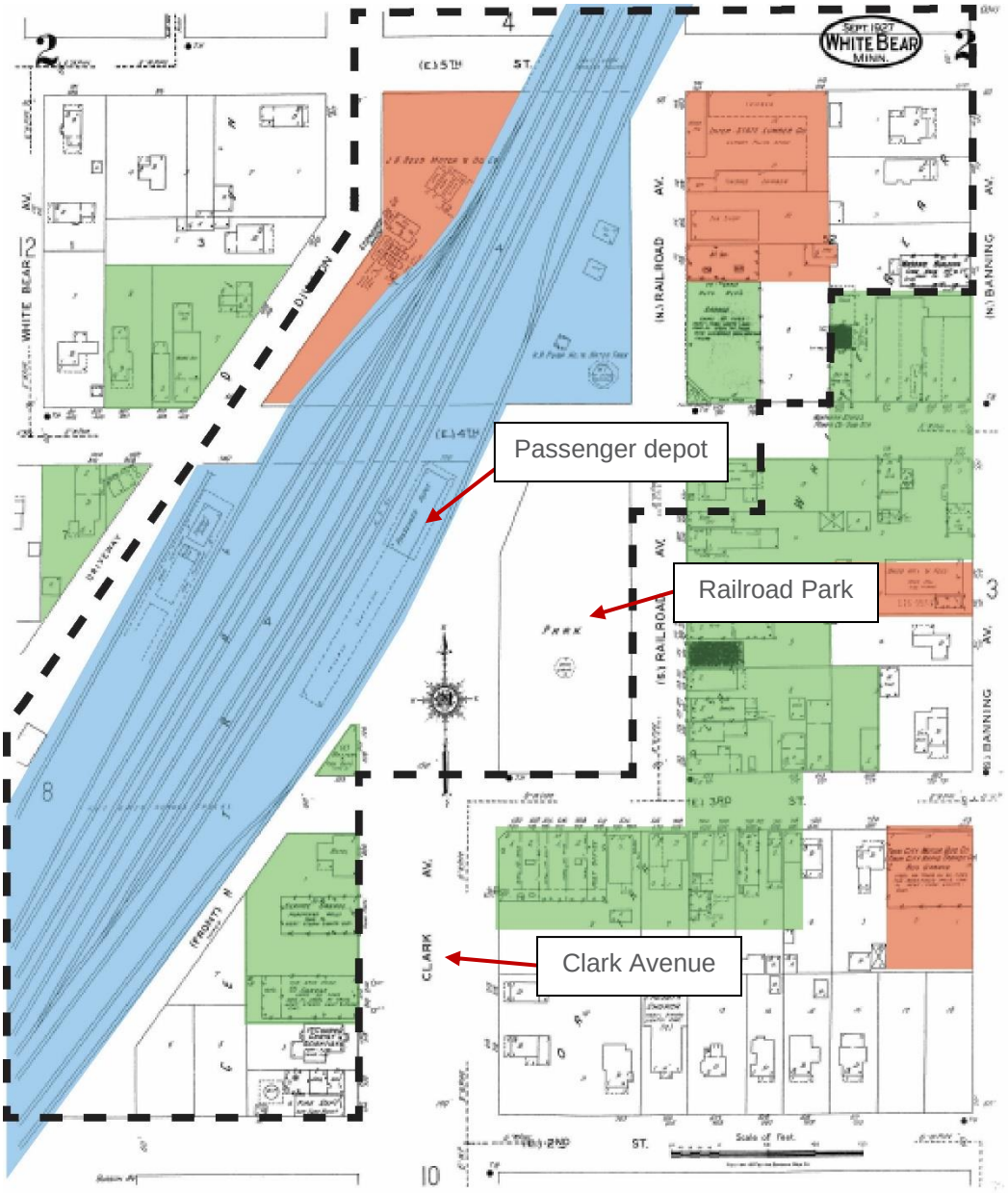


Figure 58. 1927 Sanborn map of downtown White Bear Lake showing commercial properties in green, industrial properties in salmon, and railroad properties in blue. The black dashed line is the approximate Survey Area. Note that the majority of historically commercial properties are outside the Survey Area. The pre-1935 passenger depot (nonextant), Railroad Park, and Clark Avenue are indicated with red arrows.[344]

[344] "White Bear Lake, Minn., 1927," 2.

Throughout the late nineteenth and early twentieth centuries, the mix of commercial properties was generally representative of other small-town commercial cores. Businesses included hardware stores, grocery stores, drugstores, candy stores, bakeries, a meat market, and several clothing stores and tailors. The First State Bank (later the First National Bank of White Bear) occupied several locations downtown, including its current iteration at 4744 Washington Avenue. The First National Bank of White Bear (RA-WBC-0086, National Register #83000930) is outside the Survey Area. Downtown also had a number of hotels, like the White Bear House (2182 4th St., RA-WBC-0241), lunchrooms and cafes, ice cream and soda shops, taverns, liquor stores, bowling alleys, and two movie theaters. Both theater buildings are extant but only one, the Avalon Theater (2179 4th St., RA-WBC-0122), is located within the Survey Area.[345]

Because the economy of White Bear Lake was dominated by tourism, the city had limited development in the way of industrial properties in the late nineteenth and early twentieth centuries. Limited industrial and commercial development not directly related to tourism was also present, however, to provide goods and services to the farmers who had developed the areas surrounding White Bear Lake into agricultural areas. As discussed in Section 3.C.(3)(b), truck farming was particularly popular south of White Bear Lake, due the proximity of markets in Saint Paul.

White Bear Lake had a number of lumber yards, most of which were north of the downtown commercial core. The Interstate Lumber Company occupied parcels on both the north and south sides of 5th Street, fronting the railroad corridor starting in 1907. Most of the buildings associated with Inter-State Lumber Company are nonextant but a 1950s building south of 5th Street was incorporated into the extant Ace Hardware building at 4796 Washington Avenue (4796 Washington Ave., RA-WBC-0243).[346] By 1927, other industrial properties historically located in the Survey Area included coal and oil storage yards (all nonextant) near the railroad corridor. By 1952, an ice cream factory (nonextant) was located in a former Masonic Hall near the corner of 4th Street and Banning Avenue.[347] Also by 1952, a 1938 building located west of the railroad tracks at the intersection of Long Avenue and Eight Street housed a creamery (4901 Long Ave., RA-WBC-0266).[348]

One industry White Bear Lake shared with other lakeside resort towns, like Wayzata on Lake Minnetonka west of Minneapolis, was boatbuilding. Boatbuilding shops tended to cluster around the resorts developing at the southwestern corner of the lake, on the isthmus between Goose and White

[345] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 187–291.

[346] "White Bear Lake, Minn., 1927," 2, 4; "White Bear Lake, Minn., 1927 - Revised 1952," 2, 4; Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 207.

[347] "White Bear Lake, Minn., 1927 - Revised 1952," 2.

[348] "White Bear Lake, Minn., 1927 - Revised 1952," 4.

Bear Lakes. No boatbuilding shops are extant. The first shop was built in this area by Abel Leaman in 1873. Gustav Amundson and John Eugene Ramaley (the son of John D. Ramaley) followed suit and constructed shops in the same area ca. 1887 and 1895, respectively. John Otto Johnson built the Johnson Boat Works (RA-WBC-0111, nonextant) near the intersection of TH 61 and Lake Avenue South.[349] The Johnson Boat Works is perhaps the best-known boatbuilding company due to both its longevity and the boat design known as the A Scow, which was a flat-bottomed sailboat ideal for racing on inland lakes.[350] The Johnson Boat Works building was razed in 2015 and the parcel is now occupied by the Boat Works Apartments building.[351]

While many of the industrial properties in the city were located near or adjacent to the railroad, the railroad itself represented an industrial employer for many residents of White Bear Lake. The LS&M first arrived in 1868, shortening the travel time between Saint Paul from a three-hour buggy ride to a 30-minute train ride. Junctions with other rail lines both south and north of town made the railroad in White Bear Lake an important location for both passenger and freight traffic. The junction just south of town, near Hoffman Road and roughly 2,000 feet south of White Bear Avenue, was where the LS&M mainline and an NP branch line from northeast Minneapolis met at a wye junction. On the north end of town, near 7th Street, the NP Stillwater Branch (nonextant) forked to the east, following the north side of the lake toward Stillwater. Just north of town, roughly 1,200 feet south of sough of 4th Street in the neighboring community of Bald Eagle, the east-west Soo Line mainline and the LS&M mainline (XX-RRD-NPR01) met at a wye junction. In 1874, a six-stall roundhouse and turntable (nonextant) were built just south of the intersection of Miller Avenue and 2nd Street. By 1887, 13 tracks traveled through the corridor just west of the downtown core and serviced eight freight trains and 36 passenger trains per day during the summer season.[352] The extent of the railroad through White Bear Lake can be seen on 1927 Sanborn maps, which show a small yard located between roughly 1st and 6th Streets with a freight depot (nonextant) located just south of 4th Street. A water tank, pump house, and icehouse (all nonextant) were located on a small triangle of land at the corner of Railroad/Washington Avenue and 4th Street (see Figure 59).[353]

[349] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 101–8.

[350] Margie Newman, "White Bear Lake Yacht Club Breaks Down the History of the A Scow," *White Bear Lake Magazine*, June 2019, https://whitebearlakemag.com/white-bear-lake-yacht-club-breaks-down-history-scow.

[351] John Brewer, "White Bear Lake's Iconic Johnson Boat Works Demolished," *Pioneer Press*, February 13, 2013, https://www.twincities.com/2013/02/13/white-bear-lakes-iconic-johnson-boat-works-demolished-w-panorama/.

[352] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 71–74.

[353] "White Bear Lake, Minn., 1927," 2, 4, 8–9.

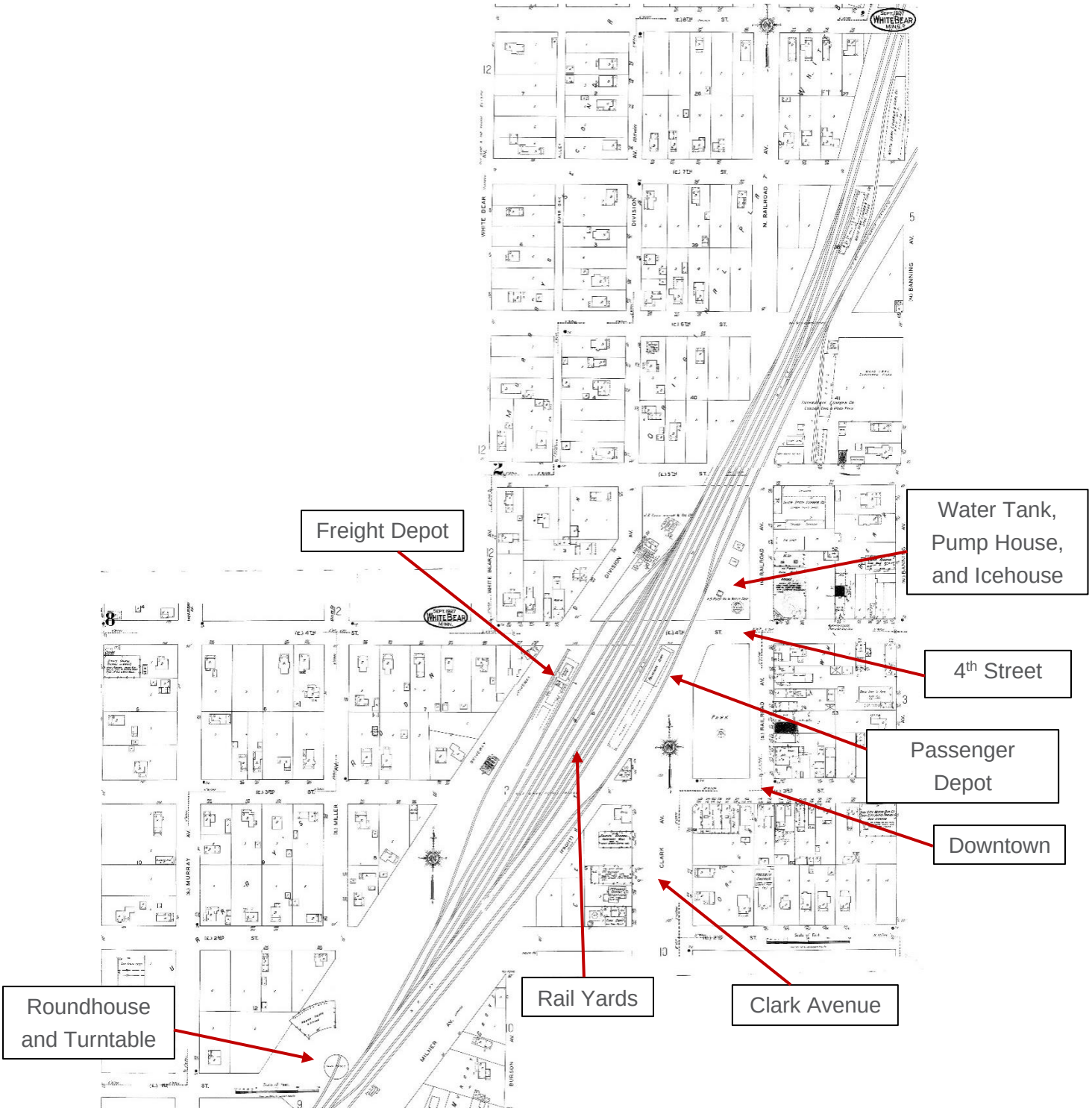


Figure 59. Composite image of 1927 Sanborn maps showing the extent of railroad lines through and properties within White Bear Lake.[354]

[354] "White Bear Lake, Minn., 1927," 2, 4, 8.

(III) Transportation: effects of the automobile

The railroad industry in White Bear Lake began to wane in the 1920s. As previously discussed, automobiles began to gain in popularity in the 1910s and 1920s and replaced trains as the primary mode of transportation by the middle of the twentieth century. As a result, the railroad began to remove tracks and associated buildings starting in the 1920s. In 1926, for example, smaller depots north of White Bear Lake in Bald Eagle Lake and on spur lines at Mahtomedi were removed. In 1929, the shed of the original depot, which sheltered the large platform, was removed. The roundhouse and turntable were decommissioned in 1931 and razed by 1934.[355] Additionally, as discussed in Section 3.C.(2)(c), the Saint Paul to White Bear Lake interurban streetcar line, the Hazel Park-Mahtomedi line, connected Saint Paul and the Wildwood Amusement Park on the southeastern shore of White Bear Lake. The amusement park closed in 1938 and the streetcar line was removed in 1951.[356]

Also in the early 1930s, the state highway department was planning to reroute TH 61 away from the lakeshore.[357] Originally, TH1/TH61 (XX-ROD-006, entire corridor determined not eligible, see Section 3.C.(2)(d)(I)) from Saint Paul turned east at Lake Avenue before turning north and traveling out of town along Stewart Avenue.[358] The new route, which was built in 1937, followed the railroad corridor, resulting in the removal of trackage. Review of Sanborn maps indicate that no through road adjacent to the railroad tracks existed prior to the 1930s realignment of TH 61 in White Bear Lake. Additionally, the original passenger depot, which was constructed adjacent to and east of the railroad throughlines, was in the planned route and had to be removed. A new depot (4751 4th St., RA-WBC-0121) was constructed southwest of the original depot in 1935 and the original depot was razed two years later (see Figure 60, Figure 61, and Figure 62).[359] The 1930s realignment of TH 61 did not include the later, 1950s realignment of TH 61 south of the city at Goose Lake. This realignment is discussed in Section 3.C.(2)(d)(I), and its effects are discussed later in this section.

As discussed in Section 3.C.(2)(d), TH 61 was the major north-south automobile corridor through the Survey Area. Other north-south corridors were also present, albeit outside the Survey Area. White Bear Avenue, for example, is a north-south corridor located just east of TH 61 that connected to the postwar community of Maplewood to the south and played a role in the postwar expansion of the city, which is

[355] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 79–80.

[356] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 94–97.

[357] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 80.

[358] Minnesota Highway Department, "Construction Plan For Trunk Highway 61-1 in City of White Bear Lake," April 20, 1921.

[359] Markoe Hanson, "Tracking the History of Railroads in White Bear Lake"; Markoe Hanson, "Next Stop, White Bear Lake"; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*; "White Bear Lake Depot (Both)."

discussed below. Other important transportation corridors that influenced development in the city include Lake Avenue, Hoffman Road, and Scheuneman Road.

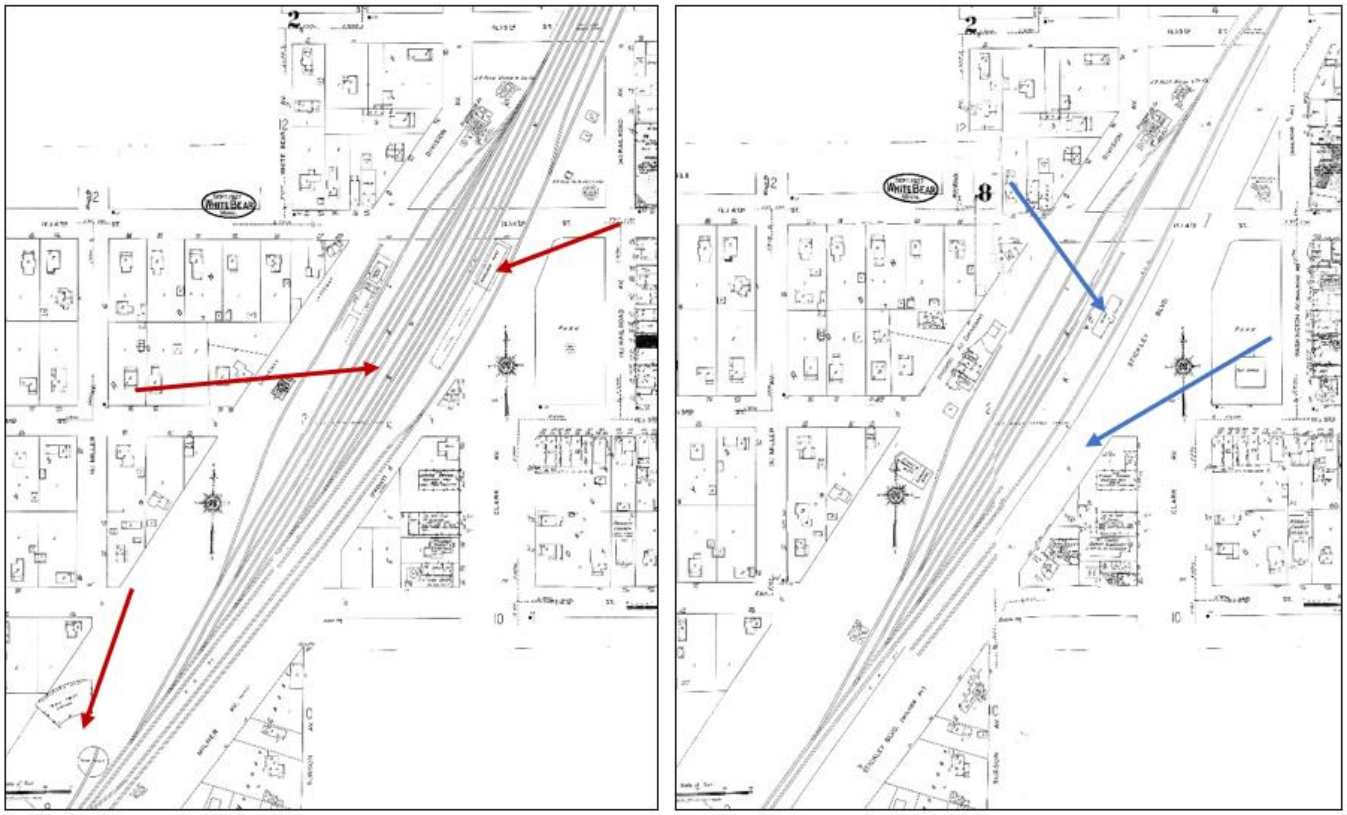


Figure 60 and Figure 61. Composite images of 1927 Sanborn map (left) and 1952 Sanborn map (right) showing the evolution of the railroad corridor and its relationship to TH 61. Note the decrease in rail lines, and the removal of the roundhouse, turntable, and original passenger depot (red arrows) as well as the construction of the new passenger depot and TH 61 along the east side of the rail corridor (blue arrows).



Figure 62. 1938 aerial image of White Bear Lake showing the routing of TH 61 away from Lake and Stewart Avenues (shown by the red dashed line) to follow the railroad roadway.

In addition to changing the landscape of White Bear Lake through the construction of a new alignment of TH 61, the automobile also played a role in shifting the tourism-based economy of the city. Starting in 1912 and following the trend of vacationers and picnickers established in the late nineteenth century, the Saint Paul Automobile Club, which was first organized in 1903, moved its physical headquarters from Saint Paul to White Bear Lake for the summer season. The summer headquarters were located in the triangle formed by the present-day TH 61, Old White Bear Avenue, and White Bear Avenue (see Figure 63). This location was the site of nineteenth-century resorts and hotels. The club leased property during the summers of 1912 and 1913, after which it purchased the land and razed the existing buildings. By the summer of 1914, the club constructed a large clubhouse (nonextant) that included a

café, a rathskeller (beer hall), private dining rooms, card rooms, a gymnasium, and sleeping rooms for overnighting club members. The grounds included a baseball diamond and tennis courts. A golf course was constructed for club members in 1921 and by 1927, the grounds also featured garages and trap shooting facilities.[360] The clubhouse and grounds were no longer used by the auto club ca. 1930, possibly due to the onset of the Great Depression. From 1932 to 1936, the property was operated as the Resthaven Sanitorium, for individuals suffering from tuberculosis or other pulmonary diseases. The clubhouse was then converted into apartments before being razed in 1959. The property is now the location of the White Bear Shopping Center (4391 Lake Ave. South, RA-WBC-0203).

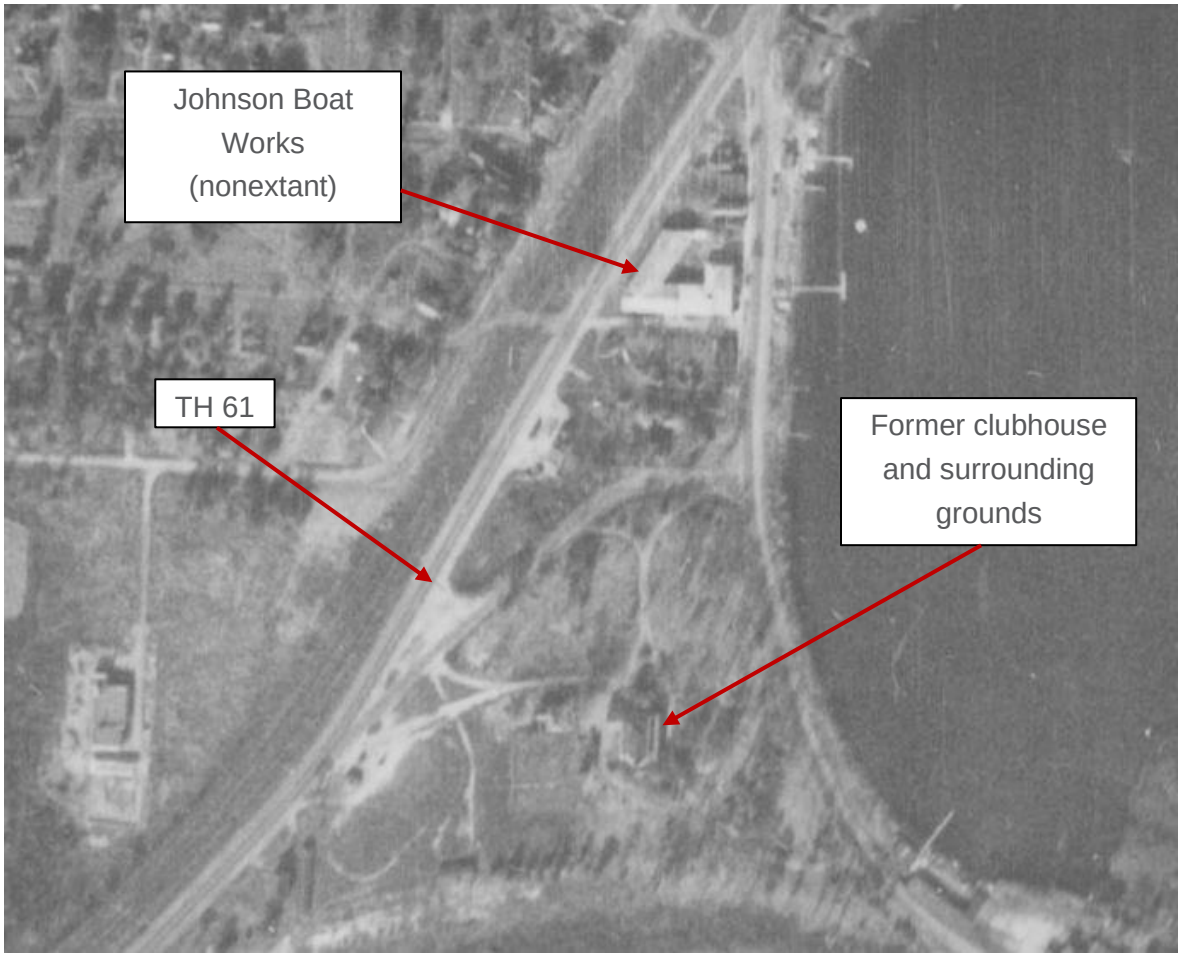


Figure 63. 1938 aerial image showing the location of the Saint Paul Automobile Club clubhouse and grounds (nonextant) situated between TH 61 and the southwestern corner of White Bear Lake. At the time of this photo, the property had likely been converted into apartments. The large building north of the clubhouse location is Johnson Boat Works (nonextant).

[360] Although automobile club pamphlets and secondary sources were consulted, they did not provide detailed information on club membership or activities. Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, xv–xvi, 139–40.

White Bear Lake was popular not just with members of the Saint Paul Automobile Club but with other motorists as well, including members of the Minneapolis Auto Club. By 1907, the automobile touring route through White Bear Lake, connecting the Twin Cities to Taylors Falls and the Saint Croix River, was advertised in the Minnesota Automobile Association guidebook as "one of the most interesting and enjoyable tours in Minnesota."[361] The route continued to be popular in the ensuing years.[362]

With the growing popularity of automobile tourism in and through White Bear Lake, new businesses developed in the city. Auto repair shops, garage facilities, and gas stations all served the needs of automobile tourists. By 1913, in addition to servicing automobiles, businesses were selling automobiles as well. In 1913, Peter Fournelle opened Fournelle's Auto Livery on Clark Avenue in downtown White Bear Lake and in 1927, Joe Boppre opened the Boppre Chevrolet Company, also on Clark Avenue.[363] Neither of these properties is extant.

Both of these businesses would change hands several times over the ensuing years. By 1945, after several changes in ownership, what started as Fournelle's Auto Livery had become White Bear Motor Sales and by 1956, the dealership was called Tousley Ford, after its owner Herb Tousley. Shortly after this, Tousley moved his Ford dealership out of downtown White Bear Lake to a previously undeveloped site south of town along TH 61, which was widened and realigned south of downtown in 1952 and 1953.[364] After being sold in 1998, Tousley Ford is now known as AutoNation Ford (RA-GLC-032).[365]

The Boppre Chevrolet Company experienced a similar trajectory. By 1935, Boppre sold the dealership to Cleo Smith, who named it Smith Chevrolet. Sometime between 1938 and 1956 (sources did not provide a date), Smith sold the dealership to Leo Kosman, who operated Kosman Chevrolet. In 1963,

[361] Minnesota Automobile Association, *Automobile Hand Book of the Tours From the Twin Cities to Points in Minnesota and Wisconsin* (St. Paul, Minn.: Minnesota State Automobile Association, Touring Committee, 1907), 49.

[362] Automobile Club of Minneapolis, *Members' Route Book* (Kansas City, Mo.: TIB Automobile Route Book Co., 1919), 75.

[363] Debra Neutkens, "A Downtown Trip down Memory Lane or, More Precisely, Clark Avenue and Third Street," *The White Bear Press*, May 17, 2017, https://www.presspubs.com/white_bear/news/a-downtown-trip-down-memory-lane-or-more-precisely-clark/article_8245c980-3b10-11e7-ba26-bf6ddf956d8e.html; Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 256–57, 303–4; Sara Markoe Hanson, "Motorcar Mecca: The Car History of White Bear Lake," *White Bear Lake Magazine*, April 2014, https://whitebearlakemag.com/motorcar-mecca-car-history-white-bear-lake.

[364] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 304; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[365] John Vomhof Jr., "Tousley Ford Rebranded as AutoNation," *Minneapolis / St. Paul Business Journal*, May 6, 2013, https://www.bizjournals.com/twincities/news/2013/05/06/tousely-ford-rebranded-as-autonation.html.

Kosman sold the dealership to Russ Larson.[366] Larson named his dealership Polar Chevrolet.[367] As with Tousley Ford, Larson moved Polar Chevrolet out of downtown White Bear Lake to undeveloped land along TH 61. In 1964, the new Polar Chevrolet was constructed at the corner of TH 61 and County Road F East.[368] That same year, Larson hired Minnesota artist Gordon Shumaker to design and build a large fiber glass polar bear, known as Paul R. Bear (RA-WBC-0031, recommended eligible), to advertise the dealership.[369] In 1979, Larson sold the dealership to Thane Hawkins and it was renamed Thane Hawkins' Polar Chevrolet. In 2017, Hawkins sold the dealership to the Walser Auto Group; it is currently known as Walser Polar Chevrolet (RA-WBC-0160).[370]

Other properties in White Bear Lake associated with automobile tourism included motor courts or motels, as they were commonly referred to after World War II. Motels grew in popularity in the 1950s and 1960s as more people were travelling by automobile for business or recreation. The motel developed out of earlier cabin camps and cottage courts, which were roadside groupings of individual cabins. The motel was essentially an arrangement of individual rooms under a single roof. Motels were built in a variety of styles and often incorporated a restaurant or coffee shop.[371] One example of a property in the Survey Area associated with automobile tourism is Jantzen's Cabin Camp (RA-WBC-0166), which includes two multi-unit cabin buildings (RA-WBC-0158 and -0159) and a standalone restaurant building (RA-WBC-0157). The cabin camp was built on the western shore of Goose Lake, on the earlier alignment of TH 61, to accommodate tourists traveling along TH 61, often on their way to northern Minnesota.

(IV) Postwar expansion and urban renewal

In moving south out of downtown, into a formerly agricultural landscape, Tousley Ford and Polar Chevrolet were part of the larger postwar suburban expansion taking place across the Twin Cities. During the postwar decades, the popularity of automobiles exploded as did the building of new housing

[366] "Russell 'Russ' L. Larson," *Mesabi Daily News*, April 23, 2001, https://www.virginiamn.com/obituaries/russell-russ-l-larson/article_c89c3645-fe82-501b-84ea-e5481874eeb6.html; Sara Hanson White Bear Lake Historical Society, "Email Correspondence with Mead & Hunt, Inc.," March 8, 2019; White Bear Lake Area Historical Society, "This Week in the White Bear Press: 1963," July 15, 2018, https://www.facebook.com/whitebearhistory/photos/this-week-in-the-white-bear-press-1963kosman-chevrolet-changed-hands-this-past-w/10157647097663378/.

[367] The reason for not naming the dealership after himself was likely because a Larson Chevrolet already existed in nearby Minneapolis. "Quality Greets You at Larson Chevrolet," *Minneapolis Star*, September 10, 1965, 25B.

[368] Ramsey County, "Ramsey County Assessor Interactive Property Map."

[369] Moira Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture* (Saint Paul, Minn.: Pogo Press, 1992), 139.

[370] Debra Neutkens, "Keys to Polar Chev Shift Gears," *The White Bear Press*, September 20, 2017, https://www.presspubs.com/white_bear/news/keys-to-polar-chev-shift-gears/article_1f83c4e0-9e17-11e7-9eb2-17564d914fdc.html.

[371] John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: Johns Hopkins University Press, 2002), 36–49.

stock and the construction of commercial and ecclesiastical buildings to serve the new population areas. Between 1950 and 1957, the population of White Bear Lake ballooned from 3,646 to more than 13,000.[372] This meant new houses were built further from the lakeshore and downtown core in areas that were previously agricultural land. The area south of the city, along TH 61, was heavily developed during the 1950s and 1960s (see Figure 64 and Figure 65). The postwar housing stock in White Bear Lake was similar in style, size, and development history to postwar subdivisions throughout the Survey Area (discussed elsewhere in this context and Section 3.C.(4)(a)(III)). In the 1950s, many of these subdivisions were annexed into the city of White Bear Lake, expanding the municipality from approximately two square miles to approximately 16 square miles by 1958.[373]

[372] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, xvii.

[373] "2 White Bear Lake Additions Are Illegal," *Minneapolis Star*, January 14, 1958, 9A. The two "illegal" additions named in the newspaper article cited here were not part of the 16 square miles mentioned above. The additions were the Gem Lake area southwest of downtown White Bear Lake and the Bald Eagle area to the northwest. Gem Lake incorporated as its own city in 1959 and the Bald Eagle area remains unincorporated.

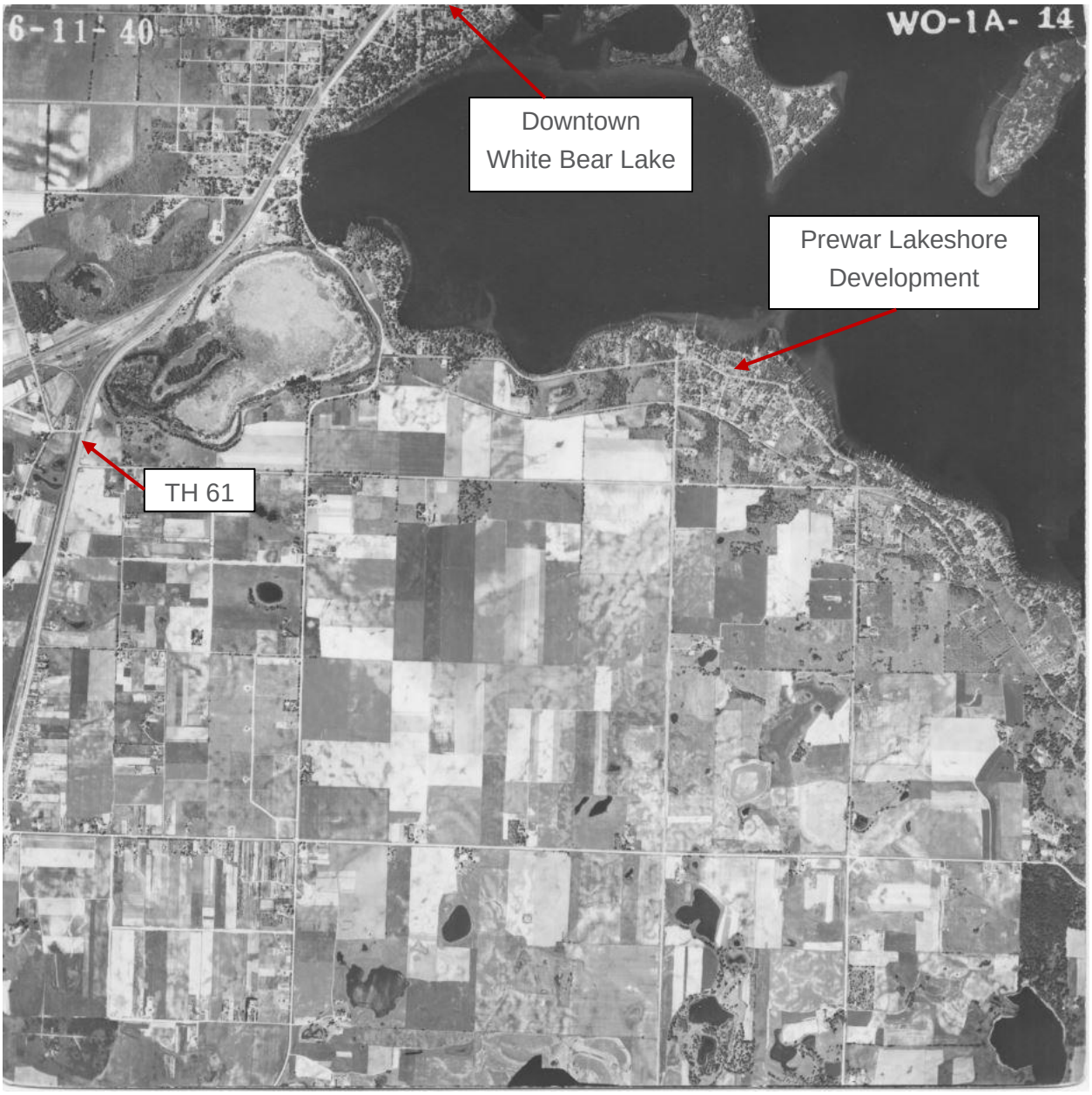


Figure 64. 1940 aerial image of the area south of White Bear Lake. Note the developed areas near downtown White Bear Lake and the prevalence of agricultural land south of the lake.[374]

[374] "Aerial Photograph, White Bear Lake, Minn., WO-1A-14," June 6, 1940, John R. Borchert Map Library, University of Minnesota.

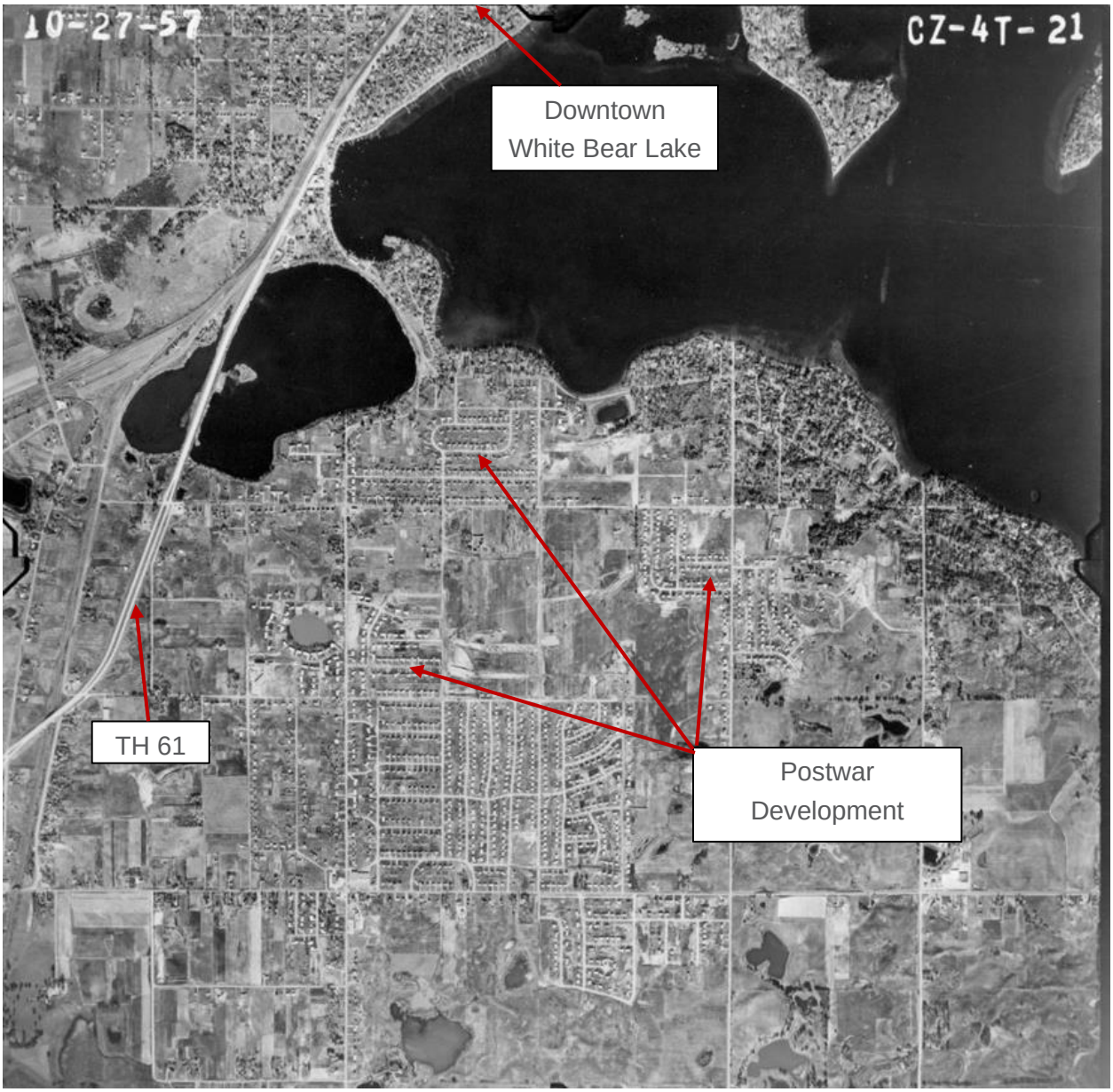


Figure 65. 1957 aerial image of the area south of White Bear Lake. Note the large amount of postwar residential development south of the lake, in areas that were previously farmland.[375]

Figure 66 shows the distribution of properties in the southern portion of White Bear Lake constructed in the postwar era. Large concentrations, which are likely planned subdivisions, are located south of White Bear and Goose Lakes. Although less cohesive, a number of postwar properties are also in the area north of Whitaker Street and west of TH 61. Scattered infill development is also present east of TH 61, although this is outside the Survey Area.

[375] "Aerial Photograph, White Bear Lake, Minn., CZ-4T-21," October 27, 1957, John R. Borchert Map Library, University of Minnesota.

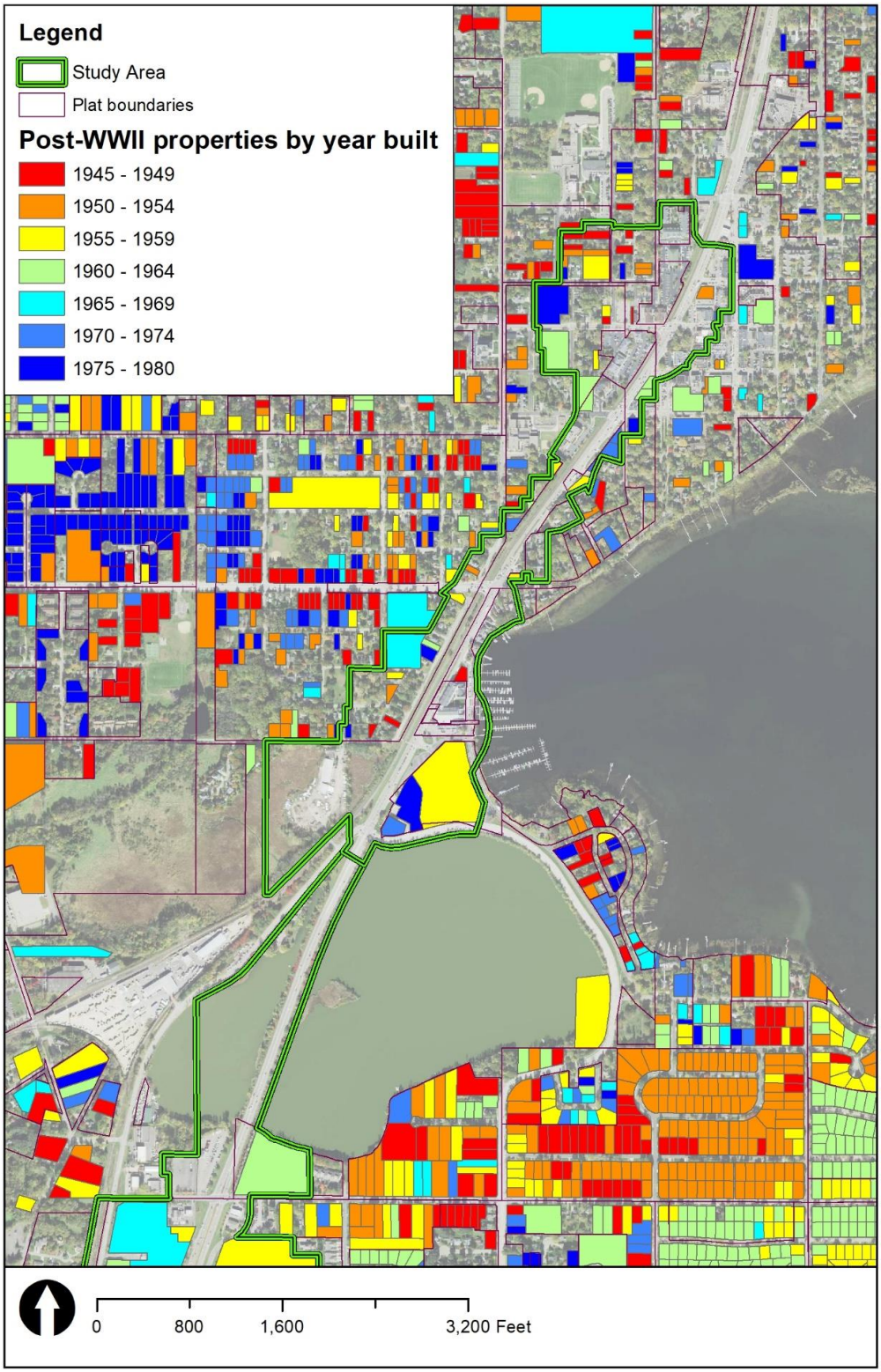


Figure 66. Map showing locations and years built of postwar properties in White Bear Lake.

As residential subdivisions developed, commercial businesses, schools, and churches followed as clients, tax bases, and congregations gained critical mass in previously underdeveloped areas. In the newly developed area south of the lakes, a number of extant churches were built starting in the 1950s.[376] Only one, the First Evangelical Lutheran Church (4000 Linden St., RA-WBC-0174, recommended eligible) is located within the Survey Area. The congregation originally worshipped in a building near downtown before relocating to the one in the Survey Area. Other postwar churches in this area of postwar development south of the lake are located east of the Survey Area.

New commercial areas were also needed as residential development expanded south of downtown. Research did not indicate the development of postwar industrial properties in the Survey Area. As discussed above, car dealerships spread along the TH 61 corridor as suburban-style postwar residential development depended on automobiles as the primary mode of transportation for residents. A new shopping center at the southwestern corner of the lake was also built with the automobile in mind. This large parcel, bound by White Bear Avenue on the South, TH 61 on the west, Whitaker Street on the north, and Lake Avenue South on the east, was formerly the location of the Saint Paul Automobile Club, the clubhouse of which was razed in 1959 for the construction of the White Bear Shopping Center (4391 Lake Ave. South, RA-WBC-0203).[377] The shopping center was built in 1959 and opened in 1960. It was a 120,000 square-foot strip mall with 16 stores, the largest of which were a Red Owl grocery store and Winslow's Department Store.[378] The mall was built set back from Lake Avenue South, overlooking White Bear Lake, with a large parking lot in front for approximately 1,000 cars.[379] Docks were also present along the lakeshore, allowing for boat traffic as well, which was uncommon for strip malls of this era. Large signage was intended to be visible from passing automobiles (see Figure 67). In 1960, the mall also included a large dock, on the lakeside of Lake Avenue South, with moorings for up to 50 boats.[380] The dock is nonextant and the mall has been remodeled to reflect newer architectural styles and serve the needs of different tenants.

North of downtown, pre-World War II development, while not dense, had generally expanded to the Soo Line mainline tracks, which marks the northern boundary of the city of White Bear Lake. A limited number of industrial and commercial properties had developed north of 8th Street. No extensive residential, commercial, or industrial development occurred in the area immediately north of downtown in the postwar decades. A large wetland area on the east side of TH 61, between TH 96 and the Soo

[376] "History," *Church of St. Pius X*, 2015, https://churchofstpiusx.org/history; "History," *Parkview United Church of Christ*, 2014, http://mnpucc.org/history.

[377] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 144.

[378] Ralph Mason, "Shopping Center Opens Along the Lake," *The Minneapolis Star*, April 7, 1960, 53.

[379] "Shopping Center Set," *The Minneapolis Star*, June 6, 1957, 30.

[380] "'Dock and Shop' Center Ready," *The Minneapolis Star*, August 16, 1950, 16.

Line tracks, prevented development of this area and large areas of property owned by the White Bear Lake School District west to TH 61 also limited postwar development there. Postwar residences were built west of the of the school property and north of the Soo Line mainline tracks in the unincorporated area of Bald Eagle in White Bear Township.[381]

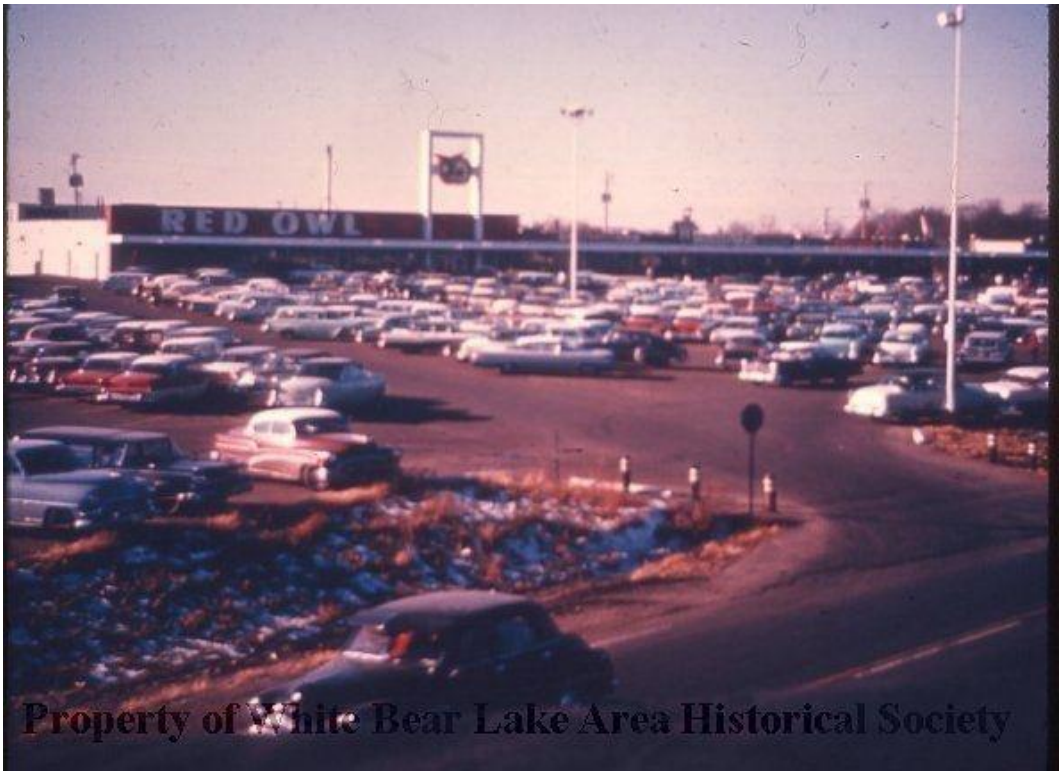


Figure 67. Ca. 1960 photograph showing the White Bear Shopping Center between TH 61, Lake Avenue, and White Bear Avenue. Note the expansive parking lot and large signage geared toward shoppers using automobiles as well as boats.[382]

More automobiles meant that the need for parking in White Bear Lake's existing commercial core increased markedly. To meet that need as well as the need for more, automobile-based, commercial properties, the City of White Bear Lake turned to the postwar trend of urban renewal.

The legal basis for urban renewal programs was established in Minnesota with state law in 1947 and nationwide with federal legislation in 1949. This legislation provided funding for local governments to clear "blighted" areas and build public housing and other structures with an aim toward economic

[381] Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial images, 1940, 1953, 1974.

[382] "Business/White Bear Shopping Center Red Owl Parking Lot," ca. 1960, White Bear Lake Area Historical Society, https://whitebearhistory.pastperfectonline.com/photo/D4C61A89-3507-422C-953F-595025676245.

renewal of downtown commercial and residential areas.[383] After World War II, with many residents moving away from downtown areas and to postwar suburban-like developments, cities sought ways to revitalize their downtown cores by clearing blighted areas—usually commercial and residential areas built in the nineteenth century and often home to a city's poorest residents—and constructing things like shopping malls, parking lots, and new highways or Interstates. In the Twin Cities metro area, urban renewal programs were used in suburbs like Hopkins, South Saint Paul, Excelsior, Wayzata, Anoka, and Maple Plain.[384]

In the 1960s, the City of White Bear Lake also began its own urban renewal project. The City, however, did not use federal funding because it objected to the stipulations that would have been required, including the development of a community master plan and the passage of a housing code. City leaders were also concerned about maintaining the look and feel of its downtown core. According to one newspaper article, the City "wanted to preserve the 'atmosphere' of one of the oldest resort downtowns in the state," adding that the mayor, Milton Knoll, did not want the city "'to become just another shopping center.'" As a result, the City instead raised funds for its urban renewal program through private businesses and organizations.[385]

The City's urban renewal project was, relatively speaking, not extensive. Only 24 buildings were demolished in White Bear Lake. The project was also not concentrated in a single area but spread throughout the downtown core and at the southwestern corner of the lake. In the downtown core, the focus was on building automobile parking lots for residents who would be traveling into downtown from the new postwar residential development. A municipal lot was built outside the Survey Area at the corner of Banning Avenue and 3rd Street (see Figure 68). The City also removed the northernmost block of the landscaped median on Clark Avenue, between 2nd and 3rd Streets, replacing the median with more parking spaces. Three private lots were also developed at this time, often with neighboring businesses working together to fund the construction. These private lots were located near the corner of Clark Avenue and 2nd Street and at the corner of Cook Avenue and 4th Street (both are outside the Survey Area). The third private lot, known as the Klondike lot (research did not reveal names for the other lots), was located in the middle of the block on Banning Avenue between 4th and 5th Streets. This lot was created with the demolition of the Masonic Hall/ice cream factory mentioned above and was

[383] Martin and Goddard, *Past Choices/Present Landscapes*, 14.

[384] Kristin Serum, "Blight Area: Even Suburbs in Area Have Slum Housing," *The Minneapolis Star*, August 28, 1967, 1A, 5A.

[385] Kristin Serum, "No Federal Funds Used: White Bear Renews Area on Its Own," *The Minneapolis Star*, September 1, 1967, 2B.

expanded to its current dimensions in the 1980s.[386] The parking lots formed as a part of the city's urban renewal project are all extant.



Figure 68. Ca. 1965 photograph showing the official opening of the Municipal Parking Lot at the corner of Banning Avenue and 3rd Street (east of the Survey Area). The official opening ceremony shows that the lot was seen as an important part of the locally financed urban renewal program.[387]

The 1960s urban renewal effort was focused on the east side of TH 61 in downtown White Bear Lake. More recent development, from the 1980s to the 2000s, took place on the west side of TH 61 between 1st and 7th Streets directly adjacent to TH 61 and the railroad corridor. During these decades, a mix of commercial, light industrial, and residential properties were razed, and new commercial properties and large parking lots were built.

(e) Community development conclusion and associated property types

The Survey Area corridor passes through a number of Saint Paul neighborhoods beginning in downtown and extending to the northern city limits. The Survey Area corridor also passes through the communities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake north of Saint Paul.

[386] Serum, "No Federal Funds Used: White Bear Renews Area on Its Own," 22B; Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial photographs, 1974, 1985.

[387] "Event/Ribbon Cutting for New Downtown Parking Lot at Third and Banning," ca. 1965, https://whitebearhistory.pastperfectonline.com/photo/65BDA226-2E9D-4B00-958B-276511638850.

Saint Paul and these communities developed largely between the late nineteenth century and the postwar era. A number of factors helped to shape these neighborhoods and areas, including railroad lines and the industries that were established along the corridors, streetcars that opened development beyond the walking city of Saint Paul and highways that spurred suburban development, especially in the postwar era. A variety of resource types are present in the Survey Area that represent this extensive period of settlement and development.

Within the Survey Area, residences are the most common property type associated with community development, both individual houses and apartment buildings as well as larger apartment and public housing complexes and a mobile home community. Examples of these include single-family homes constructed between the 1880s and 1920s, apartment buildings from the streetcar and postwar eras, and collections of postwar residences that were constructed in response to the increased housing demand following World War II, such as Tilsen's Prosperity Park subdivision. In addition, churches, schools, and commercial buildings are also associated with community development, often following residential development as it spread outward from the city center into new neighborhoods and subdivisions.

Additional properties associated with community development may include schools, parks, and churches and social and fraternal organizations that served the neighborhoods and communities within the Survey Area. Examples include the Franklin Elementary School located at 690 Jackson St. in Saint Paul (RA-SPC-10209, recommended not eligible); Phalen Park (RA-SPC-10850, recommended eligible), a component in Saint Paul's Grand Round (RA-SPC-11142); the Payne Avenue commercial corridor (previously recommended as eligible); churches like Holy Redeemer Catholic Church (RA-MWC-0079) in which established congregations followed members that moved from urban areas to the expanding suburbs; and Moose Lodge 963 in Maplewood (RA-MWC-0134, recommended eligible).

A total of 611 properties associated with Community Development were identified during Phase I survey efforts.[388] Sixteen of these properties warranted Phase II Evaluation:

- RA-MWC-0012, Julius and Tina Schroer House, 1865 Clarence St. N, Maplewood
- RA-MWC-0106, Madeline L. Weaver Elementary School, 2135 Birmingham St. N, Maplewood
- RA-MWC-0134, Moose Lodge 963, 1945 English St. N, Maplewood

[388] Residential buildings are included under Community Development but also discussed under Architecture below and broken out by period of construction. Schools and churches are also included under Community Development but also discussed below under educational and ecclesiastical properties.

- RA-MWC-0164, Maplewood Municipal Building, 1380 Frost Ave. E, Maplewood (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-MWC-0203, Gladstone Baptist Church, 1717 English St. N, Maplewood (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-SPC-5915, Mt. Airy Homes Public Housing Complex, Saint Paul
- RA-SPC-10178, St. Paul-Ramsey Family Physicians Health Clinic, 579 Wells St., Saint Paul (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-SPC-10209, Franklin Elementary School, 690 Jackson St., Saint Paul
- RA-SPC-10244, Arlington Hills Presbyterian Church, 1275 Magnolia Ave. E, Saint Paul
- RA-SPC-10850, Phalen Park, 1600 Phalen Dr., Saint Paul
- RA-WBC-0020, White Bear Lake Fire Hall, 4701 Clark Ave., White Bear Lake
- RA-WBC-0031, Polar Chevrolet Bear, 1801 County Road F E, White Bear Lake
- RA-WBC-0034, Soldiers Memorial Flagpole and WPA Plaza, TH 61 and 3rd Street, White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-WBC-0042, John D. and Sarah Ramaley House, 4531 Lincoln Ave., White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-WBC-0174, First Evangelical Lutheran Church, 4000 Linden Dr., White Bear Lake
- RA-WBC-0215, House, 4560 Lake Ave., White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)

(4) Architecture

The project Survey Area encompasses areas between downtown Saint Paul and White Bear Lake that were developed at different times and, as a result, have buildings that vary significantly in form and style. The following discussion addresses some of those differences as they vary across time. This section focuses on the types of buildings identified in the Survey Area and discusses architectural form and style characteristics, and the general location where these forms and styles are found in the Survey Area. More detailed information can be found on individual property inventory forms.

The discussion begins by examining general trends in residential properties in three different periods: the late nineteenth century to World War I; the years between World War I and World War II (the interwar years); and the years following World War II. The Survey Area also includes a number of apartment buildings, most built during the postwar period, and those properties are included in the discussion as well. The discussion also covers educational and ecclesiastical architecture, focusing mostly on postwar property types as only one prewar school is found in the Survey Area. Finally, the discussion concludes with sections on commercial and industrial architecture from both the pre- and postwar periods. Representative examples of the styles and forms are included to illustrate the discussion.

(a) Residential properties

(I) Late-nineteenth- and early-twentieth-century houses

Because of residential development patterns and chronology, most of the late-nineteenth- and early-twentieth-century houses found within the Survey Area are in the Saint Paul areas of Capitol Heights, Railroad Island, and Payne-Phalen. A scattering of houses from this period are also found in Maplewood, around the former railroad crossroads community of Gladstone, and in the area surrounding downtown White Bear Lake. White Bear Lake was also home to a number of seasonal residences, referred to as cottages, that were constructed in the late nineteenth and early twentieth centuries. However, much of this development occurred along the north shore of the lake and outside the Survey Area.

As discussed in Section 3.C.(3), many residents in these areas were working-class people who worked for the railroad or adjacent industries and much of the upper-class housing stock from this period that would have been in the Capitol Heights neighborhood is nonextant. These residential properties occupied by the working class tended to be one- to two-story frame houses with little or no ornamentation; a small number of brick houses are also present. Because the houses were owned and occupied by working-class residents, they are not expected to be architect-designed.

Houses from this period reflect a number of common forms, including numerous examples of front gable, gable ell and Foursquare. Some properties within the Survey Area display limited Queen Anne or Italianate decorative elements, such as turned porch posts, incised bargeboards or leaded glass

windows. This is particularly the case north of the LS&M and Omaha Road rail corridor, on either side of the commercial properties on Payne Avenue. These houses tended to be constructed slightly later than those found in Railroad Island, for example, and tended to be larger scale. Figure 69 through Figure 74 show representative examples of late-nineteenth- and twentieth-century forms identified in the Survey Area.

For late-nineteenth- and early-twentieth-century houses to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of a type, period, or method of construction; be considered an important example; and retain a degree of integrity. The field survey identified that a large number of extant houses from this period have alterations, including replacement siding and windows, modified or enclosed porches and the removal of original ornamentation, which compromises the historic integrity and ability to be an example of the type. It did not identify concentrations of late-nineteenth- and early-twentieth-century houses that would have served as company housing and research did not reveal any industries that developed such housing. Research also did not identify specific architects associated with residential properties from this period.

A total of 150 late-nineteenth- and early-twentieth-century houses were identified during Phase I survey efforts. Three of these properties warranted Phase II Evaluation:

- RA-MWC-0012, Julius and Tina Schroer House, 1865 Clarence St. N, Maplewood
- RA-WBC-0042, John D. and Sarah Ramaley House, 4531 Lincoln Ave., White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-WBC-0215, House, 4560 Lake Ave., White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)



Figure 69. This ca. 1884 frame, front-gable house at 656 Bush Ave. (RA-SPC-0460) in Saint Paul is similar in form and massing to many of the working-class homes constructed near the railroad corridor. It features clapboard siding and limited ornamentation as well as a modified porch.



Figure 70. This 1889 gable ell house at 2149 7th St. (RA-WBC-0251) in White Bear Lake is similar in form and massing to many of the working-class homes constructed near the railroad corridor. It features clapboard siding, an open porch, and limited ornamentation.



Figure 71. This 1911 house at 792 Capitol Heights (RA-SPC-10155) in the Capitol Heights area of Saint Paul is an example of the front gable form with Queen Anne influences found in the Survey Area. Along with the houses that surround it, it is larger and more ornate than homes near the railroad corridor and further east in the Survey Area.



Figure 72. This 1885 side-gable house at 873 Forest St. (RA-SPC-10220) in Saint Paul is located near the railroad corridor near other working-class frame residences. It retains the original massing, clapboard siding, and wraparound porch.



Figure 73. This 1906 house at 11 Como Ave. (RA-SPC-10131) in the Capitol Heights area of Saint Paul is an example of the American Foursquare form found in the Survey Area. Along with the houses that surround it, it is larger and more ornate than homes near the railroad corridor and further east in the Survey Area.



Figure 74. This 1905 house at 776 Bush Avenue (RA-SPC-0448) in the Railroad Island area of Saint Paul features brick cladding and Queen Anne influences.

(II) Interwar houses (1918-1939)

As the residential areas in Saint Paul expanded eastward in the early decades of the twentieth century, houses constructed closer to Lake Phalen generally date to the interwar period. The Phalen Lake Heights and Lane Hospes Additions, on the eastern edge of Payne-Phalen and south of Lake Phalen, were developed later than much of the rest of Payne-Phalen. This area was largely developed between 1915 and 1930. Residential development also occurred within this period in White Bear Lake, north of the downtown area (and largely outside the Survey Area). Within Saint Paul and White Bear Lake, properties consist of a mixture of small to mid-size bungalows and Period Revival styles typical of the interwar period.

Within the Survey Area, bungalow-type properties include examples of the one-and-one-half-story, side-gable form with a full-width, engaged front porch and a larger number of one-story, front-gable examples with a projecting, partial-width, front porch (see Figure 75 through Figure 78). Both forms exhibit limited decorative details, such as wood shingles and exposed rafter tails; larger bungalows with more elaborate ornamentation are typically not present in the Survey Area.

A total of 63 interwar houses were identified during Phase I survey efforts. None of these properties warranted Phase II Evaluation.



Figure 75. This side-gable bungalow at 14 Winter St. West (RA-SPC-10122) in Saint Paul was constructed in 1915 and features the full-width engaged front porch, stucco and clapboard siding and three-over-one, double-hung windows.



Figure 76. This side-gable bungalow at 780 Capitol Heights (RA-SPC-10153) in Saint Paul was constructed in 1922 and features overhanging eaves with brackets, a partial-width front porch and brick cladding.



Figure 77. This front-gable bungalow at 1250 Magnolia Ave. East (RA-SPC-10239) in Saint Paul was constructed in 1929 and features clipped gables, a partial-width front porch, clapboard siding and three-over-one, double-hung windows.



Figure 78. This front-gable bungalow at 4919 Long Ave. (RA-WBC-0264) in White Bear Lake was constructed in 1939 and features a partial-width front porch, clapboard siding, and three-over-one, double-hung windows.

Several Period Revival styles were popular in the interwar period, including Tudor and Colonial Revival. Within the Survey Area, these styles typically manifest limited ornamentation applied to a common front- or side-gable form. Tudor Revival details, such as stucco, stone veneer accents, prominent chimneys, faux half-timbering and asymmetrical curved gables are found on one- and one-and-one-half-story, frame or brick-veneered residences (see Figure 79). Colonial Revival influences generally include decorative shutters, pediment entrances or gambrel rooflines (in the case of the Dutch Colonial variant, Figure 80) applied to one-and-one-half- to two-story, side-gable residences.



Figure 79. This 1931 Tudor Revival house at 1218 Hawthorne Ave. East (RA-SPC-10271) features stucco cladding, a prominent chimney, stone accents and faux half-timbering.



Figure 80. This 1913 Duluth Colonial Revival house at 31 Winter St. West (RA-SPC-10130) features a cross-gambrel roof with cornice returns and a full-width porch that has been enclosed.

For interwar houses to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of a type, period or method of construction and retain a degree of

integrity. The field survey identified that a large number of extant homes from this period have alterations, including replacement siding and windows, modified or enclosed porches and the removal of original ornamentation, which compromises the historic integrity and ability to be an example of the type. It did not identify concentrations of interwar houses that would have served as company housing and research did not reveal any industries that developed such housing. Research also did not identify specific architects associated with these residential properties.

(III) Postwar houses

In the immediate postwar period, the vast majority of new construction was comprised of single-family residences. Hundreds of houses were constructed on the remaining unbuilt lots in the easternmost portion of the Payne-Phalen neighborhood and in numerous plats and subdivisions in the Greater East Side, Maplewood, and White Bear Lake. The Survey Area traverses nearly a dozen identified subdivisions in the Greater East Side, including plats registered in the 1880s and 1920s—the two general periods of pre-World War II real estate speculation that occurred within the Survey Area—as well as other small subdivisions platted in the postwar period.

The large number of postwar residences in the Survey Area represent national architectural trends and follow a similar chronology. Early examples from the late 1940s and early 1950s are typically Minimal Traditional residences. These one- to one-and-one-half-story houses have rectangular plans and a front- or side-gable roof form and picture windows, dormers and cross-gables are often found on the front facade. While many are unadorned, some incorporate more subdued elements of the Colonial Revival and Tudor Revival styles popular in the preceding decades. Tudor references include stucco or brick cladding, stone veneer accents, front chimneys, faux half-timbering in gable ends and small projecting entryways with asymmetrical, curved gable rooflines. Colonial Revival references generally consist of decorative shutters or pediments above the main entrance, symmetrical facades, porticos and small gable dormers in the Cape Cod variant. The Survey Area includes a large number of Minimal Traditional properties that feature limited ornamentation as well as others with restrained Tudor and Colonial Revival influences. Figure 81 through Figure 83 show Minimal Traditional examples identified in the Survey Area.



Figure 81. This side-gable Minimal Traditional house at 2494 Clarence St. North (RA-MWC-0098) in Maplewood was constructed in 1953 and features a symmetrical facade and minimal ornamentation, which is limited to brick veneer surrounding the bay window.



Figure 82. This 1950 Minimal Traditional house at 1159 Burnquist St. (RA-SPC-10261) in Saint Paul features Colonial and Tudor Revival details.



Figure 83. This 1946 Cape Cod variant of the Minimal Traditional form at 1893 Ide St. North (RA-MWC-0165) in Maplewood features a symmetrical facade and twin gable dormers.

From the mid-1950s onward, the Ranch form came to dominate the residential landscape, nationally and in the greater Twin Cities area, including those portions of the Survey Area that had previously not been developed. Placing an emphasis on horizontality, the one-story rectangular plan is more elongated than the Minimal Traditional and typically oriented with the long axis parallel to the street, although some examples on narrow lots are oriented perpendicular to the street. Both side-gable and hip-roof examples are common, and other character-defining features include large picture windows and wide chimneys. Examples may be clad in stucco, brick or stone veneer, or wood siding, and may make use of contrasting wall materials, particularly on the facade or in gable ends. The Survey Area generally does not include Ranch houses with the more elaborate decorative elements, including built-in planters, concrete block screens or decorative iron posts supporting entry porticos. Figure 84 through Figure 86 show examples of the Ranch form in the Survey Area.



Figure 84. This 1960 Ranch house at 1657 Clarence St. (RA-SPC-10361) in Saint Paul has deep overhanging eaves, brick veneer on the facade and a prominent picture window. The garage was likely attached to the house by a breezeway that has since been enclosed.



Figure 85. This 1964 Ranch house at 1705 Clarence St. North (RA-MWC-0231) in Maplewood features a combination of siding materials and prominent picture window.



Figure 86. This 1960 Ranch house at 2146 8th St. (RA-WBC-0256) in White Bear Lake features an attached garage and deep overhanging eaves.

Although Minimal Traditional and earlier Ranch properties generally have detached garages that were constructed after the house, later Ranch properties often included an attached garage, sometimes incorporating a breezeway. Some Ranch houses have “tuck under” garages, accessed via a downward-sloping driveway to a partially exposed basement level. Where topography made it practical, Raised Ranches were built into a berm and the partially exposed basement level provided at-grade access to a garage beneath the main living space (see Figure 87).



Figure 87. This 1959 Raised Ranch house at 1635 Clarence St. (RA-SPC-10366) in Saint Paul features overhanging eaves, a prominent picture window and accent siding typical of the Ranch form, as well as an integrated garage at the exposed basement.

By the 1960s, split-level residences were also common, both nationally and throughout the Twin Cities area. Similar to Ranch residences, split-levels are typically rectangular or L-plan and are often characterized by a staggered roofline indicating the interior division between the single-story portion and the offset two-story portion. Other examples may have a uniform roofline but are distinguished by a partially raised basement level with a main entrance between upper and lower fenestration (indicating the split-entry or split-foyer variations). Although most split-level properties within the Survey Area share the typical decorative elements of Ranch houses, some display Neo-Colonial elements such as a slightly overhanging upper story, a simple colonnade on the facade, or central entrances with sidelights and decorative surrounds. These elements are sometimes also found on the smaller number of two-story, side-gable residences constructed in the late 1950s and early 1960s. Figure 88 and Figure 89 show examples of the split-level form in the Survey Area and Figure 90 shows an example of the two-story, side-gable form.



Figure 88. This 1966 split-level house at 1726 English St. North (RA-MWC-0195) in Maplewood features a staggered hip roofline and living spaces on three levels.



Figure 89. This 1967 split-level house at 1655 McAfee St. (RA-SPC-10428) in Saint Paul features a uniform roofline and a partially raised basement level as well as Neo-Colonial details including the full-height portico and a pendant light above the entrance.



Figure 90. This 1966, two-story, side-gable house at 1629-1631 McAfee St. (RA-SPC-10425) in Saint Paul features Neo-Colonial details including the pediment above the entrance and the decorative shutters.

These property types are common throughout the Twin Cities metro area, as developers platted many large subdivisions and constructed thousands of single-family residences in the postwar period. While more substantial residential subdivisions elsewhere display evidence of a cohesive plan, including curvilinear streets, large numbers of nearly identical houses, entrance features such as bollards or parks and other amenities, these features are not evident within the Survey Area. As large portions of the area had already been platted prior to World War II, subdivisions in the Survey Area conform to the preexisting street grid and there are no visual distinction between individual plats. While small groups of houses appear to be variations of a standard form, there are no concentrations worthy of full evaluation in the Survey Area. One visually distinct grouping is located along McAfee Street in Saint Paul (Engesath Construction Company Homes, RA-SPC-10316), but the houses were not a planned subdivision and were instead constructed in two different established additions, and overall it is a relatively small collection of postwar houses. In addition, research efforts—including review of subdivision plats and newspaper advertisements from the period—did not reveal specific architects that were responsible for the design of postwar residences within the Survey Area. Identified builders and developers are discussed in more detail in the Section 3.C.(3).

For postwar houses to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of a type, period or method of construction; be considered an important example; and retain a degree of integrity. The field survey identified that a large number of extant homes from this period have alterations, including replacement siding and windows and additions,

which compromises the historic integrity and ability to be an example of the type. Research also did not identify specific architects associated with these residential properties.

A total of 306 postwar houses were identified during Phase I survey efforts. None of these properties warranted Phase II Evaluation.

(IV) Multi-family residential properties

While the majority of residential properties in the Survey Area are single-family dwellings, there are also duplexes, apartment buildings, and a mobile home park present. While some duplexes, or double houses, were built in the Survey Area in the 1880s, the majority of duplexes are located in the areas that developed in the postwar era. They are often surrounded by single-family residences and reflect the popular styles and forms of the period, including the Ranch and Raised Ranch.[389] Both apartment buildings and mobile home complexes grew in popularity in the 1960s and 1970s as zoning restrictions eased. Mobile home parks, which include numbers of prefabricated mobile (or trailer) homes, were established in first-tier suburbs during the postwar housing boom, since the industry could respond quickly to the housing shortage caused by the men and women returning from war.[390] Apartment buildings are the most common multi-family residential property in the Survey Area. While some examples date to the late nineteenth and early twentieth centuries, the majority were constructed in the postwar period.

In the U.S., the first purpose-built apartment buildings are believed to have been constructed in the mid-nineteenth century in the East Coast cities of Boston and New York. In the Midwest, the popularity of apartment buildings was limited prior to 1900, in part due to their negative associations with tenements of eastern cities. After 1900, apartments were increasingly seen as convenient and economical alternatives to detached houses, especially for young families.[391]

Early-twentieth-century apartment buildings in Saint Paul tended to be two to three stories tall and constructed of brick masonry or with a brick veneer. These buildings were often symmetrical in form, with a central staircase that provided access to apartments on either side, which had nearly identical floorplans that were repeated from one floor to another. These buildings tended to be located on or

[389] A review of the 1903 Sanborn map identified concentrations of double houses, including two in the Survey Area on Fauquier (now Bush Avenue). However, these are nonextant and no other properties in the Survey Area appear to have historically served as duplexes.

[390] See the inventory form for the Maplewood Mobile Home Court (RA-MWC-0146) for more information on the mobile home property type.

[391] National Register of Historic Places, Multiple Property Documentation Form, “Apartment Buildings of Ohio Urban Centers, 1870-1970,” Statewide, Ohio, E-4. Although this source focuses on apartment buildings in Ohio rather than Minnesota, it provides a good general framework for early apartment construction in the Midwest.

near streetcar lines, with the majority located in or near downtown and relatively few on the East Side.[392] Smaller four-, six-, and eight-plex buildings were also constructed in this period and into the 1930s, although there are few examples within the Survey Area. The 1892 apartment building at 796 Capitol Heights (RA-SPC-0477, see Figure 91) is a typical example of a late-nineteenth-century apartment building and the 1910 building at 812 Capitol Heights (RA-SPC-10140, see Figure 92) represents a smaller, early-twentieth-century apartment building.



Figure 91. This three-story, brick, apartment building at 796 Capitol Heights (RA-SPC-0477) was constructed in 1892 and features a symmetrical facade and central entrance.

[392] National Register of Historic Places, Euclid View Flats, Saint Paul, Ramsey County, Minnesota, 8–4, National Register # 84001677.



Figure 92. This two-story apartment building at 812 Capitol Heights (RA-SPC-10140) was constructed in 1910 and features a symmetrical facade and central entrance.

In the immediate postwar years, detached single-family homes were by far the most common residential property type constructed in Saint Paul and the greater metro area. As discussed in Section 3.C.(3), metro area municipalities often zoned suburban developments to prevent the construction of multi-family dwellings, like apartment buildings. Starting in the 1960s and 1970s, however, apartment buildings were constructed in these same suburban communities, although usually at the periphery, along highways and heavily trafficked streets or near commercial strips.[393] These buildings were usually two to three stories tall, constructed of concrete block, and clad in brick veneer.[394] Many had flat roofs and a wider footprint than prewar apartment buildings, and some display a raised basement level with a split-foyer stairwell providing access to the lowest level of apartments slightly below grade. Wider examples typically included a central hallway that ran the width of the building, providing access to apartments with similar floorplans. In addition to the larger apartment buildings that included a number of residential units in each building, smaller multi-family dwellings such as four-, six-, and eight-plexes were constructed throughout the Twin Cities area.

The Contemporary style was commonly applied to postwar apartment buildings throughout the greater Metro area and a number of examples are located throughout the Survey Area. These typically feature: simple, geometric massing; flat or low-pitched roofs; expanses of glass in the form of picture windows, large transoms above the primary entrances, and patio doors; unadorned wall surfaces; and minimal

[393] Martin and Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul*, 128.

[394] National Register of Historic Places, Multiple Property Documentation Form, “Apartment Buildings of Ohio Urban Centers, 1870-1970,” E-7.

decorative details. The Neo-Colonial style was also popular for postwar apartment buildings throughout the greater Metro area, including the Survey Area. Features of the style include multi-light windows, decorative window surrounds, sidelights and transoms, and decorative details such as simplified porticos with columns and quoins.

It was common for these larger or multi-building apartment complexes to include detached garage buildings that included individual units for tenants. Larger complexes could have multiple buildings to provide adequate parking for residents. Some of the larger complexes also incorporated pedestrian circulation networks into the design in the form of paved walkways between the buildings, parking lots and garages, and any associated landscape features, such as gardens.

The Survey Area contains more than two dozen apartment buildings that conform to these general characteristics, nearly all of which were constructed between 1960 and 1978, and similar properties are located throughout the metro area. Most of these apartment buildings are located in proximity to arterial roadways and commercial nodes and display limited architectural features and modifications, including altered fenestration. Figure 93 through Figure 95 provide examples of this type of apartment building.



Figure 93. This three-story apartment building at 1115 York Avenue (RA-SPC-11136) in Saint Paul was constructed in 1960 and displays muted Contemporary features in the simple geometric massing, windows surrounding and above the entrance, and minimal decorative details.



Figure 94. This three-story apartment building at 1310 Maryland Ave. East (RA-SPC-10284) in Saint Paul was constructed in 1963 and features Neo-Colonial influences in the full-height portico and door surround and is located on an arterial roadway on Saint Paul's Greater East Side.



Figure 95. This 1967 apartment building at 4850 Banning Ave. (RA-WBC-0245) in White Bear Lake features a uniform roofline and a partially raised basement level as well as a full-height Neo-Colonial portico.

For apartment buildings to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of a type, period, or method of construction; be considered an important example; and retain a degree of integrity. None of the surveyed apartment buildings within the Survey Area stood out architecturally. Research efforts did not reveal specific architects that were responsible for the design of apartment buildings within the Survey Area.

A total of 44 multi-family residential buildings were identified during Phase I survey efforts. One property warranted Phase II Evaluation: Mt. Airy Homes Public Housing Complex, RA-SPC-5915, Saint Paul.

(b) Educational and ecclesiastical properties

(I) Schools

During the "baby boom" that followed World War II, the rapid increase in the number of school-age children necessitated construction of many new public schools. During this period, educational architecture began to shed traditionally used forms and styles for more modern forms and styles, including Contemporary and Brutalism. In many cases, postwar schools were constructed in developing suburbs within the Twin Cities area where young and growing families were purchasing houses in new residential subdivisions. As a result, architects were able to take advantage of large tracts of open land and build low, sprawling complexes with associated outdoor play areas and expansive parking lots.

Architects designing schools during this period utilized modern mechanical systems, which encompassed ventilation, lighting and acoustics to increase energy conservation while achieving desired interior conditions. Simultaneously, architects moved towards a reduction of windows and greater use of artificial lighting, which in turn provided increased flexibility in terms of spatial design as well as reduced heat, glare and exterior distractions.[395]

In particular, elementary schools tended to be one-story, brick-clad buildings of various configurations. Classrooms were often placed in one or more wings and oftentimes allowed for interior spaces to be reconfigured to meet different needs.[396] Two examples of postwar elementary schools were identified in the Survey Area: Franklin Elementary School located at 690 Jackson St. (RA-SPC-10209, recommended not eligible, see Figure 96) and Madeline L. Weaver Elementary School located at 2135 Birmingham St. North (RA-MWC-1016, recommended eligible) in Maplewood.

[395] Ben E. Graves, *School Ways: The Planning and Design of America's Schools*, ed. Clifford A. Pearson (New York: McGraw-Hill, Inc., 1993), 28; Lindsay Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today* (Washington D.C.: National Clearinghouse for Educational Facilities, 2012), 18–20, http://www.ncef.org/pubs/greenschoolshistory.pdf.

[396] Larry Millett, *Minnesota Modern: Architecture and Life at Midcentury* (Minneapolis: University of Minnesota Press, 2015), 165–68.



Figure 96. Franklin Elementary School at 690 Jackson St. (RA-SPC-10209, recommended not eligible) was constructed in 1963. Although it has a second story, it features the sprawling footprint, brick cladding and flat roof that are common for schools at this time.

For postwar schools to be considered eligible for listing in the National Register under *Criterion C: Architecture*, they should embody the distinctive characteristics of the property type; be considered an important example; and retain a degree of integrity, including fenestration that is consistent with the original window openings. Schools may also be considered eligible for listing under *Criterion A: History* if they represent significant trends related to education. Additions that alter the overall number of stories or significantly impact the overall footprint of the building may compromise the integrity of the resource. Schools are typically architect-designed. Individual inventory forms discuss the identified architects.

A total of three schools were identified during Phase I survey efforts.[397] Two of these warranted Phase II Evaluation:

- RA-MWC-0106, Madeline L. Weaver Elementary School, 2135 Birmingham St. N, Maplewood
- RA-SPC-10209, Franklin Elementary School, 690 Jackson St., Saint Paul

(II) Churches

Large numbers of churches were constructed in the postwar era as a result of suburban expansion and other factors. At this time, ecclesiastical architecture began to shed traditionally used forms and styles for more modern and contemporary forms and styles. Mid-century, suburban churches also became more abstract and asymmetrical and employed sculptural forms and simple, geometric detailing, particularly through stained glass and the dramatic use of light to create new worship spaces.[398]

[397] Residential buildings are included under Community Development but also discussed under Architecture below and broken out by period of construction.

[398] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215–48.

Inventoried churches in the Survey Area date to the postwar period and reflect these modern and contemporary forms and styles.

Postwar churches were built in response to rapid population growth and increasing church membership during the years following World War II. The modern church styles that became popular in the 1950s and 1960s, however, reflected more than just a need for more churches. Postwar churches built in a modern style rejected the historically referential styles like Romanesque and Gothic Revival that dominated before World War II. In contrast to these earlier styles, modern church aesthetics favored function and simplicity over unnecessary ornamentation and detail. To this end, modern churches were often designed with clean, simple lines and built using new technologies and materials, including concrete, steel, laminated wood beams, and large glass windows.[399]

One reason for the popularity of such designs and materials was simply cost, an important factor for suburban churches supported by often cash-strapped congregants, many of whom had recently purchased their homes. A modern-style church with minimal ornamentation was cheaper to build than a more traditional, ornate building. New materials, like laminated trusses, also helped reduce the cost of construction. While not inexpensive, they reduced the overall cost of construction by replacing steel framing or costly joinery.[400] The cost of building a new church was also why many postwar modern churches were planned and built in stages – it was common for churches to begin with the construction of a first unit, to be followed at a later date with a second or even a third unit.[401]

A second reason for the popularity of modern churches was that their design complimented shifting ideas in religious worship. Modern liturgical and ecumenical movements in Catholic and Protestant churches, begun in the 1920s and 1930s but coming to the fore in the postwar decades, emphasized a shared, communal form of worship rather than an individual experience.[402] This new approach to religious worship had a particular effect on the interior of sanctuary spaces and postwar modern churches often had more unified spaces to promote a sense of communal worship.[403]

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[399] Andrea C. Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota* (Minnesota Department of Transportation, n.d.), 5; Gretchen Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), xxiii; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

[400] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88.

[401] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 75–80.

[402] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xix, 2.

[403] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 5.

Two modern church styles became prominent in the postwar period in the upper Midwest: the brick-box and the A-frame. These forms became popular, in part, because of the influence of two early, high-style examples of each. Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis (see Figure 97) influenced later examples of the brick-box church and Frank Lloyd Wright's 1951 First Unitarian Society Meeting House in Madison, Wisconsin (see Figure 98), influenced later examples of the A-frame church.[404]



Figure 97. Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis is a prominent example of the brick-box church type, which became popular in the 1950s.[405]

[404] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 10, 18; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 7.

[405] Carol Highsmith, "Christ Lutheran Church, Minneapolis, Minnesota," ca. 2006, LC-DIG-highsm-13138, Library of Congress Prints and Photographs Division, https://www.loc.gov/item/2011631332/.



Figure 98. Frank Lloyd Wright's 1951 First Unitarian Society Meeting House in Madison, Wisconsin. Many postwar churches, including the 1963 sanctuary of First Evangelical Lutheran, were influenced by this building and its "sweeping prow."[406]

Brick-box churches

The brick-box church is so named because the building is essentially a box clad in brick or stone. This modern church type, which gained prominence in the U.S. in the 1950s, was heavily inspired by European modernism. The most prominent example of the brick-box church in the upper Midwest was Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis (a National Historic Landmark). The building has a rectangular sanctuary clad in brick and stone with a flat roof and few windows. A brick steeple tower is attached to the building by a short vestibule. While a few similarly high-style, brick-box churches were built in Minnesota, many smaller churches adopted some of the characteristic features of Christ Lutheran, especially the flat roof, steeple tower, and brick or stone cladding.[407]

The brick box form was popular throughout Minnesota in the 1950s. As noted in a recent Phase II Evaluation for the mid-century St. John the Baptist Church in Biwabik, "Allowing for some minor variation, such as stepping the parapet or the often-used, extremely slight pitch of the roof, an abundance of this type was constructed in Minnesota. Even if their number did not reach that of the triangular variety, it still cannot be said that any shortage of brick-box churches existed by

[406] QuartierLatin1968, "The Prow of the First Unitarian Meeting House," September 28, 2012, Wikimedia.org.

[407] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 19–20; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 217–21; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 9–10.

1960."[408] As a result, examples of the brick box form are found throughout the greater Twin Cities metro area, including the Survey Area (see Figure 99). The character-defining feature of the form is the brick box sanctuary space, use of modern materials, geometric massing, and lack of ornamentation. The churches often featured separate bell towners and wings that housed office and fellowship spaces. Within the Survey Area, examples are more restrained.



Figure 99. The Arlington Hills Presbyterian Church, constructed in 1958 and located at 1275 Magnolia Ave. East (RA-SPC-10244, recommended not eligible) in Saint Paul, features the prolific brick box form with a 1967 addition on the side elevation.

A-frame churches

A-frames are triangular-shaped buildings with steeply pitched roofs. They are generally symmetrical and rely on large A-shaped roof truss systems to give the building its distinctive shape. Generally, A-frame trusses extend the full length of the side elevations, so that roof and wall surfaces are combined. They are occasionally set on low knee walls with trusses terminating at the wall or continuing to the ground as part of the wall or as an exposed rafter tail. Trusses may be metal or wood, the latter often in the form of laminated wood. Brick and glass were common materials in gable ends.[409]

A-frame churches offered quick and inexpensive buildings that provided a modern aesthetic for new suburban populations while connecting them to older religious traditions. As author Gretchen Buggeln states in *The Suburban Church: Modernism and Community in Postwar*

[408] Deco Cultural Services LLC, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota* (Prepared for the Minnesota Department of Transportation and the Federal Highway Administration, July 2018), 20.

[409] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 18–37; Chad Randl, *A-Frame* (New York: Princeton Architectural Press, 2004); Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 85–123.

America, "The initial successful match between the A-frame church and the aspirations of congregations indicates its special correspondence with new postwar religious culture. The A-frame balanced the tensions suburbanites navigated…It met the 'looks like a church' criterion while signaling a contemporary spirit."[410]

Congregations in the U.S. began building A-frame religious buildings in the early 1950s, utilizing a variety of materials including wood, steel, concrete, and even prefabricated units. They ranged from small, simple houses of worship to grand, architect-designed buildings. While the steep pitch of the roof mimicked traditional church spires, steeples were often integrated into the building itself or set off as an independent structure. In many cases the A-frame was set on short knee walls with ribbon windows in an effort to provide more usable interior space.

Like the brick box, the A-frame was popular in Minnesota and was utilized throughout the state in both high-style and more restrained examples. The most common materials for the gable end of Minnesota's A-frame churches were brick and stone veneer and stained or plate glass.[411] They commonly had adjoining, rectangular, one-story wings constructed of brick, stone or wood and many were added at a later date to meet the changing needs of the congregation (see Figure 100).[412]



Figure 100. The 1959 First English Evangelical Lutheran Church at 4000 Linden Dr. (RA-WBC-0174, recommended eligible) in White Bear Lake features a prominent prowed A-frame sanctuary, stone veneer cladding, integrated planter in the gable end, and attached office and education wings.

[410] Gretchen Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), 86.

[411] Deco Cultural Services LLC, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 30.

[412] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215, 219.

Although the brick box and A-frame were some of the most prolific postwar ecclesiastic forms, churches throughout the greater Twin Cities area, including the Survey Area, exhibited a variety of modern and contemporary forms. Like the brick box and A-frame, they utilized modern materials and often featured unadorned or minimally adorned exterior surfaces. Modern and Contemporary stylistic features were commonly used, including deep eave overhangs, exposed beams and structural components, windows walls, windows extending into the gable end, and vertically stacked windows (see Figure 101).



Figure 101. The 1970 Holy Redeemer Catholic Church at 2555 Hazelwood St. North (RA-MWC-0079) in Maplewood features a ribbed concrete block exterior, central sanctuary with wings, Contemporary influences in the deep eave overhang, windows extending into the gable end, and vertically stacked windows.

In addition to sanctuary spaces, mid-century churches, including the brick box and A-frame and forms, often had office and education wings, which were at times placed below or directly adjacent to the sanctuary space, as well as fellowship spaces and kitchens.[413] In some cases these were constructed after the initial sanctuary space, either by design or to meet the growing congregation. Generally they were located at the sides or rear, to not obstruct the box-like sanctuary space or the prominent gable end.

For churches to be considered eligible for listing in the National Register under *Criterion C: Architecture*, they should embody the distinctive characteristics of the property type, be considered an important example, retain a degree of integrity and meet the requirements of *Criteria Consideration A: Religious Properties*. For churches to be considered eligible under *Criterion A: History*, they should represent a significant trend and meet the requirements of *Criteria Consideration A.* Although a number of prominent architects designed religious properties in the greater Twin Cities area during the postwar period, a review of building permits

[413] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 222; Gretchen Townsend Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), 169, 173.

for inventoried churches in the Survey Area did not identify an association with any such architects.

A total of seven churches were identified during Phase I survey efforts. Three of these properties warranted Phase II Evaluation:

- RA-MWC-0203, Gladstone Baptist Church, 1717 English St. N, Maplewood (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-SPC-10244, Arlington Hills Presbyterian Church, 1275 Magnolia Ave. E, Saint Paul
- RA-WBC-0174, First Evangelical Lutheran Church, 4000 Linden Dr., White Bear Lake

(c) Commercial properties[414]

Like elsewhere in the Twin Cities area, initial commercial development in the Survey Area occurred within Saint Paul at major intersections and along streetcar lines such as Payne Avenue. Nineteenth-century commercial properties typically stood alone on a corner parcel to provide services to the surrounding residential neighborhood or were part of a larger concentration, like those on Payne Avenue.

In its initial development in the 1880s, Payne Avenue had many examples of mixed commercial and residential buildings. However, as the commercial corridor developed further in the 1890s, larger business blocks were built and the residential character of the street faded.[415] Extant Payne Avenue commercial buildings are typical of secondary commercial strips in a large city that developed away from the central downtown. Buildings are generally one to three stories, built or clad in brick and rectangular in form with flat roofs. Some frame buildings have an elaborate cornice or false front while the masonry buildings often have cornice ornamentation and brick or stone sills and lintels at the window openings. Those with upper stories were typically a combination of commercial storefront on the first story with residential or office space above.[416] The majority of extant late-nineteenth- and early-twentieth-century commercial development in the Survey Area is located along Payne Avenue, although an example of a standalone frame commercial building is located at the corner of Capitol

[414] This section may be expanded if additional commercial property types are identified in downtown Saint Paul or White Bear Lake.

[415] Mead & Hunt, Inc., *Saint Paul Historic Context Study: Neighborhoods at the Edge of the Walking City*, 14, 20.

[416] Carole Zellie, Landscape Research and Garneth O. Peterson, URS/BRW, *St. Paul Historic Context Study: Neighborhood Commercial Centers: 1874-1960* (prepared for the St. Paul Preservation Commission, 2001), 6, 8–9.

Heights and Valley Street (RA-SPC-10152, see Figure 102). This two-and-one-half-story building with a corner entrance facing the intersection likely had living space above the storefront.



Figure 102. 1914 commercial building at 774 Capitol Heights (RA-SPC-10152) that featured commercial space with a corner entrance on the first story and living space above.

The "Brick Front Store" was the most popular commercial building type from ca. 1900 through the 1920s. Commonly conforming to the rectangular lot, it is characterized by a one- or two-story design with a flat roof. The front facade typically had a simple cornice, horizontal sign band, recessed entry and large display windows. Other commercial building types emerged during the interwar period and include "Artistic Front Store," characterized by Period Revival detailing; "Modern Broad Front," characterized by open facades with large display windows; and the one-story, gable-roof building, characterized by a false front.[417] During the interwar period, gas stations also began to appear at corner lots. Some had characteristics of popular Period Revival styles while others were utilitarian forms with gable or flat roofs, such as the example at 902 Arcade St. (RA-SPC-10211).

As overall development continued into the postwar period, commercial buildings in the Survey Area continued to be located along major transportation corridors and nodes, such as English Street, Frost Avenue East, County Road E, and TH 61; these are largely outside the limits of Saint Paul. Infill commercial properties were also constructed within Saint Paul. While postwar commercial development in the Survey Area began during the 1940s and 1950s, most inventoried resources date to the 1960s

[417] Zellie and Peterson, *St. Paul Historic Context Study: Neighborhood Commercial Centers: 1874-1960*, 12, 13.

and 1970s. These commercial buildings were typically designed as freestanding structures, no longer sharing party walls with neighboring buildings. Utilitarian forms were common as were open fronts with an asymmetrical design. Many had large aluminum-frame windows and angled storefronts. They were often constructed of concrete block and clad in brick—as seen in the Survey Area—although stone, wood, steel, aluminum and porcelain enamel were also utilized as exterior cladding materials.[418] These buildings often reflected popular architectural styles of the period, including Contemporary and Mid-Century Modern, with modest architectural embellishments. Many of these included vehicular parking lots between the building and the transportation corridor. Figure 103 shows an example of a freestanding commercial building.



Figure 103. This freestanding commercial building, constructed in 1969, is located at 1281 Frost Ave. (RA-MWC-0135) in Maplewood and features large aluminum-frame windows, brick cladding, multi-gable roofline and the original neon sign.

Additional types of commercial properties emerged in the suburbs, specifically buildings related to automobiles and shopping, in the north end of the Survey Area near White Bear Lake in the 1960s and 1970s. At this time auto dealerships were established on large roadside lots further away from the city center. A number were constructed along TH 61 in response to the growing demand for automobiles in the postwar period, including the Barnett dealership (RA-GLC-012, see Figure 104) and Polar Chevrolet (RA-WBC-0160). These dealerships generally included a large showroom building near the rear of the parcel with rows of autos placed in the expansive lot between the roadside and the building.[419] The showrooms included large, glare-free windows, large doors and one or more service

[418] Carol Dyson, "Mid-Century Commercial Modernist: Design and Materials," *National Center for Preservation Technology and Training*, September 9, 2015, 163–66, https://www.ncptt.nps.gov/blog/mid-century-commercial-modernism-design-and-materials/.

[419] Liebs, 83-93.

bays. Prominent signs and light standards throughout the lot are other common features. The Polar Chevrolet dealership just south of White Bear Lake installed a large fiberglass polar bear statue known as Paul R. Bear (RA-WBC-0031, recommended eligible) as part of its signage. Most auto dealerships examples in the Survey Area have been modified to reflect more modern styles, including corporate standard designs.



Figure 104. This 1968 automobile dealership at 3610 Highway 61 (RA-GLC-0012) in Gem Lake features the large showroom at the front of the building and an expansive parking area.

Strip malls became common in the postwar period. Within the Twin Cities metro area suburbs, they developed in areas along major highways and arterials.[420] By the early to mid-1950s, a handful of open-air strip shopping centers emerged in the developing suburbs.[421] Many of these areas were old farming communities without major business districts, so the new shopping strips became default commercial centers.[422] Strip malls consist of a large building with multiple storefronts that house different retail and service stores. Buildings were typically one story with large storefront windows that were often sheltered by a canopy to protect shoppers from the elements. They were often of concrete-block construction with brick cladding, although other materials were utilized. Parking lots between the mall and the street were common, as was prominent signage to attract passing motorists. Strip malls began to fall out of favor as they were supplanted by larger indoor shopping malls. Those that survived were

[420] Dwight Jessup, ed., *Suburban Profile, Twin Cities Metropolitan Area, Minneapolis-St. Paul, Minnesota* (Minneapolis: WCCO Radio, 1971) A-1.

[421] Ronald Abler, John S. Adams, and John R. Borchert, *The Twin Cities of St. Paul and Minneapolis* (Cambridge, Mass.: Ballinger Publishing Company, 1976), 55, 57.

[422] Hess, Roise, and Company, *Richfield, Minnesota: A Historical Context* (Prepared for the Hennepin County Housing Department, February 2010), 15.

remodeled to reflect a more modern appearance or they evolved to serve new functions.[423] Within the Survey Area, a smaller example of a strip mall is located at 1351 Frost Ave. East in Maplewood (RA-MWC-0161, see Figure 105). This brick-clad building includes three storefronts, a wide canopy, a large parking area and a prominent sign. The White Bear Shopping Center (RA-WBC-0203, see Figure 106, recommended not eligible), located between TH 61 and White Bear Lake, is a larger example of a postwar shopping center. It was constructed in 1959 and, unlike other strip malls of this era, fronted the lake and included dock access in addition to a large vehicular parking lot.



Figure 105. Constructed in 1960, this relatively small commercial strip is located at 1351 Frost Ave. East (RA-MWC-0161) in Maplewood along an arterial transportation corridor.



Figure 106. Constructed in 1959, the White Bear Shopping Center (RA-WBC-0272) is a larger example of a postwar shopping center and is located 4391 Lake Ave. S in White Bear Lake along TH 61, an arterial transportation corridor.

[423] Emily Pettis and Amy Squitieri, "Commercial Strip," ed. David Goldfield, *Encyclopedia of American Urban History* (Thousand Oaks, Calif.: SAGE Publications, Inc., 2007), 171.

One of the first modern indoor shopping malls in the U.S.—known as Southdale—was built in 1956 in the Twin Cities suburb of Edina. Southdale was characterized by 60 enclosed, inward-facing stores with larger anchor stores and ample parking surrounding the entire building.[424] Southdale was the impetus for the construction of several other enclosed malls with similar characteristics throughout the Twin Cities during the 1960s and 1970s. Within the Survey Area, a later example of an enclosed shopping center, Maplewood Mall (RA-MWC-0072), was built in 1971 near the intersection of White Bear Avenue and I-694. It has been remodeled to reflect a more modern appearance and expanded to include additional stores.

For commercial properties to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of the property type, be considered an important example and retain a degree of integrity. Due to the large number of postwar commercial properties in the greater Twin Cities metro area, examples from this period should have minimal alterations. Research efforts did not reveal specific architects that were responsible for the design of commercial buildings within the Survey Area.

A total of 70 commercial properties were identified during Phase I survey efforts. Five of these properties warranted Phase II Evaluation:

- RA-SPC-6330, Produce Exchange Building, 523 Jackson St., Saint Paul
- RA-GLC-015, White Bear Floral Complex, 3550 Hoffman Rd. E, Gem Lake
- RA-WBC-0031, Polar Chevrolet Bear, 1801 County Road F E, White Bear Lake
- RA-WBC-0122, Avalon Theatre, 2179 4th St., White Bear Lake (located outside the APE; see Table 5. Resources outside the APE; Phase II Evaluations not prepared)
- RA-WBC-0272, White Bear Shopping Center, east side of TH 61, north of White Bear Avenue, White Bear Lake

(d) Industrial properties

Although many of the pre-World War II industrial buildings that once lined the rail corridors in the Survey Area are nonextant, such as the St. Paul Plow Works, numerous railroad shops and their dependent smaller industries remain, including the Osgood & Blodgett Manufacturing Company (RA-

[424] Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1995), 31.

SPC-10275, see Figure 107) and Northern Malleable Iron Company of Saint Paul (RA-SPC-6062) (see Section 3.C.(2)(b)(IV)) for more information on the industrial corridor that developed along the railroads).[425] These display the typical utilitarian, single-story building form known as a "production shed," required for production and assembly of heavy items, such as railroad cars and locomotives, bridge and structural steel manufacture, or heavy castings.[426] Production sheds of the nineteenth century often featured solid masonry walls with masonry pilasters for added strength, although steel columns could be inserted in the piers or pilasters for additional bearing capacity.[427] Later examples used curtain wall construction, supporting the roof trusses and overhead framing using masonry, steel or concrete columns. The non-bearing walls between each column could then be made of lighter masonry or larger expanses of windows.[428] The overall dimensions of production sheds vary based on the nature of the processes within but are generally characterized by their rectangular plan; wide, open bays; and sturdy construction.[429] Some examples may have a raised monitor roofline along the building's long axis to accommodate interior cranes and provide additional light or ventilation.



Figure 107. The Osgood & Blodgett Manufacturing Company at 930 Duluth St. (RA-SPC-10275) in Saint Paul was initially constructed in 1890 and includes a series of additions dating from ca. 1890 to 1960, which was a common trend for industrial properties that had to continue to grow to meet changing technology and demand.

[425] Railroad shops for the LS&M, NP, and Omaha Road are nonextant, although the NR-listed Jackson Street shops that serviced the NP remain.

[426] H. G. Tyrrell, *A Treatise on the Design and Construction of Mill Buildings and Other Industrial Plants* (Chicago, New York: The Myron C. Clark Publishing Co.; [etc., etc.], 1911), 23, https://catalog.hathitrust.org/Record/001613438.

[427] Tyrrell, *A Treatise on the Design and Construction of Mill Buildings and Other Industrial Plants*, 34.

[428] Henry Grattan Tyrrell, *Engineering of Shops and Factories* (New York: McGraw-Hill Company, 1912), 188, https://catalog.hathitrust.org/Record/100308163.

[429] Betsy H. Bradley, *The Works: The Industrial Architecture of the United States* (Oxford University Press, 1999), 39.

The booming defense industry of World War II and the postwar period, with its accompanying need for security, led to the increasing popularity of the windowless, climate-controlled box. Equipped with newer artificial lighting and climate control/ventilation technology, this type of building freed designers from the constraints of having to maximize natural light, which had previously limited the span and length of the production buildings, giving rise to this near-ubiquitous modern factory form.[430] The building historically occupied by a screen printing company at 2354 English St. (RA-MWC-0101, see Figure 108) is one such example; however, postwar industrial development was limited within the Survey Area. Nationwide, many manufacturers relocated further from city centers, seeking sites served by highways rather than railroads, and where the larger lot size made it possible to plan assembly lines as needed, without the constraints of limited horizontal space.[431]



Figure 108. Torseth, Inc. (now The Bureau) is a former printing company constructed in 1964 at 2354 English St. North (RA-MWC-0101) in Maplewood. It is an example of the postwar windowless, climate-controlled box.

In the postwar period, many of the heavier industries along the rail corridors in the Survey Area gave way to residential development or were replaced by light industry or commercial activity housed in smaller pole sheds or prefabricated buildings. These commonly consist of rectangular-plan, single-story, front- or side-gable buildings clad in corrugated metal with few windows, such as the former St. Paul Bottled Gas Company (now the Church of Christ, RA-MWC-0186).

For industrial properties to be considered eligible for listing in the National Register, they should embody the distinctive characteristics of the property type, be considered an important example and

[430] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York: F.W. Dodge Corporation, 1960), 41, http://hdl.handle.net/2027/wu.89018321356.

[431] Munce, *Industrial Architecture: An Analysis of International Building Practice*, 41, 45.

retain a degree of integrity. Research efforts did not reveal specific architects that were responsible for the design of industrial buildings within the Survey Area.

A total of five industrial properties were identified during Phase I survey efforts. Two these properties warranted Phase II Evaluation:

- RA-SPC-0449, 3M Main Plant, 900 Bush Ave., Saint Paul
- RA-SPC-2926, Theodore Hamm Brewing Company Complex, Minnehaha Avenue East between Payne Avenue & Stroh Drive, Saint Paul

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4. RESULTS

A. KEY PROJECT PERSONNEL AND SURVEY DATE

Mead & Hunt's Principal Investigators for this project were Christina Slattery and Emily Pettis. The project team consisted of architectural historians Sebastian Renfield, Chris Hommerding, Kathryn Ohland, Valerie Reiss, and Bob Frame. Fieldwork and research were completed between June 2018 and December 2019.

B. PHASE I SURVEY RESULTS

The Phase I Survey identified 784 pre-1979 properties in the Survey Area; 712 of these are newly surveyed. Four properties located in downtown Saint Paul were included in the Phase I Survey; two of these were previously surveyed. These properties are shown in Table 3 and are ordered by community and inventory number, starting in Saint Paul and ending with White Bear Lake. Property locations are identified on the survey maps in Appendix D. Twenty-nine previously surveyed properties were identified as nonextant as a result of field survey activities.

Of these 784 Phase I properties, 751 are recommended as not eligible for listing in the National Register because they do not appear to possess a significant association with a significant historic theme or person, and they do not possess architectural significance. Therefore, no further work is recommended for these properties. Twenty-five properties and six districts are recommended for Phase II Evaluations (including six properties that had been previously listed in the National Register, determined eligible for listing in the National Register, or determined contributing to a National Register-eligible district). Phase II properties are discussed in more detail in Section 4.D. As noted in Section 2.B., Phase I results were submitted to MnSHPO for review in three batches. MnSHPO reviewed and either provided concurrence or requested additional information. The results of this batch review are provided in Table 3.

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
Properties in Saint Paul				
RA-SPC-0087	Gustav Bjorklund House	753 Arcade St.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-0367	House	765 Bradley St. N	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-0430	Jacob R. Chrest House	831 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-0448	Henry Seller House and Garage	776 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-0459	House	616 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-0460	House	656 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-0477	Apartment	796 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-1294	Bridge 5962	Forest Street over railroad corridor	Contributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001) and Omaha Road historic district (XX-RRD-CNW001)	Pending; Phase I form submitted with separate LS&M report
RA-SPC-1981	House	687 Jackson St.	No further work	Concur no further work (6/12/19)
RA-SPC-3176	John Nelson House	706 Robert St. N	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-4519	Commercial building	241 Kellogg Blvd. E	Nonextant, no further work	Phase I submitted with this report
RA-SPC-4982	Commercial Building	820 Payne Ave. N	Nonextant, no further work	Not eligible (6/12/19)

[432] The Phase I inventory forms prepared for the Rush Line BRT project use “Not Eligible” as a recommendation instead of “No Further Work.” After the forms were prepared, MnSHPO advised that “Not Eligible” should not be used at the Phase I level. The recommendations in this report reflect that guidance, but due to the large number of properties inventoried, the Phase I inventory forms were not updated except where noted.

[433] MnSHPO responded to batch submittals with concurrence that no further research or evaluation is warranted, a recommendation that the property is not eligible due to loss of integrity

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-4983	Payne Avenue Commercial Historic District	822-1015 Payne Ave. N	No further work	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-SPC-5010	House	599 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5011	House	604 Wells St.	Nonextant, no further work	Concur no further work (6/12/19)
RA-SPC-5012	House	622 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5013	House	670 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5014	J.G. Sundberg House	671 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5015	House	674 Wells St.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-5016	House	676 Wells St.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-5017	House	677 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5018	House	687 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-5019	House	704 Wells St.	Nonextant, no further work	Concur no further work (6/12/19)
RA-SPC-5020	House	766 Wells St.	Nonextant, no further work	Concur no further work (6/12/19)
RA-SPC-5021	House	788 Wells St.	Nonextant, no further work	Concur no further work (6/12/19)
RA-SPC-5074	House	606 Whitall St.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-5192	House	708 York Ave. E	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-5196	Duplex	736 York Ave. E	Nonextant, no further work	Not eligible (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-5197	John A. Johnson High School	740 York Ave.	Previously Determined Not Eligible (no update form prepared)[434]	N/A
RA-SPC-5199	Double House	776-778 York Ave.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-5915	Mt. Airy Homes Public Housing Complex	Bounded by Jackson Street to the west, Pennsylvania Avenue East to the north, and L'Orient Street to the east	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-SPC-6062	Northern Malleable Iron Company of St. Paul	827, 867 Forest St.	Previously Determined Not Eligible (no update form prepared)[435]	N/A
RA-SPC-6083	House	759 Bush Ave.	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-6330	Produce Exchange Building	523 Jackson St.	Phase II Evaluation Recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-SPC-7101	Bridge	Carries US/TH 61 over tracks owned by Burlington Northern (Arcade Street)	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-7110	Bridge 90428	Burr Street over rail corridor	Nonextant, no further work	Not eligible (6/12/19)
RA-SPC-8061	Bridge 62508	Jackson Street over Pennsylvania Avenue	No further work	Not eligible (6/12/19)
RA-SPC-10113	House	401 Whitall St.	No further work	Concur no further work (6/12/19)

[434] The John A. Johnson High School (RA-SPC-5197) and Northern Malleable Iron Company of St. Paul (RA-SPC-6062) were surveyed and determined not eligible in 2009. Since the properties had not been altered since the previous evaluation, MnDOT CRU determined that update forms were not necessary.

[435] The Northern Malleable Iron Company of St. Paul (RA-SPC-6062) and John A. Johnson High School (RA-SPC-5197) were surveyed and determined not eligible in 2009. Since the properties had not been altered since the previous evaluation, MnDOT CRU determined that update forms were not necessary.

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10114	House	431 Whitall St.	No further work	Concur no further work (6/12/19)
RA-SPC-10115	House	433 Whitall St.	No further work	Concur no further work (6/12/19)
RA-SPC-10116	House	832 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10117	House	665 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10118	House	664 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10119	House	672 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10120	House	651 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10121	House	811 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10122	House	14 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10123	House	20 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10124	House	24 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10125	House	30 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10126	House	805 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10127	House	5 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10128	Duplex	19-21 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10129	House	25 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10130	House	31 Winter St. W	No further work	Concur no further work (6/12/19)
RA-SPC-10131	House	11 Como Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10132	House	5 Como Ave.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10133	House	9 Como Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10134	Duplex	23-25 Como Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10135	House	31 Como Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10136	Duplex	813 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10137	House	817 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10138	House	828 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10139	House	820 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10140	Apartments	812 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10141	Apartments	804 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10142	Commercial building	721 Jackson St.	No further work	Concur no further work (6/12/19)
RA-SPC-10143	House	764 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10144	House	762 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10145	House	760 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10146	House	758 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10147	House	754 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10148	House	740 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10149	House	732 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10150	House	722 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10151	House	718 Capitol Heights	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10152	Commercial building	774 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10153	House	780 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10154	House	790 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10155	House	792 Capitol Heights	No further work	Concur no further work (6/12/19)
RA-SPC-10156	Duplex	689-691 Jackson St.	No further work	Concur no further work (6/12/19)
RA-SPC-10157	House	693 Jackson St.	No further work	Concur no further work (6/12/19)
RA-SPC-10158	House	699 Jackson St.	No further work	Concur no further work (6/12/19)
RA-SPC-10159	House	838 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10160	House	828 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10161	House	822 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10162	House	820 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10163	House	817-819 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10164	House	821 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10165	House	825 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10166	House	833 Burr St.	No further work	Concur no further work (6/12/19)
RA-SPC-10167	House	447 Whitall St.	No further work	Concur no further work (6/12/19)
RA-SPC-10168	House	427 Whitall St.	No further work	Concur no further work (6/12/19)
RA-SPC-10169	House	608 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10170	House	612 Wells St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10171	House	626 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10172	House	617 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10173	House	605 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10174	House	609 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10175	House	611 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10176	House	595 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10177	House	591 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10178	St. Paul-Ramsey Family Physicians Health Clinic	579 Wells St.	Originally recommended for no further work; Revised Phase I prepared with Phase II Evaluation recommended	Additional information requested (6/12/19); Revised Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-SPC-10179	Apartment Building	648-652 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10180	House	656 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10181	House	628 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10182	House	622 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10183	House	620 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10184	House	612 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10185	House	606 Bush Ave.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10186	House	602 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10187	House	600 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10188	House	596 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10189	House	584 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10191	E.H. Farrell & Son Lumberyard	768 Bradley St.	No further work	Concur no further work (6/12/19)
RA-SPC-10192	Commercial Building	500 Bush Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10193	House	768 Desoto St.	No further work	Concur no further work (6/12/19)
RA-SPC-10194	House	761 Desoto St.	No further work	Concur no further work (6/12/19)
RA-SPC-10195	House	759 Desoto Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10196	House	745 Desoto St.	No further work	Concur no further work (6/12/19)
RA-SPC-10197	House	744 Clark St.	No further work	Concur no further work (6/12/19)
RA-SPC-10198	House	740 Clark St.	No further work	Concur no further work (6/12/19)
RA-SPC-10199	House	741 Clark St.	No further work	Concur no further work (6/12/19)
RA-SPC-10200	St. Paul Ramsey Hospital Complex	640 Jackson St.	No further work	Not eligible (6/12/19)
RA-SPC-10203	St. Paul Ramsey Hospital Maintenance Plant	640 Jackson St.	No further work	Not eligible (6/12/19)
RA-SPC-10204	St. Paul Ramsey Hospital	640 Jackson St.	No further work	Not eligible (6/12/19)
RA-SPC-10205	International Business Machines Corporation Office Building	690 Robert St. N	No further work	Additional information requested (6/12/19); Revised Phase I submitted with this report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10206	Emma Norton Residence	670 Robert St. N	No further work	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10209	Franklin Elementary School	690 Jackson St.	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-SPC-10211	Gas Station	902 Arcade St.	No further work	Concur no further work (6/12/19)
RA-SPC-10212	House	817 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10213	House	811 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10214	House	807 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10215	House	783 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10216	House	781 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10217	House	901 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10218	House	907 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10219	House	925 Wells St.	No further work	Concur no further work (6/12/19)
RA-SPC-10220	House	873 Forest St.	No further work	Concur no further work (6/12/19)
RA-SPC-10221	House	881 Forest St.	No further work	Concur no further work (6/12/19)
RA-SPC-10224	House	1108 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10225	Commercial Building	1100 York Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10226	Apartment Building	1086 York Ave.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10227	Apartment Building	1074 York Ave.	No further work	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10228	Duluth and Case Recreation Center	1020 Duluth St.	No further work	Concur no further work (6/12/19)
RA-SPC-10229	House	1261 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10230	House	1257 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10231	House	1253 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10232	House	1249 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10233	House	1245 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10234	House	1252 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10235	House	1262 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10236	House	1264 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10237	Apartment Building	1267 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10238	House	1248 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10239	House	1250 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10240	House	1254 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10241	House	1256 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10242	Apartment Building	1270 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10243	Apartment Building	1286 Magnolia Ave. E	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10244	Arlington Hills Presbyterian Church	1275 Magnolia Ave. E	Originally recommended for no further work; additional research resulted in Phase II Evaluation recommended	Additional information requested (6/12/19); Phase II submitted with this report, see Table 6. Phase II Resources
RA-SPC-10245	Apartment Building	1030 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10246	Apartment Building	1089 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10247	Apartment Building	1099 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10248	Duplex	1250 Jessamine Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10249	Duplex	1242 Jessamine Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10250	House	1111 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10251	House	1117 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10252	House	1123 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10253	House	1127 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10254	House	1131 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10255	House	1135 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10256	House	1139 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10257	House	1143 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10258	House	1147 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10259	Duplex	1151 Burnquist St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10260	House	1155 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10261	House	1159 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10262	House	1163 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10263	House	1169 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10264	House	1171 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10265	House	1175 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10266	House	1179 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10267	House	1185 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10268	House	1191 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10269	House	1197 Burnquist St.	No further work	Concur no further work (6/12/19)
RA-SPC-10270	House	1223 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10271	House	1218 Hawthorne Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10272	House	1215 Hawthorne Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10273	House	1205 Hawthorne Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10274	House	1190 Orange Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10275	Osgood & Blodgett Manufacturing Company	930 Duluth St.	No further work	Concur no further work (6/12/19)
RA-SPC-10277	Commercial Building	930 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10278	Commercial Building	1001 Johnson Parkway	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10279	House	1042 Prosperity Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10280	House	1050 Prosperity Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10281	House	1382 Mechanic Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10282	House	1305 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10283	Kingdom Hall of Jehovah's Witnesses	1329 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10284	Apartment Building	1310 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10285	Apartment Building	1350 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10286	Dairy Queen	1354 Maryland Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10287	House	1315 Topic Lane	No further work	Concur no further work (6/12/19)
RA-SPC-10288	House	1302 Topic Lane	No further work	Concur no further work (6/12/19)
RA-SPC-10289	House	1310 Topic Lane	No further work	Concur no further work (6/12/19)
RA-SPC-10290	House	1316 Topic Lane	No further work	Concur no further work (6/12/19)
RA-SPC-10291	House	1320 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10292	House	1324 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10293	House	1330 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10294	House	1336 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10295	House	1342 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10296	House	1348 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10297	House	1354 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10298	House	1360 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10299	House	1366 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10300	House	1372 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10301	House	1378 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10302	House	1384 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10303	House	1390 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10304	House	1396 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10305	House	1402 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10306	House	1408 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10307	House	1414-1416 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10308	House	1422 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10309	House	1428 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10310	House	1434 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10311	House	1440 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10312	Duplex	1339-1341 Arlington Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10313	Duplex	1450-1454 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10314	Duplex	1460-1462 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10315	Duplex	1466-1468 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10316	Engesath Construction Company Homes	1482-1540 McAfee St.	No further work	Multiple Property Inventory Form and additional information requested (6/12/19); Phase I form submitted with this report
RA-SPC-10317	Duplex	1474-1476 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10318	House	1482 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10319	House	1486 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10320	House	1492 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10321	House	1496 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10322	House	1498 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10323	House	1500 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10324	House	1504 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10325	House	1508 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10326	House	1512 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10327	House	1516 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10328	House	1520 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10329	House	1524 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10330	House	1528 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10331	House	1532 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10332	House	1536 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10333	House	1540 McAfee St.	No further work (Engesath Construction Company Homes, RA-SPC-10316)	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10334	House	1542 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10335	House	1552 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10336	House	1558 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10337	House	1564 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10338	House	1570 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10339	House	1572 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10340	House	1574 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10341	House	1584 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10342	House	1588 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10343	House	1592 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10344	House	1598 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10345	House	1614 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10346	House	1616 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10347	House	1620 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10348	House	1341 Idaho Ave.	No further work	Concur no further work (6/12/19)
RA-SPC-10349	Duplex	1640-1642 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10350	Duplex	1646-1648 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10351	Duplex	1650-1652 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10352	Duplex	1654-1656 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10353	House	1668 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10354	House	1672 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10355	House	1340 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10356	Our Redeemer Lutheran Church	1390 Larpenteur Ave. E	No further work	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-SPC-10357	House	1350 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10358	House	1669 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10359	House	1665 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10360	House	1661 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10361	House	1657 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10362	House	1651 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10363	House	1652 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10364	House	1643-1645 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10365	House	1639 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10366	House	1635 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10367	House	1621 Clarence St.	No further work	Concur no further work (6/12/19)
RA-SPC-10368	House	1623 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10369	House	1631 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10370	House	1550 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10371	Apartment Building	1540 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10372	House	1530 English St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10373	House	1510 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10374	House	1319 Arlington Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10375	House	1439 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10376	House	1433 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10377	House	1427 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10378	House	1421 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10379	House	1317 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10380	House	1321 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10381	House	1327 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10382	House	1339 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10383	House	1345 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10384	House	1349 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10385	House	1355 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10386	House	1359 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10387	House	1365 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10388	House	1371 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10389	House	1379 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10390	House	1385 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10391	House	1391 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10392	House	1397 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10393	House	1403 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10394	House	1409 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10395	House	1415 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10396	House	1445 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10397	House	1451 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10398	House	1457 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10399	House	1463 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10400	House	1469 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10401	House	1475 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10402	House	1479 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10403	House	1485 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10404	House	1489 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10405	Phalen View Apartments	1499 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10406	Apartment Building	1505 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10407	Apartment Building	1513 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10408	Apartment Building	1521 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10409	House	1541 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10410	House	1551 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10411	Duplex	1555-1557 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10412	House	1563 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10413	House	1569 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10414	House	1577 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10415	House	1581 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10416	House	1585 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10417	House	1589 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10418	House	1595 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10419	House	1599 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10420	House	1605 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10421	House	1609 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10422	House	1615 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10423	House	1619 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10424	Duplex	1623-1625 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10425	Duplex	1629-1631 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10426	Duplex	1635-1637 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10427	Duplex	1645 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10428	Duplex	1655 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10429	Duplex	1663-1665 McAfee St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10430	House	1677 McAfee St.	No further work	Concur no further work (6/12/19)
RA-SPC-10431	Duplex	1270 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10432	House	1664 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10433	House	1658 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10434	House	1652 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10435	House	1648 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10436	House	1644 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10437	House	1640 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10438	House	1634 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10439	House	1628 Chamber St.	No further work	Concur no further work (6/12/19)
RA-SPC-10440	Apartment Building	1676 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10441	House	1670 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10442	House	1668 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10443	House	1664 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10444	House	1652 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10445	House	1646 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10446	House	1638 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10447	House	1634 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10448	House	1628 English St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10449	House	1624 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10450	House	1639 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10451	House	1659 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10452	House	1665 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10453	House	1679 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10454	House	1444 East Shore Dr.	No further work	Concur no further work (6/12/19)
RA-SPC-10455	House	1450 East Shore Dr.	No further work	Concur no further work (6/12/19)
RA-SPC-10456	House	1298 Arlington Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10457	House	1459 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10458	House	1465 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10459	House	1473 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10460	House	1479 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10461	House	1489 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10462	House	1290 Nebraska Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10463	House	1505 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10464	Duplex	1511 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10465	Duplex	1515 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10466	House	1527 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10467	House	1537 English St.	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10468	House	1545 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10469	House	1555 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10470	House	1563 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10471	House	1573 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10472	House	1579 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10473	House	1587 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10474	Apartment Building	1601 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10475	House	1617 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10476	House	1618 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10477	House	1614 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10478	Apartment Building	1602 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10479	Apartment Building	1594 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10480	House	1584 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10481	Apartment Building	1564 English St.	No further work	Concur no further work (6/12/19)
RA-SPC-10503	House	1234 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10504	House	1240 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10505	House	1246 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10506	House	1248 Cook Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10507	House	1239 Cook Ave. E	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-SPC-10508	House	1057 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10509	Apartment Building	1029 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10510	House	1244 Magnolia Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10511	House	1250 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10512	House	1679 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10513	House	1680 Atlantic St.	No further work	Concur no further work (6/12/19)
RA-SPC-10514	House	1212 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10515	House	1204 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-SPC-10850	Phalen Park	1600 Phalen Dr.	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-SPC-11134	City and County Employees Credit Union, Saint Paul Branch	144 11th St.	No further work	Phase I submitted with this report
RA-SPC-11135	House	1101 York Ave.	No further work	Phase I submitted with this report
RA-SPC-11136	Apartment Building	1115 York Ave.	No further work	Phase I submitted with this report
RA-SPC-11137	House	1674 Birmingham St.	No further work	Phase I submitted with this report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation**[432]	**SHPO Response**[433]
RA-SPC-11130	Omaha Road Bridge	260 feet east of Payne Avenue	Contributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001) and Omaha Road historic district (XX-RRD-CNW001)	Pending; Phase I submitted with separate LS&M report
RA-SPC-11140	Bridge R0438	750 feet south of Arlington Avenue	Contributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001, see separate LS&M report for location map)	Pending; Phase I submitted with separate LS&M report
Properties in Maplewood				
RA-MWC-002	Gladstone Shops	Maplewood	Nonextant, no further work	Not eligible (6/12/19)[436]
RA-MWC-0012	Julius and Tina Schroer House	1865 Clarence St. N	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-MWC-0023	New Canada Town Hall	1375 Frost St.	No further work	Not eligible (6/12/19)
RA-MWC-0065	Art's Towing	2390 English St. N	No further work	Not eligible (7/26/19)
RA-MWC-0072	Maplewood Mall	3001 White Bear Ave. N	No further work	Concur no further work (7/26/19)
RA-MWC-0073	Senior Center	3030 Southlawn Drive N	No further work	Concur no further work (7/26/19)

[436] This property has also been recorded as archaeological site 21RA70, which as the "Gladstone Savanna Neighborhood Preserve" is nominated as a local historic site in the City of Maplewood. The archaeological site is discussed in *Phase IA Literature Review, Phase I Archaeological Investigations and Phase II Archaeological Investigations of 21RA82 for the Rush Line BRT Project* (Mississippi Valley Archaeology Center, November 2019) and is being treated as eligible for listing in the National Register for the purposes of the Rush Line BRT Project.

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0074	House	2759 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0075	House	2747 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0076	House	2727 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0077	House	2707 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0078	House	1448 County Road C East	No further work	Concur no further work (7/26/19)
RA-MWC-0079	Holy Redeemer Catholic Church	2555 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0080	House	1495 County Road C East	No further work	Concur no further work (7/26/19)
RA-MWC-0081	House	1406 County Road C East	No further work	Concur no further work (7/26/19)
RA-MWC-0082	House	1411 County Road C East	No further work	Concur no further work (7/26/19)
RA-MWC-0083	House	2684 Elm St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0084	House	1403 Kohlman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0085	House	1429 Kohlman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0086	House	1423 Kohlman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0087	House	1417 Kohlman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0088	House	2604 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0089	House	2596 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0090	House	2580 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0091	House	2570 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0092	House	2550 Clarence St. N	No further work	Concur no further work (7/26/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0093	House	2540 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0094	House	2530 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0095	House	2520 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0096	House	2512 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0097	House	2500 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0098	House	2494 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0099	House	2486 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0100	Truck Utilities, Inc.	2370 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0101	Torseth, Inc.	2354 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0102	House	1384 Cope Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0103	House	1392 Cope Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0104	House	2315 Barclay St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0105	Commercial Building	1400 Viking Drive E	No further work	Concur no further work (7/26/19)
RA-MWC-0106	Madeline L. Weaver Elementary School	2135 Birmingham St.	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-MWC-0107	House	1369 Belmont Ln. E	No further work	Concur no further work (7/26/19)
RA-MWC-0108	House	1361 Belmont Ln. E	No further work	Concur no further work (7/26/19)
RA-MWC-0109	House	1355 Belmont Ln. E	No further work	Concur no further work (7/26/19)
RA-MWC-0110	House	1349 Belmont Ln. E	No further work	Concur no further work (7/26/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0111	House	1348 Belmont Ln. E	No further work	Concur no further work (7/26/19)
RA-MWC-0112	House	1354 Belmont Ln. E	No further work	Concur no further work (7/26/19)
RA-MWC-0113	House	1347 Skillman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0114	House	1353 Skillman Ave. E	No further work	Concur no further work (7/26/19)
RA-MWC-0115	Apartment Building	2024 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0116	Apartment Building	2025 Ide St.	No further work	Concur no further work (7/26/19)
RA-MWC-0117	Apartment Complex	2025 Ide St.	No further work	Concur no further work (7/26/19)
RA-MWC-0118	House	1960 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0119	House	1970 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0120	House	2156 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0121	House	2200 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0122	House	2090 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0123	House	2110 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0124	House	2062 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0125	House	2054 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0126	House	2044 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0127	House	2034 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0128	Commercial Building	2036 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0129	House	2022 English St. N	No further work	Concur no further work (7/26/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0130	House	2015 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0131	House	2001 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0132	House	1997 English St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0133	Oswald Fire Hose	1965 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0134	Moose Lodge 963	1946 English St. N	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-MWC-0135	Off Sale Liquor	1281 Frost Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0136	Lion and Lioness Hall	1310 Frost Ave. E	No further work	Additional information requested (6/12/19); Revised Phase I submitted with this report
RA-MWC-0137	Maplewood Mobile Home Court, Unit 1	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0138	Maplewood Mobile Home Court, Unit 2	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0139	Maplewood Mobile Home Court, Unit 3	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0140	Maplewood Mobile Home Court, Unit 4	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0141	Maplewood Mobile Home Court, Unit 5	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0142	Maplewood Mobile Home Court, Unit 6	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0143	Maplewood Mobile Home Court, Unit 7	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0144	Maplewood Mobile Home Court, Unit 8	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0145	Maplewood Mobile Home Court, Unit 9	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0146	Maplewood Mobile Home Court Complex	1880 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0147	Maplewood Mobile Home Court, Unit 11	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0148	Maplewood Mobile Home Court, Unit 12	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0149	Maplewood Mobile Home Court, Unit 13	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0150	Maplewood Mobile Home Court, Unit 14	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0151	Maplewood Mobile Home Court, Unit 15	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0152	Maplewood Mobile Home Court, Unit 16	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0153	Maplewood Mobile Home Court, Unit 17	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0156	Maplewood Mobile Home Court, Office	1880 English St. N	No further work (Maplewood Mobile Home Court, RA-MWC-0146)	Concur no further work (6/12/19)
RA-MWC-0157	Gladstone Hardware	1321 Frost Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0158	Apartment Building	2005 Ide St.	No further work	Concur no further work (7/26/19)
RA-MWC-0160	House	1938 Clarence St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0161	Commercial building	1351 Frost Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0162	Commercial building	1350 Frost Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0163	Commercial building	1344 Frost Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0164	Maplewood Municipal Building	1380 Frost Ave. E	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-MWC-0165	House	1893 Ide St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0166	House	1881 Ide St. N	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0168	House	1881 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0169	House	1889 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0170	House	1896 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0171	House	1890 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0172	House	1874 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0173	House	1880 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0174	House	1870 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0175	House	1801 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0176	House	1817 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0177	House	1825 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0178	House	1831 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0179	House	1843 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0180	House	1835 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0181	House	1851 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0182	House	1341 Ripley Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0183	House	1810 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0184	House	1824 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0185	English Manor Apartments	1809 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0186	St. Paul Bottled Gas Company	1840 English St. N	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0187	Rex and Jessie Shane House	1800 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0188	House	1294 Ripley Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0189	House	1780 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0190	House	1764 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0191	House	1756 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0192	House	1742 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0193	House	1740 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0194	House	1732 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0195	House	1726 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0196	House	1718 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0197	House	1706 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0198	House	1700 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0199	Commercial	1690 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0200	House	1685 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0201	House	1697 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0202	House	1699 English St. N	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0203	Gladstone Baptist Church	1717 English St. N	Originally recommended for no further work; Revised Phase I prepared with Phase II Evaluation recommended	Additional information requested (6/12/19); Revised Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-MWC-0204	House	1731 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0205	House	1739 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0206	House	1747 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0207	House	1755 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0208	House	1761 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0210	House	1765 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0211	House	1769 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0212	House	1781 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0213	House	1367 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0214	House	1368 Price Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0215	House	1367 Price Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0216	House	1700 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0217	House	1330 Ripley Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0218	House	1340 Ripley Ave. E	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0219	House	1785 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0220	House	1779 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0221	House	1775 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0222	House	1767 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0223	House	1763 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0224	House	1751 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0225	House	1745 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0226	House	1737 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0227	House	1729 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0228	House	1723 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0229	House	1717 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0230	House	1711 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0231	House	1705 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0232	House	1693 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0233	House	1683 Clarence St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0234	House	1341 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0235	House	1742 1/2 English St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0237	House	1261 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0238	House	1257 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0239	House	1251 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0240	House	1241 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0241	House	1217 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0242	House	1375 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0243	House	1383 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0244	House	1391 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0245	House	1399 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0246	House	1405 Larpenteur Ave. E	No further work	Concur no further work (6/12/19)
RA-MWC-0247	House	1691 Birmingham St. N	No further work	Concur no further work (6/12/19)
RA-MWC-0248	Bridge 62529	Bruce Vento Regional Trail over Beam Avenue	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-MWC-0249	House	2813 Hazelwood St. N	No further work	Concur no further work (7/26/19)
RA-MWC-0263	Harvest Park	2561 North Barclay St.	No further work	Phase I submitted with this report
RA-MWC-0264	House	1199 Larpenteur Ave. E	No further work	Phase I submitted with this report
RA-MWC-0265	House	1396 County Road C E	No further work	Phase I submitted with this report
RA-MWC-0266	House	1397 County Road B E	No further work	Phase I submitted with this report
RA-MWC-0267	House	1404 Cope Ave. E	No further work	Phase I submitted with this report
RA-MWC-0268	House	1429 Larpenteur Ave. E	No further work	Phase I submitted with this report
RA-MWC-0269	House	1431 Cope Ave. E	No further work	Phase I submitted with this report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-MWC-0270	House	1439 Sherren Ave. E	No further work	Phase I submitted with this report
RA-MWC-0271	Kohlman Lake Substation	1480 County Road D Ct	No further work	Phase I submitted with this report
RA-MWC-0272	House	1852 Clarence St. N	No further work	Phase I submitted with this report
RA-MWC-0273	House	2297 Barclay St. N	No further work	Phase I submitted with this report
RA-MWC-0274	House	2305 Barclay St. N	No further work	Phase I submitted with this report
Properties in Vadnais Heights				
RA-VHC-026	Commercial building	3555 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-VHC-027	City of Vadnais Heights Well No. 1	3524 International Dr.	No further work	Concur no further work (7/26/19)
RA-VHC-028	Malmon Lincoln-Mercury	3425 Highway 61	No further work	Concur no further work (7/26/19)
RA-VHC-029	White Bear Dodge	3430 Highway 61	No further work	Concur no further work (7/26/19)
RA-VHC-030	Warehouse	1480 Buerkle Rd.	No further work	Concur no further work (7/26/19)
RA-VHC-031	Industrial building	1506 Buerkle Rd.	No further work	Concur no further work (7/26/19)
RA-VHC-032	Simply Self Storage	3238 Highway 61	No further work	Concur no further work (7/26/19)
RA-VHC-033	House	3244 Highway 61	No further work	Concur no further work (7/26/19)
RA-VHC-034	House	3260 Highway 61	No further work	Concur no further work (7/26/19)
Properties in Gem Lake				
RA-GLC-001	House	3781 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-002	House	3791 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-003	House	3812 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-004	House	3824 Scheuneman Rd.	No further work	Concur no further work (7/26/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-GLC-005	House	3836 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-006	House	3848 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-007	House	3880 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-008	Commercial building	1601 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-009	Commercial building	1581 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-010	Commercial building	1577 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-011	Commercial building	1567 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-012	Barnett Chrysler-Plymouth of White Bear Lake	3610 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-013	White Bear American Auto Dealership	3700 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-014	Warehouse	3716 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-015	White Bear Floral Complex	3550 Hoffman Rd. E	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-GLC-017	House	3660 Scheuneman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-018	Eddy Arnold's Chicken Shop	1600 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-019	Commercial building	3590 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-020	White Bear Floral Shop	3550 Hoffman Rd.	Phase II Evaluation recommended (RA-GLC-015)	Phase II submitted with this report, see Table 6. Phase II Resources

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-GLC-021	House	3540 Highway 61	Phase II Evaluation recommended (RA-GLC-015)	Phase II submitted with this report, see Table 6. Phase II Resources
RA-GLC-022	House	3542 Highway 61	Phase II Evaluation recommended (RA-GLC-015)	Phase II submitted with this report, see Table 6. Phase II Resources
RA-GLC-023	House	3524 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-024	House	3516 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-025	Strip Mall	3575-3599 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-GLC-026	Warehouse	1556 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-027	Commercial building	3588 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-032	Tousley Ford	3651 County Road E East	No further work	Concur no further work (7/26/19)
RA-GLC-035	House	3667 Highway 61	No further work	Concur no further work (7/26/19)
RA-GLC-036	House	3671 Highway 61	No further work	Concur no further work (7/26/19)
Properties in White Bear Lake				
RA-WBC-0002	House	4573 Bald Eagle Ave. (previously 7 Bald Eagle Ave.)	No further work	Concur no further work (1/9/20)
RA-WBC-0003	House	4589 Bald Eagle Ave (previously 21 Bald Eagle Ave.)	No further work	Concur no further work (1/9/20)
RA-WBC-0004	House	4593 Bald Eagle Ave. (previously 23 Bald Eagle Ave.)	No further work	Concur no further work (1/9/20)
RA-WBC-0005	House	4596 Bald Eagle Ave. (previously 22 Bald Eagle Ave.)	Nonextant, no further work	Not eligible (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0006	House	4606 Bald Eagle Ave. (previously 28 Bald Eagle Ave.)	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0012	House	4539 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0020	White Bear Lake Fire Hall	4701 Clark Ave. (previously 203 Clark Ave.)	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0031	Polar Chevrolet Bear	1801 County Road F East	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-WBC-0032	House	4799 Division St. (previously 427 Division St.)	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0033	Lindbeck Barn	Highway 61 and Shady Lane	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0034	Soldiers Memorial Flagpole and WPA Plaza	Highway 61 and 3rd Street	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0036	House	4524 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0037	Doherty House	4565 Lake Ave. (previously 19 Lake Ave. S)	Nonextant, no further work	Not eligible (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0042	John D. and Sarah Ramaley House	4531 Lincoln Ave.	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0044	House	4441 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0047	House	4549 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0069	House	4660 Murray Ave. (previously 20 Murray Ave.)	No further work	Concur no further work (1/9/20)
RA-WBC-0073	Lindbeck House	4609 Shady Lane (previously 29 Shady Lane)	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0074	House	4617 Shady Lane	No further work	Concur no further work (1/9/20)
RA-WBC-0076	House	4621 Shady Lane	No further work	Concur no further work (1/9/20)
RA-WBC-0077	House	4625 Shady Lane (previously 41 Shady Lane)	No further work	Concur no further work (1/9/20)
RA-WBC-0078	House	4636 Shady Lane (previously 36 Shady Lane)	No further work	Concur no further work (1/9/20)
RA-WBC-0092	Harry Mackenhausen House	2105 1st St. (previously 909 1st St.)	No further work	Concur no further work (1/9/20)
RA-WBC-0111	Johnson Boat Works	4495 Lake Ave. S (previously 323 Lake Ave. S)	Nonextant, no further work	Not eligible (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0121	Northern Pacific Railroad Depot	4751 Highway 61 N	Phase II Evaluation for individual resource recommended; contributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001)	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0122	Avalon Theater	2179 4th St.	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0131	House	2145 5th St. (previously 719 5th St.)	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0132	Jackson House	2191 5th St. (previously 503 Banning Ave.)	Nonextant, no further work	Not eligible (1/9/20)
RA-WBC-0142	House	2222 7th St. (previously 518 7th St.)	No further work	Concur no further work (1/9/20)
RA-WBC-0150	Bridge 6688	Carries TH 61 over tracks 0.5 miles NE of TH 244	Nonextant, no further work	Not eligible (7/26/2019)
RA-WBC-0156	Bridge 62822	Recreation Trail - I 694 0.3 miles E of Jct. TH 61	Noncontributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001, see separate LS&M report for location map)	Pending; Phase I submitted with separate LS&M report
RA-WBC-0157	Restaurant	4150 Hoffman Rd.	No further work (Jantzen's Cabin Camp, RA-WBC-0166)	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0158	Cabin 1	4150 Hoffman Rd.	No further work (Jantzen's Cabin Camp, RA-WBC-0166)	Concur no further work (1/9/20)
RA-WBC-0159	Cabin 2	4150 Hoffman Rd.	No further work (Jantzen's Cabin Camp, RA-WBC-0166)	Concur no further work (1/9/20)
RA-WBC-0160	Polar Chevrolet	1801 County Road F East	No further work	Concur no further work (7/26/19)
RA-WBC-0161	Dairy Queen	4047 Highway 61	No further work	Concur no further work (7/26/19)
RA-WBC-0162	Hi Tempo Ski Shop	3959 Highway 61	No further work	Concur no further work (7/26/19)
RA-WBC-0163	Apartment Building	3900-3908 Hoffman Rd.	No further work	Additional information requested (7/26/19); Revised Phase I submitted with this report
RA-WBC-0164	Apartment Building	3912-3920 Hoffman Rd.	No further work	Additional information requested (7/26/19); Revised Phase I submitted with this report
RA-WBC-0165	Apartment Complex	3900-3920 Hoffman Rd.	No further work	Additional information requested (7/26/19); Revised Phase I submitted with this report
RA-WBC-0166	Jantzen's Cabin Camp	4150 Hoffman Rd.	No further work	Concur no further work (1/9/20)
RA-WBC-0169	House	3944 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-WBC-0170	House	4001 Highway 61	No further work	Concur no further work (7/26/19)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0171	House	4000 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-WBC-0172	House	3998 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-WBC-0173	Commercial building	4034 Hoffman Rd.	No further work	Concur no further work (7/26/19)
RA-WBC-0174	First Evangelical Lutheran Church	400 Linden Dr.	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-WBC-0175	Christy Pontiac Dealership	3880 Highway 61	No further work	Concur no further work (7/26/19)
RA-WBC-0176	Pizza Hut	3959 Linden St.	No further work	Concur no further work (7/26/19)
RA-WBC-0177	House	4445 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0178	House	4449 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0179	House	4455 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0180	House	4465 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0181	House	4469 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0182	House	4475 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0183	House	4501 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0184	House	4511 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0185	House	4517 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0186	House	4555 Lincoln Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0187	House	2028 Florence St.	No further work	Concur no further work (1/9/20)
RA-WBC-0188	Commercial Building	1986 Highway 96	No further work	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0189	Commercial Building	4431 Lake Ave. S	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBC-0190	Clark Avenue Boulevard	Clark Avenue from 3rd Street to Lake Avenue	No further work	Concur no further work (1/9/20)
RA-WBC-0202	Minnesota Federal Savings and Loan	4400 Highway 61	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBC-0203	Commercial Building	4391 Lake Ave. S	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBC-0204	Filling Station	4441 Lake Ave. S	No further work	Phase I submitted with this report
RA-WBC-0205	Commercial Building	4453 Lake Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0206	Boat Livery	4496 Lake Ave. S	No further work	Concur no further work (1/9/20)
RA-WBC-0208	House	4526-4530 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0209	House	4538 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0210	House	4542 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0211	House	4548 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0212	House	4552 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0213	House	4556 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0214	House	4556 Highway 61	No further work	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0215	House	4560 Lake Ave.	Phase II Evaluation recommended	Phase I submitted with this report, see Table 5. Resources outside the APE; Phase II Evaluations not prepared
RA-WBC-0217	House	4564 Lake Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0218	House	4563 Lake Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0219	Service Garage	4561 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0220	House	4642 Shady Lane	No further work	Concur no further work (1/9/20)
RA-WBC-0221	Gas Station	4648 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0222	House	2100 1st St.	No further work	Concur no further work (1/9/20)
RA-WBC-0223	House	4684 Burson Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0224	Restaurant	4660 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0225	Commercial Building	4680 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0226	Commercial Building	4706 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0227	Methodist Episcopal Church/First Church of Christ Scientist of White Bear Lake	4705 Clark Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0228	Sears Store	4711-4723 Clark Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0229	Service Garage	2140 3rd St.	No further work	Concur no further work (1/9/20)
RA-WBC-0230	U.S. Post Office	2151 3rd St.	No further work	Concur no further work (1/9/20)
RA-WBC-0231	Commercial Building	2078-2080 1st St.	No further work	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0232	Commercial Building	2034 Florence St.	No further work	Concur no further work (1/9/20)
RA-WBC-0233	House	2030 Florence St.	No further work	Concur no further work (1/9/20)
RA-WBC-0234	House	4634 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0235	House	4620 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0236	House	4610 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0237	House	4579 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0238	House	4563 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0239	House	4559 Bald Eagle Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0240	Railroad Park	Railroad park – 3 parcels from 4th to 3rd streets between TH 61 and Washington Avenue	No further work	Concur no further work (1/9/20)
RA-WBC-0241	White Bear House	4766 Washington Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0242	White Bear Implement Company	4780-4782 Washington Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0243	Inter-State Lumber Company	4796 Washington Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0244	Manitou Apartments	2207 6th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0245	Manitou Apartments	4850 Banning Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0246	Commercial Building	4860-4858 Banning Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0247	House	4885 Cook Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0248	House	4891 Cook Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0249	House	4856 Division Ave.	No further work	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0250	House	2145 7th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0251	House	2149 7th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0252	House	2153 7th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0253	House	2159 7th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0254	House	2160 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0255	House	2152 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0256	House	2146 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0257	House	2121 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0258	House	2145 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0259	House	2149 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0260	House	2159 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0261	House	4920 Washington Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0262	House	2175 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0263	House	2181 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0264	House	4919 Long Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0265	House	4915 Long Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0266	Commercial Building	4901-4911 Long Ave.	No further work	Concur no further work (1/9/20)
RA-WBC-0267	House	2184 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0268	House	2180 8th St.	No further work	Concur no further work (1/9/20)

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
RA-WBC-0269	House	2174 8th St.	No further work	Concur no further work (1/9/20)
RA-WBC-0270	Commercial Building	4875 Highway 61	No further work	Concur no further work (1/9/20)
RA-WBC-0271	House	4901 Division Ave.	No further work	Phase I submitted with this report
RA-WBC-0272	White Bear Shopping Center Complex	East side TH 61 north of White Bear Avenue	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
RA-WBC-0273	Commercial Building	4422 Highway 61	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBC-0274	Commercial Building	4430 Lake Ave. S	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBC-0275	Commercial Building	4422 White Bear Ave. N	Phase II Evaluation recommended (White Bear Shopping Center Complex, RA-WBC-0272)	Phase II submitted with this report, see RA-WBC-0272 in Table 6. Phase II Resources
RA-WBT-0004 (in White Bear Township)	StP&D Bridge No. 7	600 feet south of I-694 at original alignment of County Road D	Noncontributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001, see separate LS&M report for location map)	Pending; Phase I submitted with separate LS&M report

Table 3. Phase I resources				
Inventory No.	**Historic Name**	**Address**	**Recommendation[432]**	**SHPO Response[433]**
Linear Resources				
XX-ROD-028	Trunk Highway 36	N/A	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
XX-ROD-031	Trunk Highway 36: Minneapolis-Stillwater Cutoff	NA	Phase II Evaluation recommended (XX-ROD-028)	Phase II submitted with this report, see XX-ROD-028 in Table 6. Phase II Resources
XX-RRD-CNW001	Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District	Union Depot – Stillwater Junction	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources
XX-RRD-NPR001	LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment	Union Depot – White Bear Lake Depot	Phase II Evaluation recommended	Phase II submitted as separate report, see Table 6. Phase II Resources
XX-RRD-NPR005	LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment	White Bear Lake Depot – Hugo	Phase II Evaluation recommended	Phase II submitted with this report, see Table 6. Phase II Resources

C. POST-1978 PROPERTIES

A total of 355 resources in the Survey Area were constructed after 1978 and were not included in the Phase I survey results. These properties are documented in Table 4.

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
Properties in Saint Paul			
212922110005	1651 English St.	Saint Paul	1979
62822110007	135 5th St. E	Saint Paul	1979
222922230131	1533 McAfee St.	Saint Paul	1979

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
212922110006	1645 English St.	Saint Paul	1980
312922240035	695 Jackson St.	Saint Paul	1980
292922420212	629 Whitall St.	Saint Paul	1980
312922430515	400 Robert St. N	Saint Paul	1980
312922130020	183 University Ave. E	Saint Paul	1981
302922440042	845 Terrace Ct.	Saint Paul	1981
292922440012	767 Bush Ave.	Saint Paul	1981
282922420091	1140 Sims Ave.	Saint Paul	1984
312922440107	5th St. E	Saint Paul	1985
312922440108	6th St. E	Saint Paul	1985
222922220128	1634 McAfee St.	Saint Paul	1987
62822110049	0 Kellogg Blvd. E	Saint Paul	1987
282922320160	886 Arcade St.	Saint Paul	1987
312922210067	5 Empire Dr.	Saint Paul	1987
292922410195	881 Arcade St.	Saint Paul	1987
282922310121	849 Earl St.	Saint Paul	1987
62822110043	172 4th St. E	Saint Paul	1988
62822110047	4th St. E	Saint Paul	1989
282922330034	846 Arcade St.	Saint Paul	1989
282922330033	845 Arcade St.	Saint Paul	1989
282922320173	864 Arcade St.	Saint Paul	1989
222922330119	1283 McAfee St.	Saint Paul	1991
222922330118	1288 McAfee St.	Saint Paul	1991
312922430065	95 7th St. E	Saint Paul	1993
222922330113	1303 McAfee St.	Saint Paul	1993
222922330115	1293 McAfee St.	Saint Paul	1993
222922330114	1299 McAfee St.	Saint Paul	1994
222922330116	1289 McAfee St.	Saint Paul	1994
222922330112	1311 McAfee St.	Saint Paul	1997
312922420019	610 Robert St. N	Saint Paul	1997
222922330192	1333 Maryland Ave. E	Saint Paul	1998
312922310030	135 14th St.	Saint Paul	1998
312922110055	720 Olive St.	Saint Paul	1998
62822120132	401 Robert St. N	Saint Paul	1999
312922110065	735 Olive St.	Saint Paul	1999
292922410269	875 Arcade St.	Saint Paul	2001
312922210091	824 Capitol Heights	Saint Paul	2002

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
272922220058	Phalen Blvd.	Saint Paul	2003
52822220051	315 Wall St.	Saint Paul	2003
212922140004	1533 English St.	Saint Paul	2003
222922220138	1606 McAfee St.	Saint Paul	2004
292922330115	455 Phalen Blvd.	Saint Paul	2004
312922240033	784 Capitol Heights	Saint Paul	2004
292922330113	401 Phalen Blvd.	Saint Paul	2004
292922430139	635 Phalen Blvd.	Saint Paul	2005
292922340144	537 Phalen Blvd.	Saint Paul	2005
292922340145	539 Phalen Blvd.	Saint Paul	2005
292922340146	545 Phalen Blvd.	Saint Paul	2005
292922340147	547 Phalen Blvd.	Saint Paul	2005
292922340148	551 Phalen Blvd.	Saint Paul	2005
292922340149	553 Phalen Blvd.	Saint Paul	2005
292922340150	561 Phalen Blvd.	Saint Paul	2005
292922340151	563 Phalen Blvd.	Saint Paul	2005
292922340154	521 Phalen Blvd.	Saint Paul	2005
292922340155	531 Phalen Blvd.	Saint Paul	2005
292922340143	533 Phalen Blvd.	Saint Paul	2005
292922430135	595 Phalen Blvd.	Saint Paul	2005
272922220145	Phalen Blvd.	Saint Paul	2006
272922220140	Phalen Blvd.	Saint Paul	2006
272922220129	Phalen Blvd.	Saint Paul	2006
272922220150	Magnolia Ave. E	Saint Paul	2006
292922330114	435 Phalen Blvd.	Saint Paul	2006
312922240041	770 Capitol Hts	Saint Paul	2007
292922420337	617 Whitall St.	Saint Paul	2007
292922420338	619 Whitall St.	Saint Paul	2007
312922240136	700 Robert St. N	Saint Paul	2007
272922220157	Phalen Blvd. E	Saint Paul	2008
272922220162	1177 Clarence St. N	Saint Paul	2008
292922440094	799 Reaney Ave.	Saint Paul	2010
282922140076	1256 Phalen Blvd.	Saint Paul	2010
322922330379	260 5th St. E	Saint Paul	2011
292922430144	840 Payne Ave.	Saint Paul	2012
282922310144	1065 Phalen Blvd.	Saint Paul	2014
312922110068	295 Phalen Blvd.	Saint Paul	2015

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
Properties in Maplewood			
102922220011	2576 Clarence St. N	Maplewood	1979
152922320084	1830 English St. N	Maplewood	1979
152922330074	1331 Larpenteur Ave. E	Maplewood	1979
32922330023	2676 Elm St. N	Maplewood	1981
32922330021	1410 Kohlman Ave. E	Maplewood	1983
102922320014	1357 Cope Ave. E	Maplewood	1984
32922130014	1575 Beam Ave. E	Maplewood	1984
32922340017	1418 Kohlman Ave. E	Maplewood	1985
32922340016	1426 Kohlman Ave. E	Maplewood	1985
152922330093	1750 English St. N	Maplewood	1986
102922330057	2210 McAfee Cir. N	Maplewood	1986
102922330059	2222 McAfee Cir. N	Maplewood	1986
102922330058	2216 McAfee Cir. N	Maplewood	1986
102922330060	2228 McAfee Cir. N	Maplewood	1986
102922330062	2240 McAfee Cir. N	Maplewood	1986
102922330052	1346 Cope Ave. E	Maplewood	1986
102922330063	2246 McAfee Cir. N	Maplewood	1986
102922330061	2234 McAfee Cir. N	Maplewood	1986
102922330086	1378 Cope Ave. E	Maplewood	1986
152922330089	1786 English St. N	Maplewood	1986
162922440023	1255 Larpenteur Ave. E	Maplewood	1986
102922240048	2451 Barclay St. N	Maplewood	1987
102922330083	1358 Cope Ave. E	Maplewood	1987
102922330084	1356 Cope Ave. E	Maplewood	1987
102922330056	2204 McAfee Cir. N	Maplewood	1987
152922230040	2028 English St. N	Maplewood	1987
102922220007	2608 Clarence St. N	Maplewood	1988
102922330055	1343 County Road B E	Maplewood	1988
152922230075	1352 Skillman Ave. E	Maplewood	1988
152922230076	2023 Clarence St. N	Maplewood	1988
102922220006	2616 Clarence St. N	Maplewood	1989
102922320023	1400 Gervais Ave. E	Maplewood	1989
102922330090	1410 Cope Ave. E	Maplewood	1989
32922330061	2664 Elm St. N	Maplewood	1989
32922330060	2674 Elm St. N	Maplewood	1989
152922230079	1991 Clarence St. N	Maplewood	1989

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
152922230081	2007 Clarence St. N	Maplewood	1989
152922230084	1995 Clarence St. N	Maplewood	1989
32922140008	1749 Beam Ave. E	Maplewood	1989
32922140015	1715 Beam Ave. E	Maplewood	1989
152922320092	1899 Clarence St. N	Maplewood	1990
102922330054	1362 Cope Ave. E	Maplewood	1990
152922230082	2003 Clarence St. N	Maplewood	1990
152922230080	2017 Clarence St. N	Maplewood	1990
152922230083	1999 Clarence St. N	Maplewood	1990
152922220045	2076 English St. N	Maplewood	1991
102922240071	2467 Barclay St. N	Maplewood	1992
102922240073	2517 Barclay St. N	Maplewood	1992
102922330126	2236 Ide Ct. N	Maplewood	1993
102922330118	2245 Ide Ct. N	Maplewood	1993
102922330116	2235 Ide Ct. N	Maplewood	1993
102922330115	2231 Ide Ct. N	Maplewood	1993
102922330113	2221 Ide Ct. N	Maplewood	1993
102922330112	2215 Ide Ct. N	Maplewood	1993
102922330117	2241 Ide Ct. N	Maplewood	1993
102922330114	2225 Ide Ct. N	Maplewood	1993
102922330119	2251 Ide Ct. N	Maplewood	1993
102922330121	2250 Ide Ct. N	Maplewood	1993
152922220052	1366 Eldridge Ave. E	Maplewood	1993
102922330127	2230 Ide Ct. N	Maplewood	1994
102922240072	2463 Barclay St. N	Maplewood	1994
102922330111	2211 Ide Ct. N	Maplewood	1994
102922240069	2511 Barclay St. N	Maplewood	1994
152922330080	1726 Hagen Dr. N	Maplewood	1994
152922330079	1720 Hagen Dr. N	Maplewood	1994
152922330078	1714 Hagen Dr. N	Maplewood	1994
102922230008	2470 Clarence St. N	Maplewood	1995
162922410051	1289 Frisbie Ave. E	Maplewood	1995
102922330120	2255 Ide Ct. N	Maplewood	1995
102922330110	2205 Ide Ct. N	Maplewood	1995
152922330087	1780 Hagen Dr. N	Maplewood	1995
152922330086	1772 Hagen Dr. N	Maplewood	1995
152922330082	1742 Hagen Dr. N	Maplewood	1995

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
152922330077	1708 Hagen Dr. N	Maplewood	1995
152922230044	2002 English St. N	Maplewood	1995
102922330136	2182 McAfee Cir. N	Maplewood	1996
102922330135	2176 McAfee Cir. N	Maplewood	1996
102922330134	2170 McAfee Cir. N	Maplewood	1996
102922330132	2163 McAfee Cir. N	Maplewood	1996
102922320010	1387 Cope Ave. E	Maplewood	1996
102922330131	2169 McAfee Cir. N	Maplewood	1996
102922330133	2164 McAfee Cir. N	Maplewood	1996
102922330137	2188 McAfee Cir. N	Maplewood	1996
152922330084	1758 Hagen Dr. N	Maplewood	1996
152922330083	1750 Hagen Dr. N	Maplewood	1996
152922330081	1734 Hagen Dr. N	Maplewood	1996
152922330076	1702 Hagen Dr. N	Maplewood	1996
152922230093	1986 English St. N	Maplewood	1996
32922340030	2661 Barclay St. N	Maplewood	1997
32922340028	2649 Barclay St. N	Maplewood	1997
32922340029	2655 Barclay St. N	Maplewood	1997
32922340027	2643 Barclay St. N	Maplewood	1997
32922340032	2673 Barclay St. N	Maplewood	1997
32922340031	2667 Barclay St. N	Maplewood	1997
102922330138	1344 County Road B E	Maplewood	1997
32922340037	2694 Barclay St. N	Maplewood	1997
32922340034	2685 Barclay St. N	Maplewood	1998
32922340035	2691 Barclay St. N	Maplewood	1998
32922340033	2679 Barclay St. N	Maplewood	1998
32922340036	2697 Barclay St. N	Maplewood	1998
152922330085	1766 Hagen Dr. N	Maplewood	1998
152922330075	1696 Hagen Dr. N	Maplewood	1998
152922230047	1994 English St. N	Maplewood	1998
32922240015	1535 Beam Ave. E	Maplewood	1998
102922220050	1412 County Road C E	Maplewood	2000
32922310014	2777 Hazelwood St. N	Maplewood	2000
32922210006	3003 Hazelwood St. N, Unit 100	Maplewood	2000
32922210007	3003 Hazelwood St. N, Unit 101	Maplewood	2000
32922210008	3003 Hazelwood St. N, Unit 102	Maplewood	2000
32922210009	3003 Hazelwood St. N, Unit 103	Maplewood	2000

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
32922210010	3003 Hazelwood St. N, Unit 104	Maplewood	2000
32922210011	3003 Hazelwood St. N, Unit 105	Maplewood	2000
32922210012	3003 Hazelwood St. N, Unit 106	Maplewood	2000
32922210013	3003 Hazelwood St. N, Unit 107	Maplewood	2000
32922210014	3003 Hazelwood St. N, Unit 108	Maplewood	2000
32922210015	3003 Hazelwood St. N, Unit 109	Maplewood	2000
32922210016	3003 Hazelwood St. N, Unit 110	Maplewood	2000
32922210017	3003 Hazelwood St. N, Unit 111	Maplewood	2000
32922210018	3003 Hazelwood St. N, Unit 112	Maplewood	2000
32922210019	3003 Hazelwood St. N, Unit 113	Maplewood	2000
32922210020	3003 Hazelwood St. N, Unit 114	Maplewood	2000
32922210021	3003 Hazelwood St. N, Unit 115	Maplewood	2000
32922210022	3003 Hazelwood St. N, Unit 117	Maplewood	2000
32922210023	3003 Hazelwood St. N, Unit 118	Maplewood	2000
32922210024	3003 Hazelwood St. N, Unit 120	Maplewood	2000
32922210025	3003 Hazelwood St. N, Unit 122	Maplewood	2000
32922210026	3003 Hazelwood St. N, Unit 123	Maplewood	2000
32922210027	3003 Hazelwood St. N, Unit 124	Maplewood	2000
32922210028	3003 Hazelwood St. N, Unit 125	Maplewood	2000
32922210029	3003 Hazelwood St. N, Unit 126	Maplewood	2000
32922210030	3003 Hazelwood St. N, Unit 127	Maplewood	2000
32922210031	3003 Hazelwood St. N, Unit 128	Maplewood	2000
32922210032	3003 Hazelwood St. N, Unit 129	Maplewood	2000
32922210033	3003 Hazelwood St. N, Unit 130	Maplewood	2000
32922210034	3003 Hazelwood St. N, Unit 131	Maplewood	2000
32922210035	3003 Hazelwood St. N, Unit 132	Maplewood	2000
32922210036	3003 Hazelwood St. N, Unit 133	Maplewood	2000
32922210037	3003 Hazelwood St. N, Unit 135	Maplewood	2000
32922210038	3003 Hazelwood St. N, Unit 137	Maplewood	2000
32922210039	3003 Hazelwood St. N, Unit 139	Maplewood	2000
32922210040	3003 Hazelwood St. N, Unit 200	Maplewood	2000
32922210041	3003 Hazelwood St. N, Unit 201	Maplewood	2000
32922210042	3003 Hazelwood St. N, Unit 202	Maplewood	2000
32922210043	3003 Hazelwood St. N, Unit 203	Maplewood	2000
32922210044	3003 Hazelwood St. N, Unit 204	Maplewood	2000
32922210045	3003 Hazelwood St. N, Unit 205	Maplewood	2000
32922210046	3003 Hazelwood St. N, Unit 206	Maplewood	2000

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
32922210047	3003 Hazelwood St. N, Unit 207	Maplewood	2000
32922210048	3003 Hazelwood St. N, Unit 208	Maplewood	2000
32922210049	3003 Hazelwood St. N, Unit 209	Maplewood	2000
32922210050	3003 Hazelwood St. N, Unit 210	Maplewood	2000
32922210051	3003 Hazelwood St. N, Unit 211	Maplewood	2000
32922210052	3003 Hazelwood St. N, Unit 212	Maplewood	2000
32922210053	3003 Hazelwood St. N, Unit 213	Maplewood	2000
32922210054	3003 Hazelwood St. N, Unit 214	Maplewood	2000
32922210055	3003 Hazelwood St. N, Unit 215	Maplewood	2000
32922210056	3003 Hazelwood St. N, Unit 216	Maplewood	2000
32922210057	3003 Hazelwood St. N, Unit 217	Maplewood	2000
32922210058	3003 Hazelwood St. N, Unit 218	Maplewood	2000
32922210059	3003 Hazelwood St. N, Unit 219	Maplewood	2000
32922210060	3003 Hazelwood St. N, Unit 220	Maplewood	2000
32922210061	3003 Hazelwood St. N, Unit 221	Maplewood	2000
32922210062	3003 Hazelwood St. N, Unit 222	Maplewood	2000
32922210063	3003 Hazelwood St. N, Unit 223	Maplewood	2000
32922210064	3003 Hazelwood St. N, Unit 224	Maplewood	2000
32922210065	3003 Hazelwood St. N, Unit 225	Maplewood	2000
32922210066	3003 Hazelwood St. N, Unit 226	Maplewood	2000
32922210067	3003 Hazelwood St. N, Unit 227	Maplewood	2000
32922210068	3003 Hazelwood St. N, Unit 228	Maplewood	2000
32922210069	3003 Hazelwood St. N, Unit 229	Maplewood	2000
32922210070	3003 Hazelwood St. N, Unit 230	Maplewood	2000
32922210071	3003 Hazelwood St. N, Unit 231	Maplewood	2000
32922210072	3003 Hazelwood St. N, Unit 232	Maplewood	2000
32922210073	3003 Hazelwood St. N, Unit 233	Maplewood	2000
32922210074	3003 Hazelwood St. N, Unit 235	Maplewood	2000
32922210075	3003 Hazelwood St. N, Unit 237	Maplewood	2000
32922210076	3003 Hazelwood St. N, Unit 239	Maplewood	2000
32922210077	3003 Hazelwood St. N, Unit 300	Maplewood	2000
32922210078	3003 Hazelwood St. N, Unit 301	Maplewood	2000
32922210079	3003 Hazelwood St. N, Unit 302	Maplewood	2000
32922210080	3003 Hazelwood St. N, Unit 303	Maplewood	2000
32922210081	3003 Hazelwood St. N, Unit 304	Maplewood	2000
32922210082	3003 Hazelwood St. N, Unit 305	Maplewood	2000
32922210083	3003 Hazelwood St. N, Unit 306	Maplewood	2000

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
32922210084	3003 Hazelwood St. N, Unit 307	Maplewood	2000
32922210085	3003 Hazelwood St. N, Unit 308	Maplewood	2000
32922210086	3003 Hazelwood St. N, Unit 309	Maplewood	2000
32922210087	3003 Hazelwood St. N, Unit 310	Maplewood	2000
32922210088	3003 Hazelwood St. N, Unit 311	Maplewood	2000
32922210089	3003 Hazelwood St. N, Unit 312	Maplewood	2000
32922210090	3003 Hazelwood St. N, Unit 313	Maplewood	2000
32922210091	3003 Hazelwood St. N, Unit 314	Maplewood	2000
32922210092	3003 Hazelwood St. N, Unit 315	Maplewood	2000
32922210093	3003 Hazelwood St. N, Unit 316	Maplewood	2000
32922210094	3003 Hazelwood St. N, Unit 317	Maplewood	2000
32922210095	3003 Hazelwood St. N, Unit 318	Maplewood	2000
32922210096	3003 Hazelwood St. N, Unit 319	Maplewood	2000
32922210097	3003 Hazelwood St. N, Unit 320	Maplewood	2000
32922210098	3003 Hazelwood St. N, Unit 321	Maplewood	2000
32922210099	3003 Hazelwood St. N, Unit 322	Maplewood	2000
32922210100	3003 Hazelwood St. N, Unit 323	Maplewood	2000
32922210101	3003 Hazelwood St. N, Unit 324	Maplewood	2000
32922210102	3003 Hazelwood St. N, Unit 325	Maplewood	2000
32922210103	3003 Hazelwood St. N, Unit 326	Maplewood	2000
32922210104	3003 Hazelwood St. N, Unit 327	Maplewood	2000
32922210105	3003 Hazelwood St. N, Unit 328	Maplewood	2000
32922210106	3003 Hazelwood St. N, Unit 329	Maplewood	2000
32922210107	3003 Hazelwood St. N, Unit 330	Maplewood	2000
32922210108	3003 Hazelwood St. N, Unit 331	Maplewood	2000
32922210109	3003 Hazelwood St. N, Unit 332	Maplewood	2000
32922210110	3003 Hazelwood St. N, Unit 333	Maplewood	2000
32922210111	3003 Hazelwood St. N, Unit 335	Maplewood	2000
32922210112	3003 Hazelwood St. N, Unit 337	Maplewood	2000
32922210113	3003 Hazelwood St. N, Unit 339	Maplewood	2000
32922320003	0 Maplewood Dr. N	Maplewood	2000
152922230107	1955 Clarence St.	Maplewood	2001
32922330075	1415 County Road C E	Maplewood	2002
152922220058	1332 Burke Cir. E	Maplewood	2003
152922220062	1322 Burke Cir. E	Maplewood	2003
152922220057	1323 Burke Cir. E	Maplewood	2003
152922220063	1312 Burke Cir. E	Maplewood	2003

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
343022430140	1555 County Road D E, Unit L	Maplewood	2004
343022430144	1555 County Road D E, Unit D	Maplewood	2004
343022430142	1555 County Road D E, Unit B	Maplewood	2004
343022430135	1555 County Road D E, Unit G	Maplewood	2004
343022430139	1555 County Road D E, Unit K	Maplewood	2004
343022430141	1555 County Road D E, Unit A	Maplewood	2004
343022430136	1555 County Road D E, Unit H	Maplewood	2004
343022430145	1555 County Road D E, Unit E	Maplewood	2004
343022430137	1555 County Road D E, Unit I	Maplewood	2004
343022430146	1555 County Road D E, Unit F	Maplewood	2004
343022430143	1555 County Road D E, Unit C	Maplewood	2004
343022430138	1555 County Road D E, Unit J	Maplewood	2004
152922320096	1321 Ripley Ave. E	Maplewood	2007
32922240017	1431 Beam Ave. E	Maplewood	2008
22922230002	1779 Beam Ave. E	Maplewood	2012
Properties in Vadnais Heights			
343022340003	3215 Fanum Rd.	Vadnais Heights	1979
343022310007	3250 Fanum Rd.	Vadnais Heights	1980
343022340002	3230 Fanum Rd.	Vadnais Heights	1984
343022310013	3276 Fanum Rd.	Vadnais Heights	1984
343022310012	1520 Buerkle Rd.	Vadnais Heights	1985
343022210049	3525 Highway 61	Vadnais Heights	1987
343022310008	3260 Fanum Rd.	Vadnais Heights	1988
343022210051	1460 County Road E E	Vadnais Heights	1997
343022210052	1472 County Road E E	Vadnais Heights	1997
343022210053	1472 County Road E E	Vadnais Heights	1997
343022210048	1490 County Road E E	Vadnais Heights	2010
343022210047	3585 Hwy 61 E	Vadnais Heights	2016
Properties in Gem Lake			
343022120018	3588 Highway 61	Gem Lake	1979
273022420004	3802 Scheuneman Rd.	Gem Lake	1980
273022420025	3734 Scheuneman Rd.	Gem Lake	1980
273022420022	3800 Highway 61	Gem Lake	1982
Properties in White Bear Lake			
273022110013	4000 Highway 61	White Bear Lake	1979
233022240005	4422 Highway 61	White Bear Lake	1979
143022140086	2180 7th St.	White Bear Lake	1986

Table 4. Post-1978 resources in the Survey Area (from Ramsey County Assessor Data)			
Parcel ID	**Address**	**City**	**Year Built**
273022140002	3900 Highway 61	White Bear Lake	1987
273022110027	4061 Highway 61	White Bear Lake	1987
233022210087	1971 Whitaker St.	White Bear Lake	1988
343022420013	1755 Buerkle Rd.	White Bear Lake	1989
233022230021	1890 Whitaker St.	White Bear Lake	1991
343022430010	1800 Buerkle Rd.	White Bear Lake	1992
343022420007	1765 Buerkle Rd.	White Bear Lake	1992
143022140121	4852 Highway 61	White Bear Lake	1993
343022410013	1825 Buerkle Rd.	White Bear Lake	1993
343022410007	1805 Buerkle Rd.	White Bear Lake	1993
343022420020	1795 Buerkle Cir.	White Bear Lake	1993
343022430009	1700 Buerkle Rd.	White Bear Lake	1994
343022420021	1803 Buerkle Rd.	White Bear Lake	1995
143022140110	4886 Highway 61	White Bear Lake	2000
263022220017	1800 County Road F E	White Bear Lake	2000
143022140148	4800 Division Ave.	White Bear Lake	2001
343022440016	1818 Buerkle Rd.	White Bear Lake	2001
343022430008	1600 Buerkle Rd.	White Bear Lake	2002
143022140142	4800 Highway 61	White Bear Lake	2004
233022330006	4095 Highway 61	White Bear Lake	2008
233022210110	4495 Lake Ave.	White Bear Lake	2013
233022210120	4495 Lake Ave.	White Bear Lake	2013
273022410137	3820 Hoffman Rd.	White Bear Lake	2015

D. PHASE II SURVEY RESULTS

Twenty-five properties and six districts in the Survey Area were identified as having potential significance and Phase II Evaluations were recommended. Nine of these properties and two districts were located outside the refined APE; therefore, Phase II Evaluations were not prepared at this time (see Table 5 for a list of these resources). Such evaluations may be necessary in the future if project activities change and the APE is adjusted.

Phase II Evaluations were prepared for 14 properties within the Survey Area and updated Phase II Evaluations were prepared for six properties that had been previously listed in or determined eligible for the National Register to confirm integrity and historic boundaries (see Table 6). Of the six previously listed or determined eligible resources, the eligible 3M Main Plant Historic District has lost integrity; the Produce Exchange Building and Theodore Hamm Brewing Company Complex retain integrity and are

recommended as still eligible; and the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment and White Bear Lake to Hugo Segment and Westminster Junction are recommended as eligible following the guidance in the National Register Multiple Property Document "Railroads in Minnesota, 1862-1956."

The Phase II Evaluations are provided Appendix E and include descriptions, photographs, maps, and historic narratives for these properties. The Phase II Evaluation for the LS&M Railroad Corridor Historic District (Saint Paul to White Bear Lake) is provided in a stand-alone report, also prepared for the subject project. Please see *Phase II Evaluation, Lake Superior & Mississippi Railroad Corridor Historic District, Saint Paul – White Bear Lake Segment.* As a result of the evaluations, six properties are recommended eligible for listing in the National Register.

Table 5. Resources outside the APE; Phase II Evaluations not prepared

Inventory No.	Historic Name	Address
Properties in Saint Paul		
RA-SPC-4983	Payne Avenue Commercial Historic District	822-1015 Payne Ave. N
RA-SPC-10178	St. Paul-Ramsey Family Physicians Health Clinic	579 Wells St.
RA-SPC-11132	Minnesota State Capitol Mall Historic District	Generally bound by University Avenue, Minnesota Street, 12th Street, and Rice Street
Properties in Maplewood		
RA-MWC-0164	Maplewood Municipal Building	1380 Frost Ave. E
RA-MWC-0203	Gladstone Baptist Church	1717 English St. N
Properties in White Bear Lake		
RA-WBC-0020	White Bear Lake Fire Hall	4701 Clark Ave.
RA-WBC-0034	Soldiers Memorial Flagpole and WPA Plaza	Highway 61 and 3rd Street
RA-WBC-0042	John D. and Sarah Ramaley House	4531 Lincoln Ave.
RA-WBC-0121	Northern Pacific Railroad Depot[437]	4751Highway 61 (previously 704 4th St.)
RA-WBC-0122	Avalon Theatre	2179 4th St. (previously 619 4th St.)
RA-WBC-0215	House	4560 Lake Ave.

[437] The Northern Pacific Railroad Depot (RA-WBC-0121) is recommended as a contributing resource in the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001). However, a Phase II Evaluation of the individual resource has not been completed as part of this project because it is outside the Rush Line BRT APE.

Table 6. Phase II Resources			
Inventory No.	**Historic Name**	**Address**	**Recommendation***
Properties in Saint Paul			
RA-SPC-0449	3M Main Plant Historic District	900 Bush Ave.	Not eligible, Phase II Evaluation prepared; loss of integrity*
RA-SPC-2926	Theodore Hamm Brewing Company Complex	Minnehaha Avenue East between Payne Avenue & Stroh Drive	Eligible, Phase II Evaluation prepared; retains integrity*
RA-SPC-5618	Westminster Junction	Roughly bound by the Lafayette Road bridge on the south and I-35E on the west	Eligible under *Criterion A: Transportation* (contributing element to three railroad historic districts) and *Criterion C: Engineering**
RA-SPC-5915	Mt. Airy Homes Public Housing Complex	Bounded by Jackson Street to the west, Pennsylvania Avenue East to the north, and L'Orient Street to the east	Not eligible
RA-SPC-6330	Produce Exchange Building	523 Jackson St.	Eligible, Phase II Evaluation prepared; retains significance and integrity*
RA-SPC-10209	Franklin Elementary School	690 Jackson St.	Not eligible
RA-SPC-10244	Arlington Hills Presbyterian Church	1275 Magnolia Ave. E	Not eligible
RA-SPC-10850	Phalen Park	1600 Phalen Dr.	Eligible under *Criterion A: Entertainment/Recreation* and *Community Planning and Development* and under *Criterion C: Landscape Architecture*
Properties in Maplewood			
RA-MWC-0012	Julius and Tina Schroer House	1865 Clarence St. N	Not eligible
RA-MWC-0106	Madeline L. Weaver Elementary School	2135 Birmingham St. N	Eligible under *Criterion C: Architecture*
RA-MWC-0134	Moose Lodge 963	1946 English St. N	Eligible under *Criterion A: Social History*

Table 6. Phase II Resources			
Inventory No.	**Historic Name**	**Address**	**Recommendation***
RA-MWC-0248	Bridge 62529	Bruce Vento Regional Trail over Beam Avenue	Not eligible; noncontributing to LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001)
Properties in Gem Lake			
RA-GLC-015	White Bear Floral Complex	3550 Hoffman Rd. E	Not eligible
Properties in White Bear Lake			
RA-WBC-0031	Polar Chevrolet Bear	1801 County Road F E	Eligible under *Criterion C: Architecture*
RA-WBC-0174	First Evangelical Lutheran Church	4000 Linden Dr.	Eligible under *Criterion C: Architecture*
RA-WBC-0272	White Bear Shopping Center	East side of TH 61, north of White Bear Avenue	Not eligible
Linear Resources			
XX-ROD-028	Trunk Highway 36	St. Croix Crossing to I-35	Not eligible (segments within Survey Area)
XX-RRD-CNW001	Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District	Union Depot to Stillwater Junction	Eligible under *Criterion A: Transportation*
XX-RRD-NPR001	LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment	Union Depot to White Bear Lake Depot	Eligible, see the separate *Phase II Evaluation: Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment**
XX-RRD-NPR005	LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment	White Bear Lake Depot to Hugo	Eligible under *Criterion A: Transportation**

** These six properties had been previously listed in the National Register, determined eligible for listing in the National Register, or determined contributing to a National Register-eligible district. As discussed in* Phase II Evaluation: Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment*, the length of the corridor was previously determined eligible, but individual segments required Phase II Evaluation to confirm integrity and historic boundaries.*

5. SUMMARY AND RECOMMENDATIONS

A. SUMMARY OF THE UNDERTAKING

The Rush Line BRT Project is a proposed 14-mile transit route between Saint Paul and White Bear Lake. It includes 21 stations that would serve the communities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township, and White Bear Lake. In the northbound direction, 11.8 miles (78 percent) of the route would be in dedicated guideway. In the southbound direction, 11.2 miles (74 percent) of the route would be in dedicated guideway. Much of the route would be on or parallel to existing city, county and state roadways, except approximately 4 miles where a new roadway would be built adjacent to a reconstructed Bruce Vento Trail from Johnson Parkway and Beam Avenue and from County Road D to Buerkle Road. The Bruce Vento Trail generally follows the alignment of the former LS&M mainline corridor that is now Ramsey County ROW. It will provide service every 10 minutes during rush hours and every 15 minutes other times. Park-and-rides are proposed as part of the project at the Highway 36, Maplewood Mall Transit Center, and County Road E stations. A number of bridge and intersection improvements are also proposed.

In 2018, Mead & Hunt was retained by Ramsey County to complete a Phase I Survey for the Project and a Phase II Evaluation of properties that are potentially eligible for inclusion in the National Register. Identification efforts for the Project began prior to the delineation of the Project's APE. As a result, a broader Survey Area was delineated in order to initiate architecture/history survey efforts prior to development of 15 percent plans. As the plans progressed, the FTA delineated the Project APE in consultation with the MnDOT CRU, the MnSHPO, and consulting parties.

B. SUMMARY OF THE RESULTS

The Phase I Survey, completed between June 2018 and December 2019, identified 784 properties constructed prior to 1979, 75 of which were previously surveyed and resurveyed as a result of this project. A total of 25 properties and six districts were identified for Phase II Evaluation. Six of the Phase II properties were previously listed or identified as eligible for the National Register and updated Phase II Evaluations were prepared to confirm the previous status. Mead & Hunt's project team consisted of Principal Investigators Christina Slattery and Emily Pettis and architectural historians Sebastian Renfield, Chris Hommerding, Kathryn Ohland, Valerie Reiss, and Bob Frame.

As a result of the Phase II Evaluation, ten properties were recommended as eligible for listing in the National Register: Produce Exchange Building; Westminster Junction; Phalen Park; Madeline L. Weaver Elementary School; Moose Lodge 963; Polar Chevrolet Bear; First Evangelical Lutheran Church; Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad

Corridor Historic District; LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment; and LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment. In addition, the Theodore Hamm Brewing Company Complex remains eligible for the National Register with no proposed boundary changes.

A summary of the National Register eligibility recommendations for properties evaluated or reevaluated under the Rush Line BRT Project is provided below. Please see Appendix E for the complete Phase II Evaluations. Phase II Evaluations were recommended for nine individual properties and two districts in the Survey Area (see Table 7); however, they are located outside the APE. As a result, evaluations were not completed at this time. Any changes to the APE may require additional consideration of these properties and districts.

Table 7. Resources outside the APE; Phase II Evaluations not prepared

Inventory No.	Historic Name	Address
Properties in Saint Paul		
RA-SPC-4983	Payne Avenue Commercial Historic District	822-1015 Payne Ave. N
RA-SPC-10178	St. Paul-Ramsey Family Physicians Health Clinic	579 Wells St.
RA-SPC-11132	Minnesota State Capitol Mall Historic District	Generally bound by University Avenue, Minnesota Street, 12th Street, and Rice Street
Properties in Maplewood		
RA-MWC-0164	Maplewood Municipal Building	1380 Frost Ave. E
RA-MWC-0203	Gladstone Baptist Church	1717 English St. N
Properties in White Bear Lake		
RA-WBC-0020	White Bear Lake Fire Hall	4701 Clark Ave.
RA-WBC-0034	Soldiers Memorial Flagpole and WPA Plaza	Highway 61 and 3rd Street
RA-WBC-0042	John D. and Sarah Ramaley House	4531 Lincoln Ave.
RA-WBC-0121	Northern Pacific Railroad Depot	4751 4th St. (previously 704 4th St.)
RA-WBC-0122	Avalon Theatre	2179 4th St. (previously 619 4th St.)
RA-WBC-0215	House	4560 Lake Ave.

(1) Produce Exchange Building (RA-SPC-6330)

The Produce Exchange Building is recommended eligible for the National Register under *Criterion A: Commerce* as it represents the prominence of the produce district within the Saint Paul's larger produce industry during the early twentieth century. It is also eligible under *Criterion C: Architecture* as an example of an early-twentieth-century commission house. Under *Criterion A* the period of significance

extends from 1915, with construction of the building, to 1949, when the building began to house other industries. Under *Criterion C*, the period of significance is 1915, the year the building was constructed.

(2) Theodore Hamm Brewing Company Complex (RA-SPC-2926)

The Theodore Hamm Brewing Company Complex was determined eligible in 2005 under National Register *Criterion A: Industry* and *Criterion B: Significant Person*. The period of the significance for the district spans from 1865 to 1952. The district retains integrity and no changes are recommended to the historic boundary or period of significance as part of the Rush Line resurvey, and no changes are recommended to the contributing/noncontributing status of the resources within the district.

(3) Westminster Junction (RA-SPC-5618)

Westminster Junction is eligible for the National Register under *Criterion A: Transportation* as a contributing element to the National Register-eligible Great Northern Railroad Corridor Historic District; Saint Paul Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District; and Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment. It is an unusual confluence of railroad lines and the series of tunnels that provide grade-separated interchanges make this junction unique in the state of Minnesota. It is also recommended eligible under *Criterion C: Engineering*. The recommended period of significance is 1885-1945.

(4) Phalen Park (RA-SPC-10850)

Phalen Park has significance under *Criterion A*: *Entertainment/Recreation* and *Community Planning and Development* and under *Criterion C: Landscape Architecture*. It illustrates the City's attempts to create and provide parks and recreation for citizens beginning in the late nineteenth century and is important in the history of the City's establishment of a park system and was a main component of H.W.S. Cleveland's Grand Round plan. The park also illustrates the important Progressive Era trend of providing recreation amenities to park goers. Additionally, it retains elements that represent the historical evolution of trends within landscape architecture and possesses significance as a park associated with shifting historical trends, theories, schools of thought, and practice in landscape architecture and park design. The period of significance under *Criterion A* spans from 1892 to 1978, and the period of significance under *Criterion C* falls within the *Criterion A* period of significance and spans from 1901 to 1978.

(5) Madeline L. Weaver Elementary School (RA-MWC-0106)

The Weaver School is recommended eligible for the National Register under *Criterion C: Architecture* as an excellent example of a 1960s elementary school within Maplewood and Independent School District 622. The recommended period of significance extends from 1966 to 1968. Although a number of features are located within the parcel that Weaver School has historically occupied, they are part of

the overall landscape and do not contribute to the significance of the school. Therefore, these features are considered noncontributing: wooded nature area adjacent to Bruce Vento Trail, chain-link fence at perimeter, recreation fields, paved parking lots, paths, and play areas, playground, picnic tables, garbage enclosure.

(6) Moose Lodge 963 (RA-MWC-0134)

Moose Lodge 963 is recommended eligible for the National Register under *Criterion A: Social History* for its role in Maplewood's civil rights movement. The lodge was the focus of the Maplewood Human Rights Commission's efforts to combat discrimination, ultimately resulting in the passage of a village ordinance that forbade discriminatory clubs, public or private, from obtaining a liquor license and setting a precedent for local governing bodies to work toward racial equality at the municipal level. The recommended period of significance is 1970-1971. Although a number of features are located within the parcels occupied by the Lodge, they are part of the surrounding landscape and postdate the period of significance. Thus, the following features are noncontributing: four sheds, paved parking lots, horseshoe pits and covered areas, and the dumpster enclosure.

(7) Polar Chevrolet Bear (RA-WBC-0031)

The Polar Chevrolet Bear/Paul R. Bear is recommended eligible under *Criterion C: Architecture* as a work of a master (Gordon Shumaker) and as embodying the distinctive characteristics of type, period, and method of construction for postwar roadside colossi in Minnesota. The period of significance is 1964, its date of construction. Because the subject resource has been moved from its original location on the dealership property to another location on the property since its construction, *Criteria Consideration B* applies and is addressed in the integrity discussion. The associated Polar Chevrolet automobile dealership (RA-WBC-0160) was surveyed separately and is not recommended eligible.

(8) First Evangelical Lutheran Church (RA-WBC-0174)

The First Evangelical Lutheran Church is recommended eligible for the National Register under *Criterion C: Architecture*. The property is significant for its association with the evolution of postwar modern church design as it includes, in its two units, strong examples of the modest brick-box church and the A-frame church, both popular styles in the 1950s and 1960s. The period of significance is 1959 and 1963, the dates of construction for unit one (the brick-box church) and unit two (the A-frame church), respectively. Although a retention pond, baseball field, parking lot, playground, green space, and sign are located within the parcel, they are part of the overall landscape and do not contribute to the significance of the First Evangelical Lutheran Church under *Criterion C: Architecture*.

(9) Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District (XX-RRD-CNW001)

The Saint Paul Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District between Saint Paul's Union Depot and Stillwater Junction is recommended eligible under *Criterion A: Transportation* as an early and influential component of the state's rail network and as an important transportation corridor between a significant class of resource (agricultural products) and terminal markets as the Omaha Road. It is associated with the following historic contexts identified in the *Railroads in Minnesota, 1862-1956* National Register Multiple Property Document (MPD): Railroad Development in Minnesota, 1862-1956; Railroads and Agricultural Development, 1870-1940; and Urban Centers, 1870-1940. The period of significance for the corridor is 1871 to 1957.

(10) LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001)

The approximately 11-mile-long LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment is recommended eligible under *Criterion A: Transportation* as an early rail connection between the emerging railroad center of Saint Paul and the Great Lakes port in Duluth. It is associated with the following historic contexts identified in the *Railroads in Minnesota, 1862-1956* National Register Multiple Property Document (MPD): Railroad Development in Minnesota, 1862-1956; Railroads and Agricultural Development, 1870-1940; Urban Centers, 1870-1940; and Minnesota Tourism and Recreation in the Lake Regions, 1870-1945. Under *Criterion C: Design/Engineering*, the two exposed roadbed portions between Johnson Parkway and Beam Avenue provide an example of early railroad engineering in Minnesota from the mid-1860s to 1870 and are significant under the research domain Railroad Spaces: Industrialized Transportation and the Transformation of the Minnesota Landscape. The portion segment from Johnson Parkway to Beam Avenue is considered significant under *Criterion D* except where the 1868 LS&M roadway veered away from the 1880s roadway and modern Bruce Vento Trail embankment (near Lake Phalen and from County Road C to Kohlman Avenue). The presumed portions of the original LS&M railroad roadbed buried under the post-1880 fill have similar potential and contribute to the following research areas: Pre-Industrial Transportation Landscapes and Railroad Spaces: 1858-1910; Initial, Pioneering, and Expansion Railroads: Engineering, Construction, and Ruination: 1858-1910; and Machines in the Garden: Railroads and Evidence of Environmental Change in Minnesota: 1858-1945.

Under *Criterion A,* the period of significance begins with the completion of the railroad roadway in 1868 and extends until 1970, when the Northern Pacific and Burlington Northern merged and at which point the LS&M no longer served as the primary railroad corridor between the Saint Paul and Duluth. Under *Criterion C: Design/Engineering*, the period of significance is 1864-1868 to coincide with the initial grading and construction. The period of significance under *Criterion D* begins in 1864 with the initial

grading and construction and ends in 1868 with the completion of the LS&M between Saint Paul and White Bear Lake.

See the separate report *Phase II Evaluation: Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment*.

(11) LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment (XX-RRD-NPR005)

The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment is recommended eligible under National Register *Criterion A: Transportation* as a railroad that made an early connection between Saint Paul and Duluth and connected important classes of resources to terminal markets: agricultural products from central and southern Minnesota to eastern markets, and lumber and other products from northern Minnesota to Saint Paul and markets downriver. It is associated with the following historic contexts identified in the *Railroads in Minnesota, 1862-1956* MPD: Railroad Development in Minnesota, 1862-1956; Railroads and Agricultural Development, 1870-1940; and Urban Centers, 1870-1940. The period of spans from 1868 to 1970, with 1868 marking the completion of the segment between White Bear Lake and Hugo, and 1970 marking the merger between the Northern Pacific and Burlington Northern, at which point the LS&M no longer served as the primary railroad corridor between the Saint Paul and Duluth.

C. RECOMMENDATIONS

Twenty-four National Register-listed and eligible resources are located in the Rush Line BRT APE. Several of these were identified as a result of proposed Robert Street Improvement Project (SHPO No. 2017-2661; S.P. 6217-43) and the Gold Line BRT Project corridor (SHPO No. 2014-0398), which overlap with much of the Rush Line BRT corridor in downtown Saint Paul. These resources are identified in Table 8, along with the associated project, and identified on the Survey Maps in Appendix D. It is recommended that Project effects be assessed for all eligible and listed historic properties within the APE.

Table 8. National Register-listed and eligible resources in the APE				
Inventory No.	**Property Name**	**Address**	**Recommendation/Status**	**Associated Project**
Properties in Saint Paul				
RA-SPC-0455	3M Administration Building (Building 21)	900 Bush Ave.	Listed (2015)	N/A
RA-SPC-2926	Theodore Hamm Brewing company Complex	Minnehaha Avenue East between Payne Avenue and Stroh Drive	Recommended Eligible	Rush Line BRT
RA-SPC-3167, RA-SPC-3169, RA-SPC-5223, RA-SPC-6903	Pioneer and Endicott Buildings, Endicott Arcade Addition	322-350 N. Robert St., 141 E. 4th St., 142 E. 5th St.	Listed (1974), Contributing to Urban Renewal District (RA-SPC-8364)	Gold Line BRT, Robert Street
RA-SPC-3168, RA-SPC-4645, RA-SPC-8104	First National Bank Building, First Bank Addition, First Farmers and Merchants National Bank	332 Minnesota St.	Eligible, Contributing to Urban Renewal Historic District	Gold Line BRT, Robert Street
RA-SPC-3170	Manhattan Building (aka Empire Building)	360 N. Robert St.	Listed (1988), Contributing to Urban Renewal District (RA-SPC-8364)	Gold Line, Robert Street BRT
RA-SPC-3171	Golden Rule Department Store Building	85-95 7th Place	Eligible (2018)	Robert Street
RA-SPC-3174	Foot Schulze and Company Building	500 N. Robert St.	Eligible (2018)	Robert Street
RA-SPC-4580	Lowertown Historic District	Roughly bounded by Shepard Road and Kellogg Boulevard, Broadway Street, 7th Street, and Sibley Street	Listed (1983)	Gold Line BRT
RA-SPC-4582	St. Paul Minneapolis and Manitoba Railway Company Shops Historic District (Jackson Street Shops)	Jackson Street and Pennsylvania Avenue	Listed (1987, documentation and boundary revised 2017)	N/A

Table 8. National Register-listed and eligible resources in the APE				
Inventory No.	**Property Name**	**Address**	**Recommendation/Status**	**Associated Project**
RA-SPC-5225, RA-SPC-6907	Saint Paul Union Depot	214 E. 4th St.	Listed (1974, boundary increase 2014), Contributing to Lowertown District (RA-SPC-4580)	Gold Line BRT
RA-SPC-5462	Finch, Van Slyck and McConville Dry Goods Company	360-366 Wacouta St.	Listed (1982), Contributing to Lowertown District (RA-SPC-4580)	Gold Line BRT
RA-SPC-5618	Westminster Junction	Roughly bound by the Lafayette Road bridge on the south and I-35E on the west	Recommended Eligible, contributing to National Register-eligible Great Northern Railroad Corridor Historic District; Saint Paul Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District; and Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment	Rush Line
RA-SPC-6330	Produce Exchange Building	523 Jackson St.	Recommended Eligible	Rush Line
RA-SPC-8364	Urban Renewal Historic District	Roughly between E. 6th Street and Kellogg Boulevard and N. Wabasha Street and Jackson Street	Eligible (2020)	Robert Street
RA-SPC-10850	Phalen Park	1600 Phalen Dr.	Recommended Eligible	Rush Line BRT
Properties in Maplewood				
RA-MWC-0106	Madeline L. Weaver Elementary School	2135 Birmingham St. N	Recommended Eligible	Rush Line BRT
RA-MWC-0134	Moose Lodge 963	1946 English St. N	Recommended Eligible	Rush Line BRT

Table 8. National Register-listed and eligible resources in the APE				
Inventory No.	**Property Name**	**Address**	**Recommendation/Status**	**Associated Project**
Properties in White Bear Lake				
RA-WBC-0031	Polar Chevrolet Bear	1801 County Road F E	Recommended Eligible	Rush Line BRT
RA-WBC-0174	First Evangelical Lutheran Church	4000 Linden Dr.	Recommended Eligible	Rush Line BRT
Linear Resources				
RA-SPC-5685, RA-SPC-8497	Johnson Parkway	Indian Mounds Park to Lake Phalen in Saint Paul	Eligible (2016, 2019)	Gold Line BRT
RA-SPC-5918	Great Northern Saint Paul to Minneapolis Railroad Corridor Historic District	N/A	Eligible (2009)	N/A
XX-RRD-CNW001	Saint Paul Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District	Saint Paul – Stillwater Junction	Recommended Eligible	Rush Line BRT
XX-RRD-NPR001	LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment	Union Depot – White Bear Lake Depot	Recommended Eligible	Rush Line BRT
XX-RRD-NPR005	LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment	White Bear Lake Depot - Hugo	Recommended Eligible	Rush Line BRT

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APPENDIX A. RUSH LINE BUS RAPID TRANSIT CORRIDOR MAP

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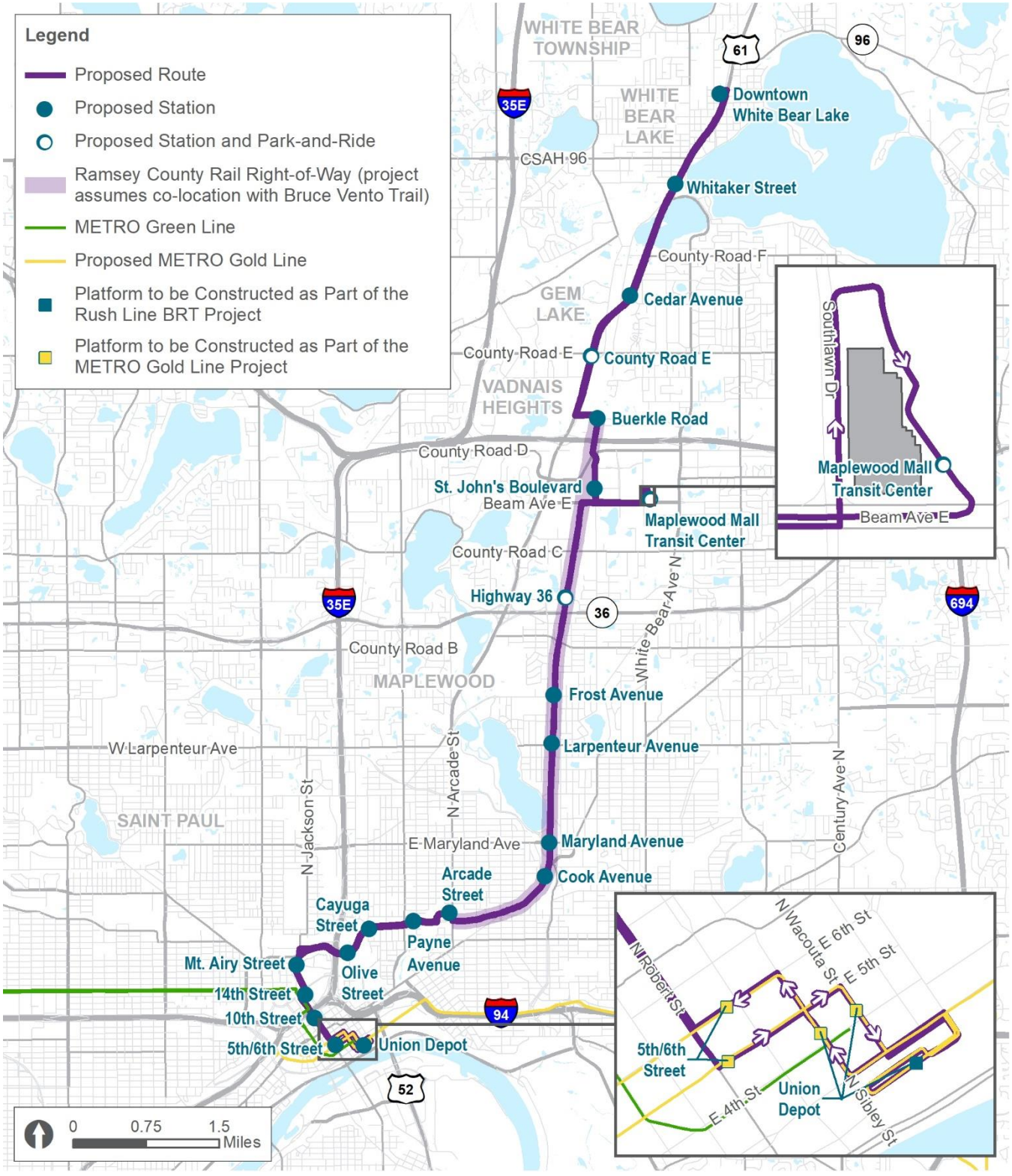
Legend
Proposed Route
Proposed Station
Proposed Station and Park-and-Ride
Ramsey County Rail Right-of-Way (project assumes co-location with Bruce Vento Trail)
METRO Green Line
Proposed METRO Gold Line
Platform to be Constructed as Part of the Rush Line BRT Project
Platform to be Constructed as Part of the METRO Gold Line Project
WHITE BEAR TOWNSHIP
WHITE BEAR LAKE
GEM LAKE
VADNAIS HEIGHTS
MAPLEWOOD
SAINT PAUL
35E
61
96
694
36
94
52
CSAH 96
County Road F
County Road E
County Road D
Beam Ave E
County Road C
County Road B
W Larpenteur Ave
E Maryland Ave
N Jackson St
N Arcade St
White Bear Ave N
Century Ave N
Downtown White Bear Lake
Whitaker Street
Cedar Avenue
County Road E
Buerkle Road
St. John's Boulevard
Maplewood Mall Transit Center
Highway 36
Frost Avenue
Larpenteur Avenue
Maryland Avenue
Cook Avenue
Arcade Street
Payne Avenue
Olive Street
Cayuga Street
Mt. Airy Street
14th Street
10th Street
5th/6th Street
Union Depot
Southlawn Dr
Maplewood Mall Transit Center
Beam Ave E
N Wacouta St
E 6th St
E 5th St
N Robert St
5th/6th Street
E 4th St
Union Depot
N Sibley St
0
0.75
1.5
Miles

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APPENDIX B. SURVEY AREA MAP

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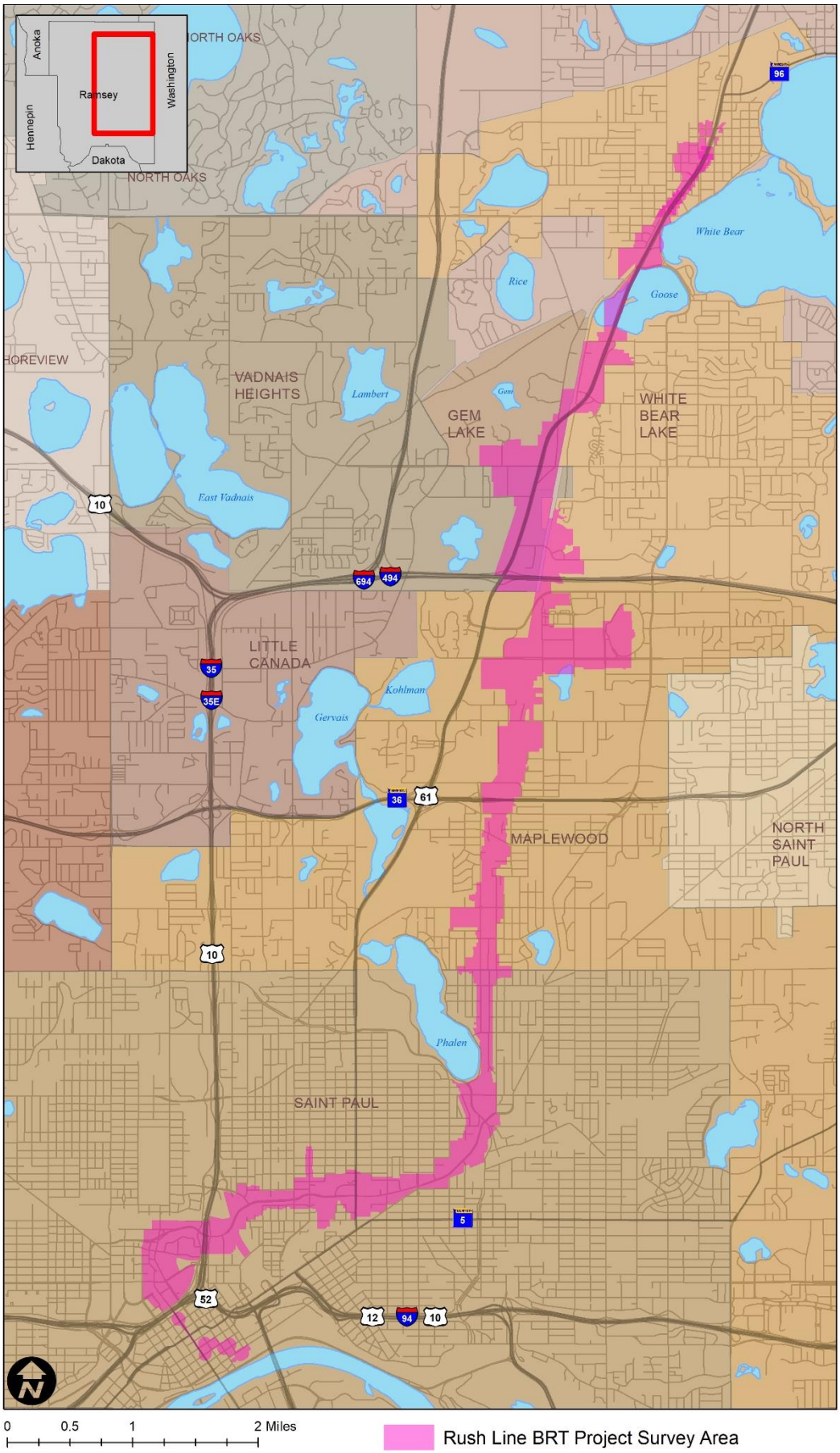
Anoka
Ramsey
Washington
Hennepin
Dakota
NORTH OAKS
NORTH OAKS
HOREVIEW
VADNAIS HEIGHTS
Lambert
Gem
GEM LAKE
WHITE BEAR LAKE
White Bear
Rice
Goose
East Vadnais
LITTLE CANADA
Kohlman
Gervais
MAPLEWOOD
NORTH SAINT PAUL
Phalen
SAINT PAUL
96
10
694
494
35
35E
36
61
10
5
52
12
94
10
N
0
0.5
1
2 Miles
Rush Line BRT Project Survey Area

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APPENDIX C. AREA OF POTENTIAL EFFECTS MAP

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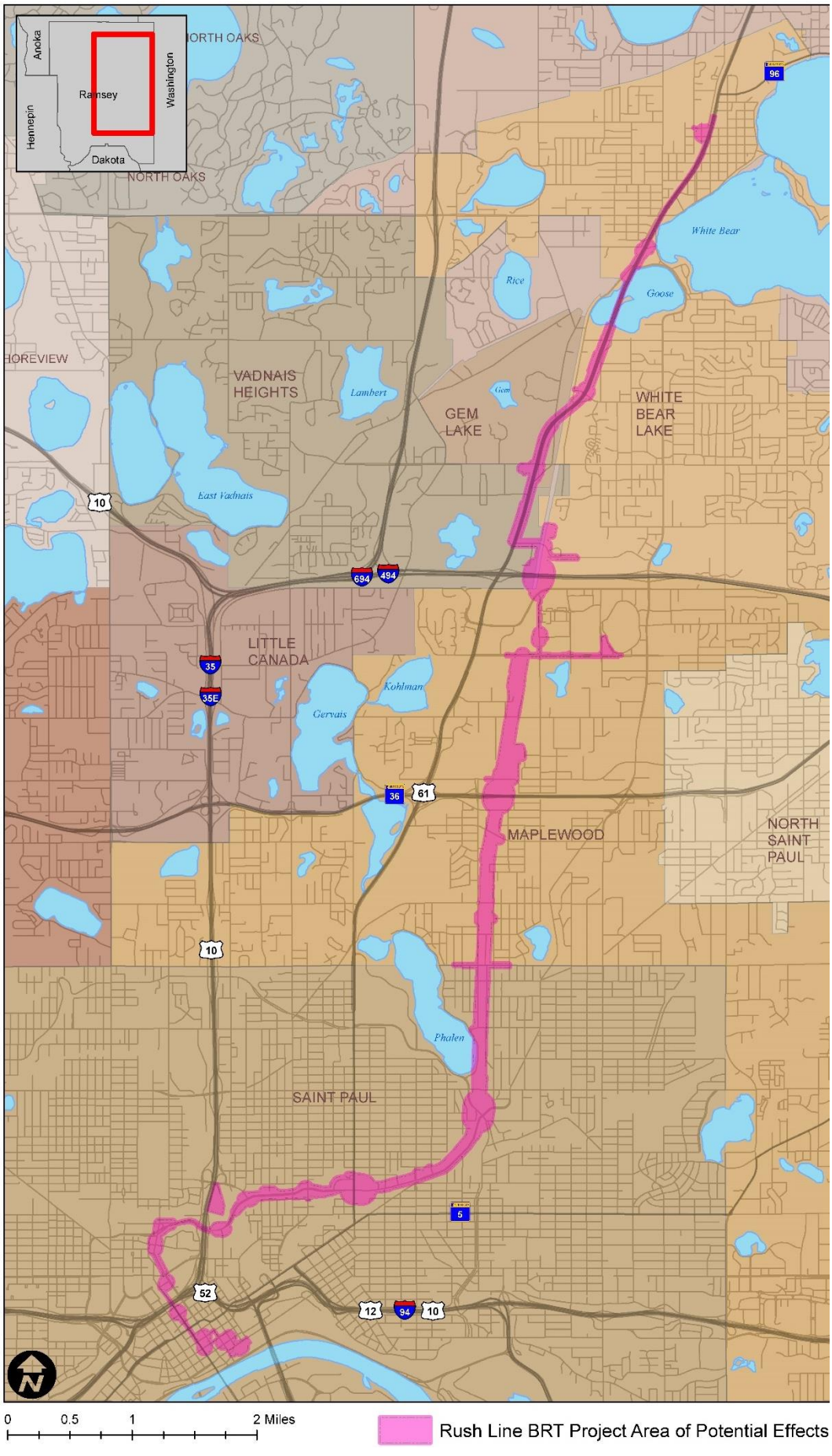
Anoka
Ramsey
Washington
Hennepin
Dakota
NORTH OAKS
NORTH OAKS
HOREVIEW
VADNAIS HEIGHTS
Lambert
GEM LAKE
WHITE BEAR LAKE
White Bear
Rice
Goose
East Vadnais
LITTLE CANADA
Kohlman
Gervais
MAPLEWOOD
NORTH SAINT PAUL
Phalen
SAINT PAUL
10
694
494
35
35E
36
61
96
5
52
12
94
0
0.5
1
2 Miles
Rush Line BRT Project Area of Potential Effects

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APPENDIX D. SURVEY MAPS

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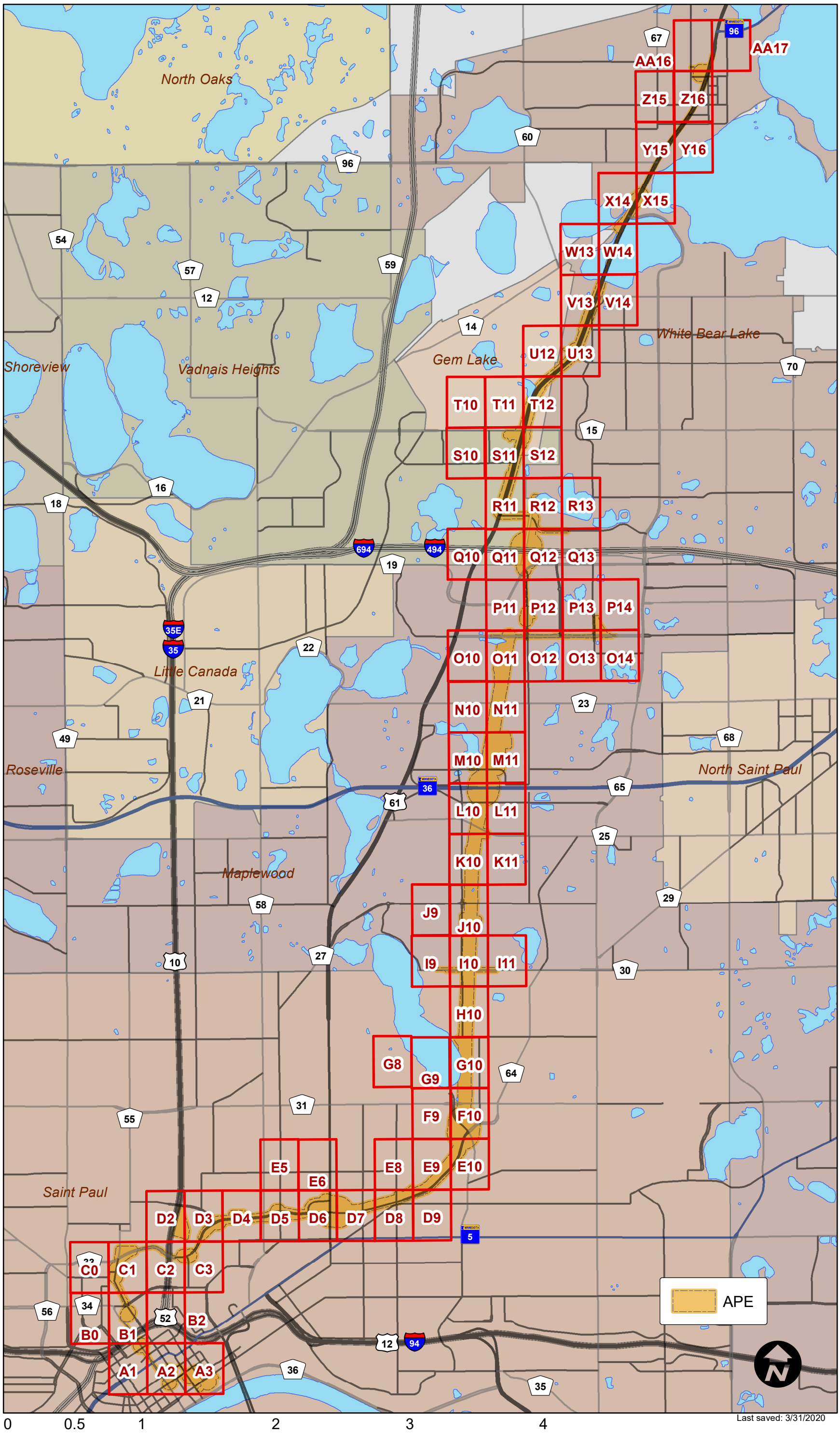


Index to Survey Maps

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



A1

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

RA-SPC-6330
10th Street East
Jackson Street
Sibley Street
8th Street East
SPC-3174
Temperance Street
9th Street East
Wacouta Street
RA-SPC-4580
7th Street East
7th Place East
Sibley Street
RA-SPC-3171
Robert Street North
6th Street East
Jackson Street
5th Street East
Minnesota Street
RA-SPC-8364
4th Street East
Cedar Street
Urban Renewal Historic District
Kellogg Boulevard East

0 125 250 500 750 1,000 Feet

A2

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

A3

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

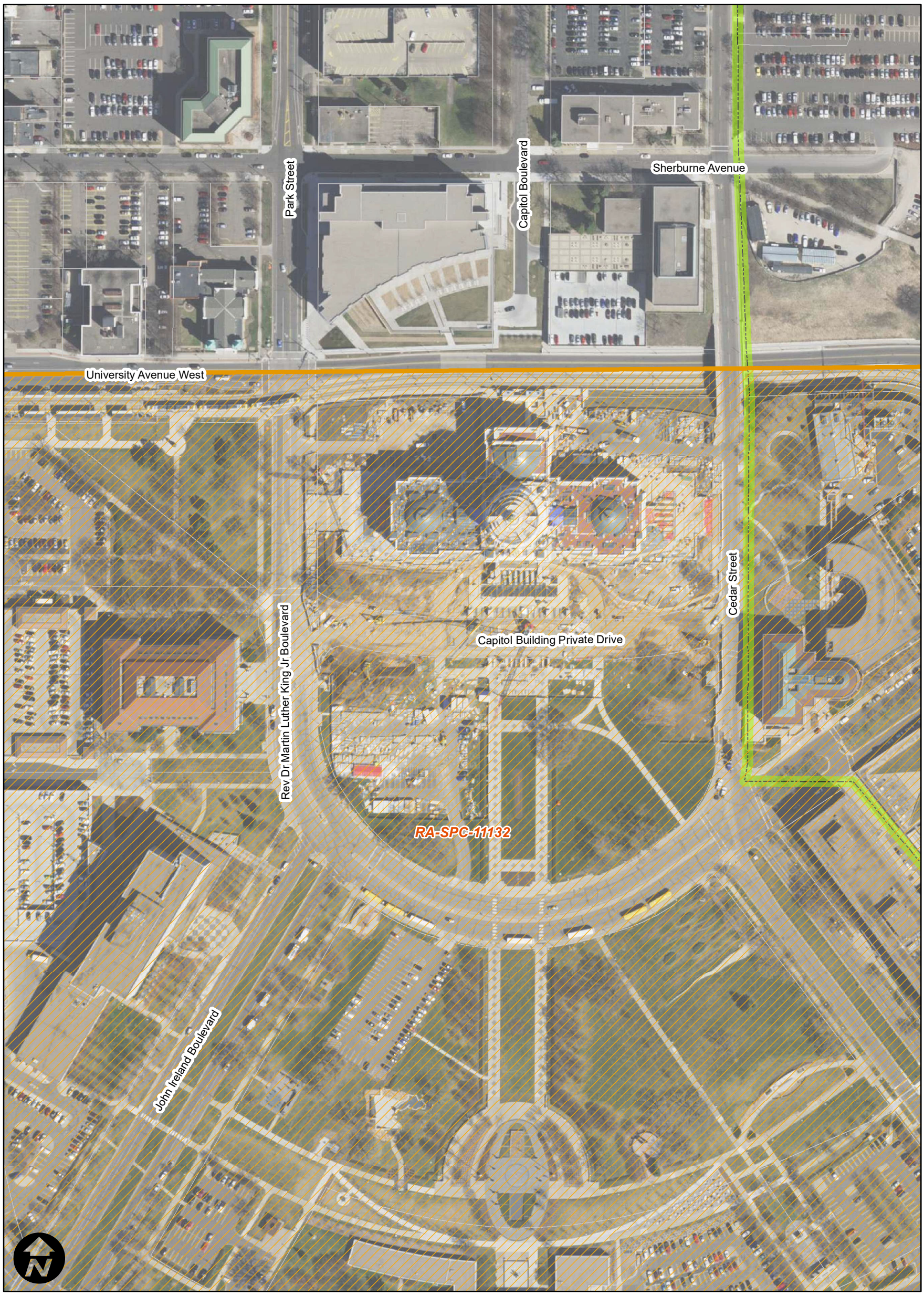
- Listed/CEF
- APE
- Survey Area

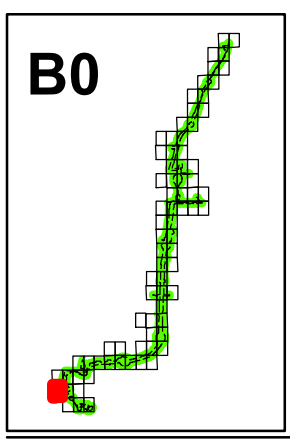
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

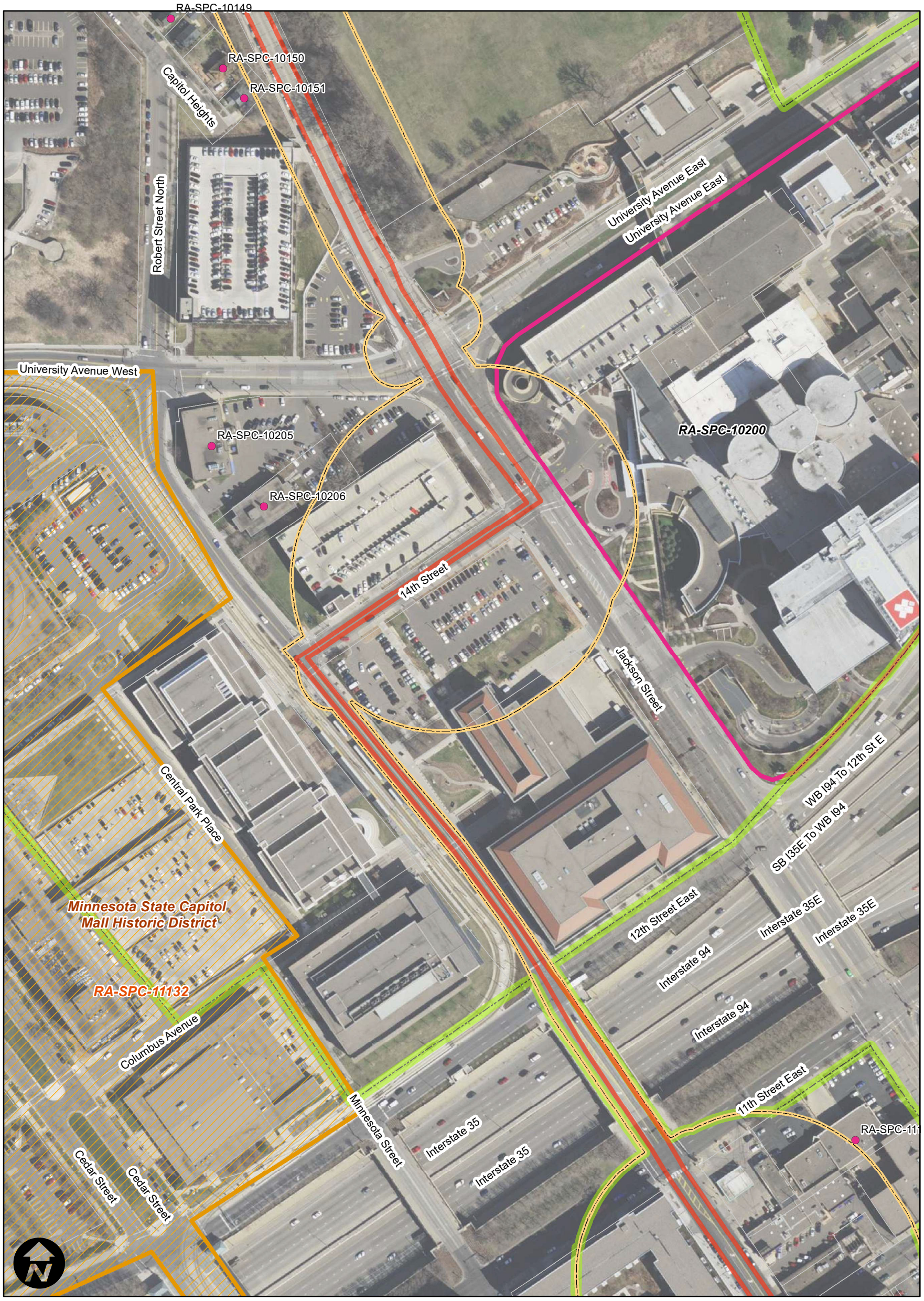
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

B1

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt

RA-SPC-10200
12th Street East
12th St E To WB I94
SB I35E To WB I94
Interstate 35E
SB I35E To EB I94
WB I94 To NB I35E
SB I35E To EB I94
Mississippi Street
13th Street
Pine Street
Grove Street
Spruce Street
Pine Street
Broadway St To NB I35E
Balsam Street
WB I94 To 12th St E
Broadway Street
10th Street East
SB I35E To 10th St E
SB I35E To SB Hwy52
Interstate 94
Jackson St To SB I35E
Interstate 35E
Interstate 94
Jackson St To EB I94
SB I35E To Wacouta St
9th Street East
SB I35E To SB Hwy52
Wacouta Street
EB I94 To Wall St
Jackson Street
10th Street East
Sibley Street
A-SPC-11134
RA-SPC-6330
Temperance Street
Jackson Street
8th Street East
N

0 125 250 500 750 1,000 Feet

B2

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

St. Paul Minneapolis and Manitoba Railway Company Shops Historic District

RA-SPC-4582

Empire Drive

Empire Drive

Pennsylvania Avenue West

Pennsylvania Avenue East

EB Pennsylvania Ave To Jackson St

Sylvan Street

RA-SPC-10137

RA-SPC-10136

RA-SPC-10121

RA-SPC-10130

RA-SPC-10128

RA-SPC-10129

RA-SPC-10126

Winter Street

RA-SPC-10127

RA-SPC-10125

RA-SPC-10123

RA-SPC-10124

RA-SPC-10122

RA-SPC-10134

RA-SPC-10133

RA-SPC-10135

RA-SPC-10131

RA-SPC-10132

Capitol Boulevard

Como Avenue

Park Street

Capitol Heights

Cedar Street

Charles Avenue

Charles Avenue

Capitol Boulevard

N

0 125 250 500 750 1,000 Feet

C0

Surveyed Resources

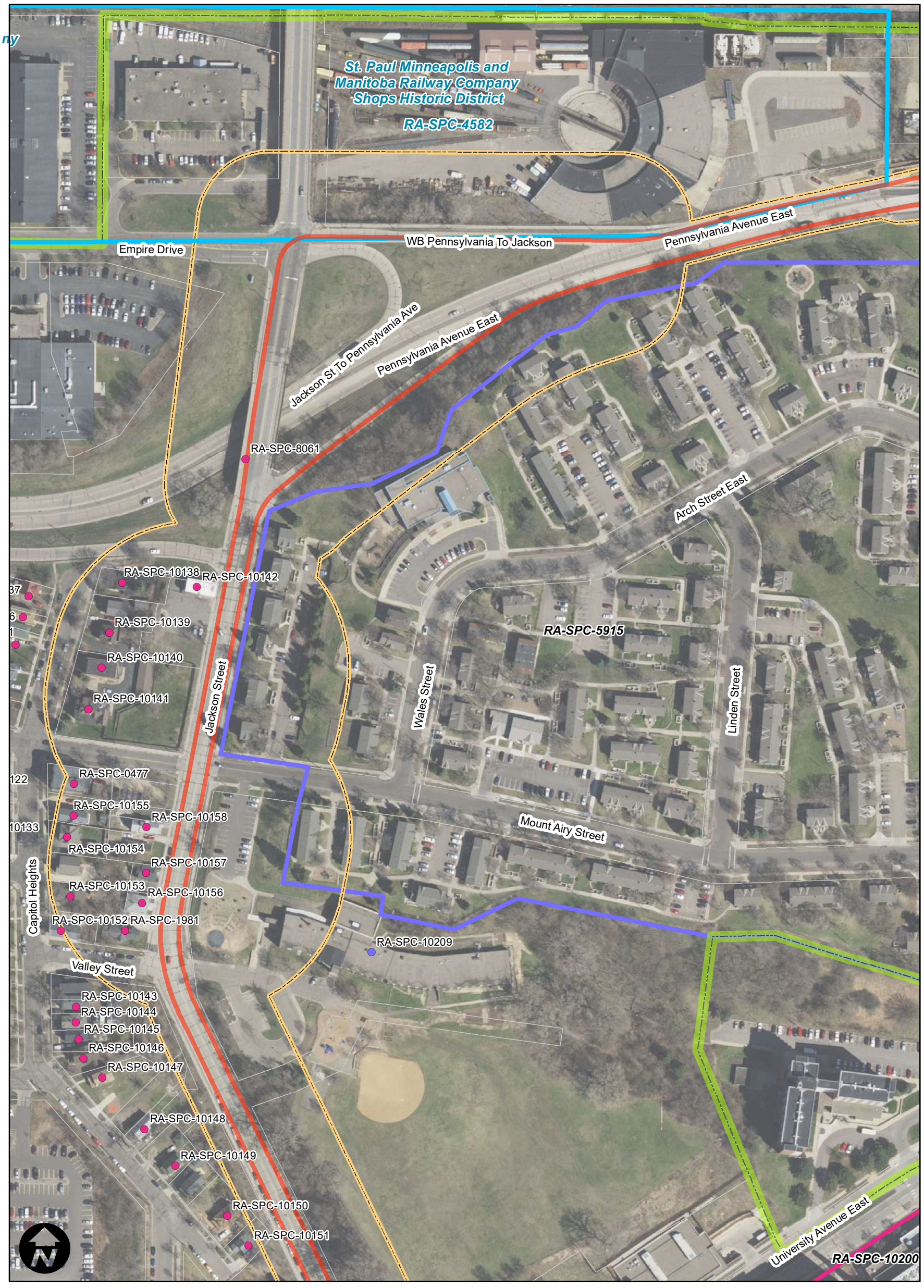
See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

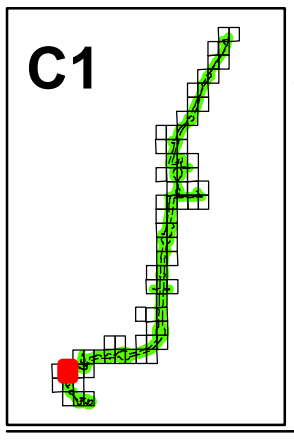
- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

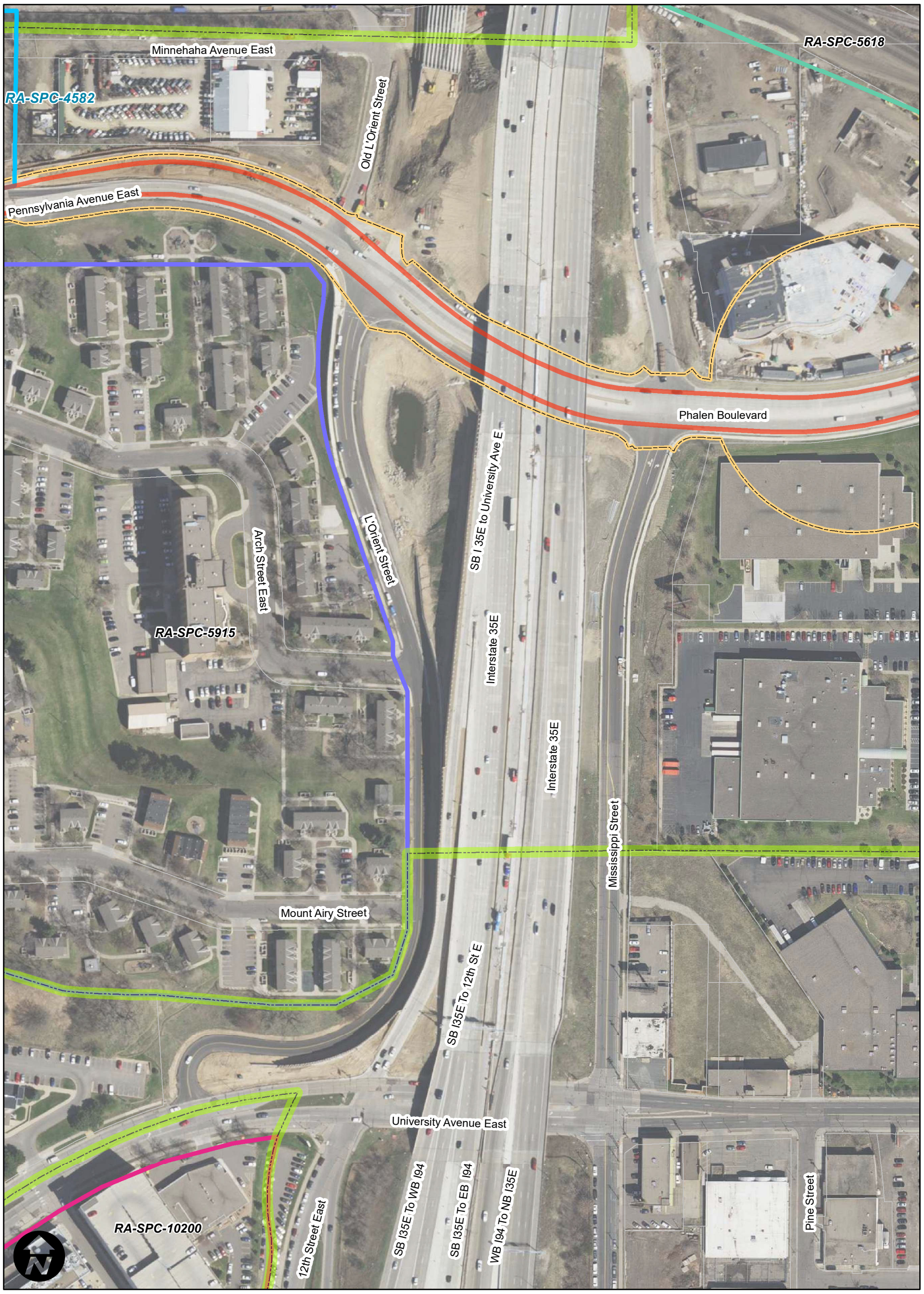
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



C2

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

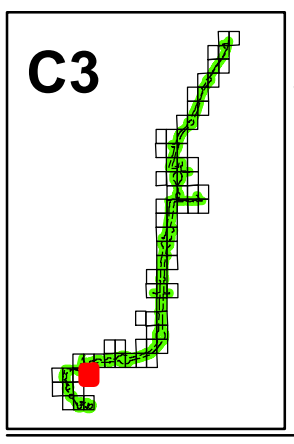
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



D2

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



D3

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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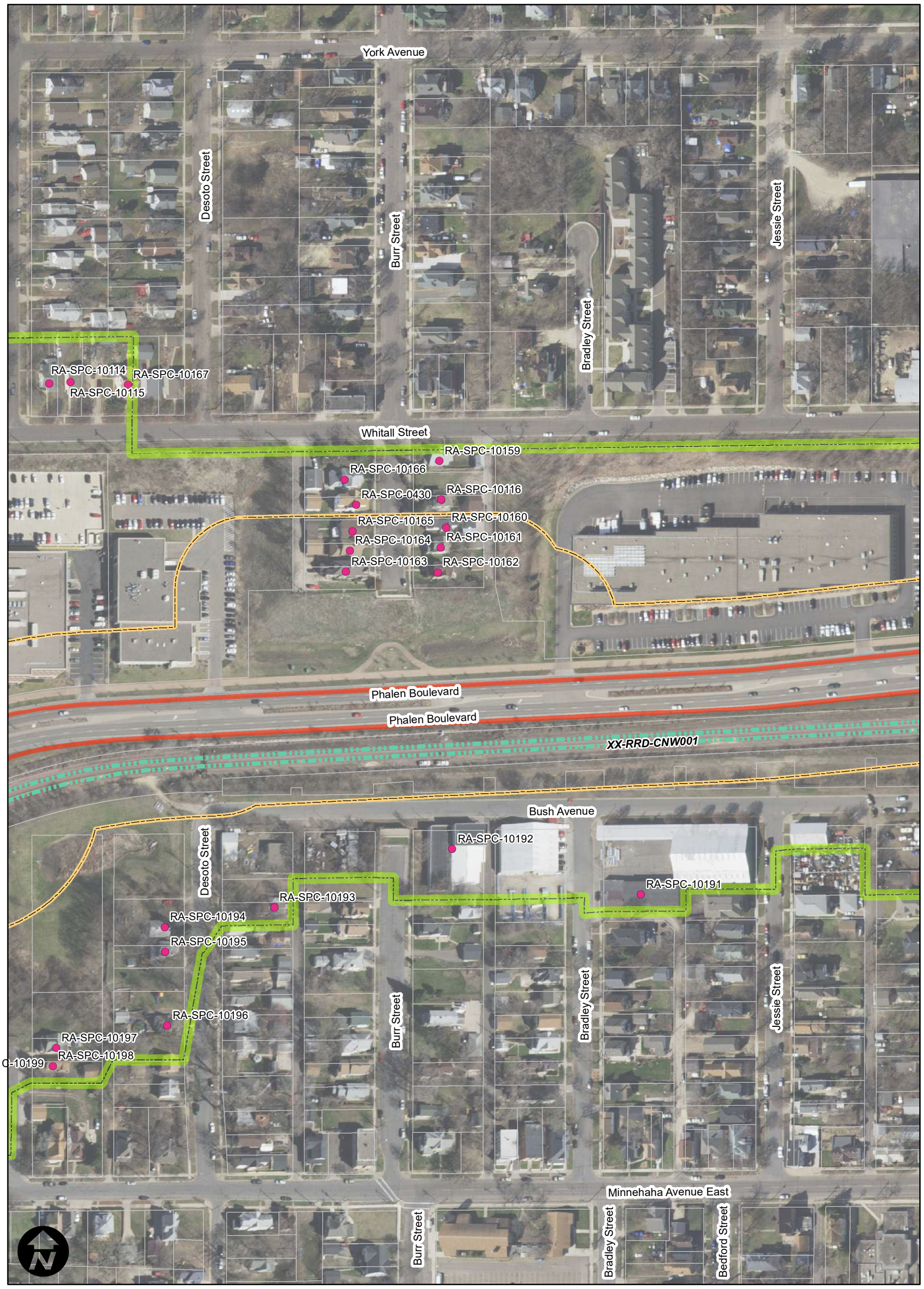
RUSH LINE BRT SURVEY AREA

Mead & Hunt



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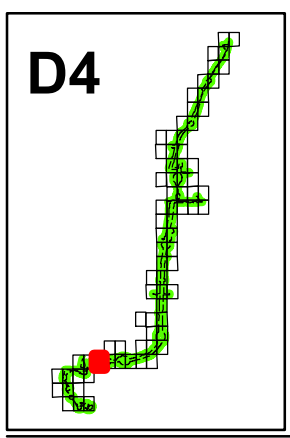

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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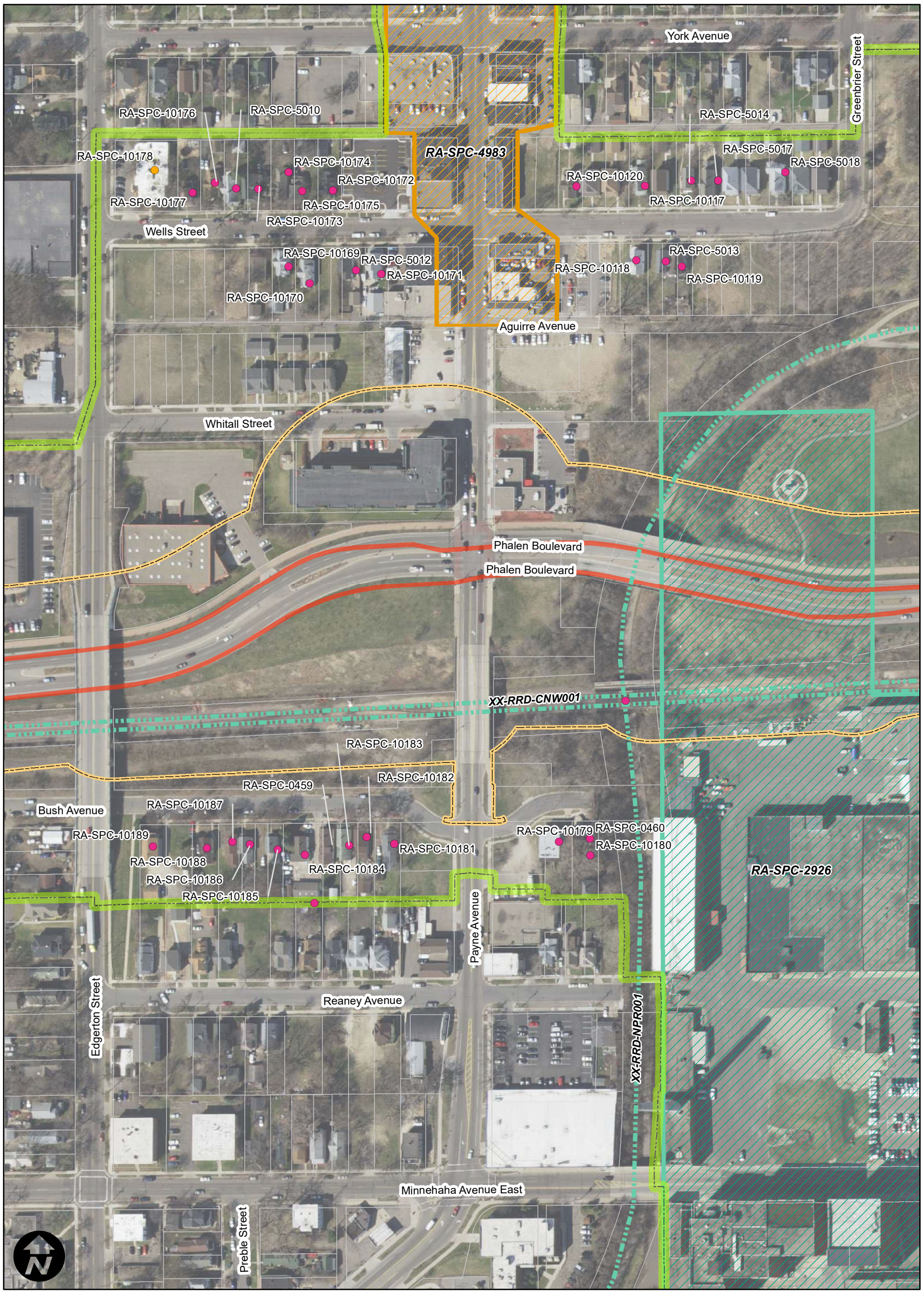
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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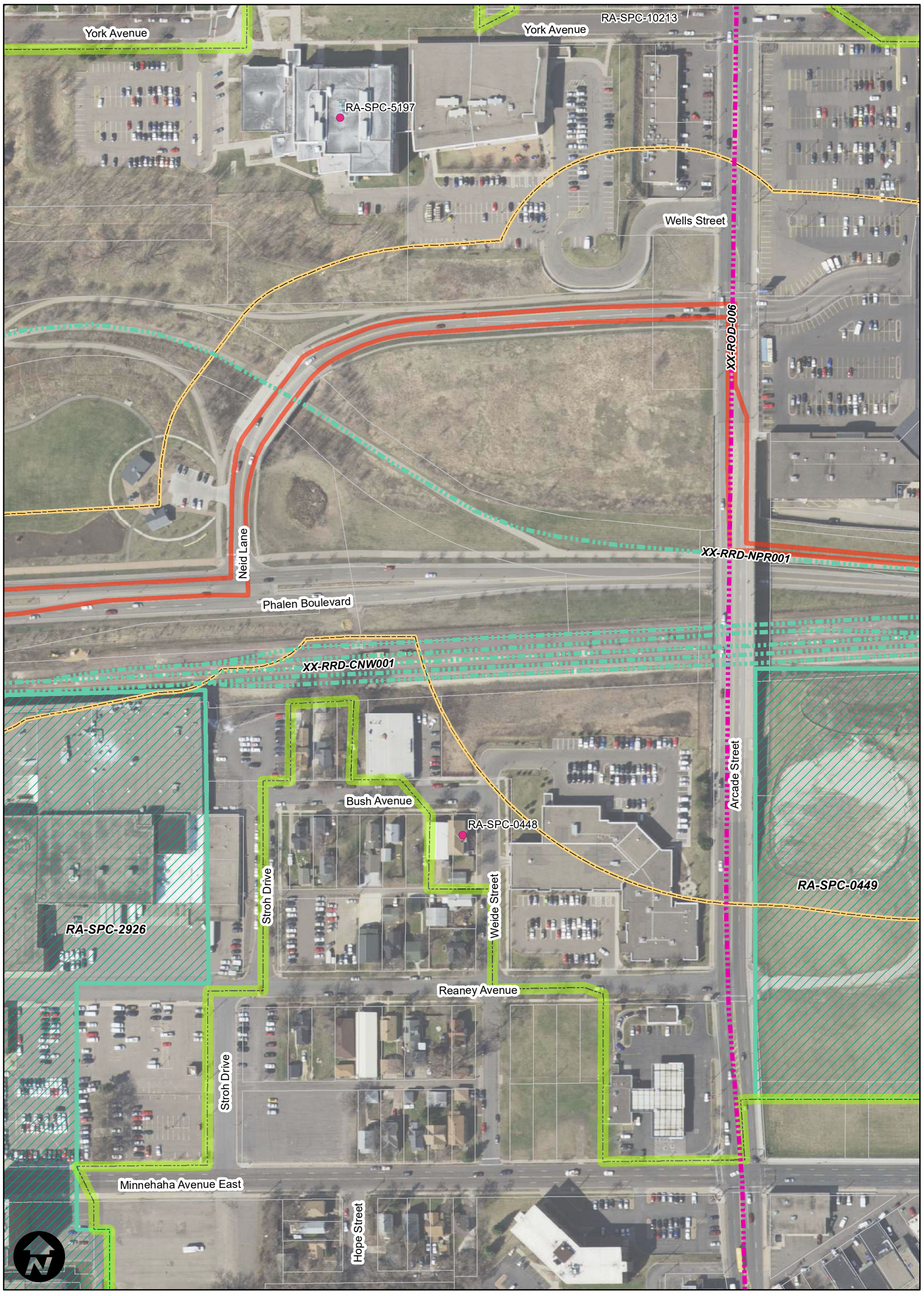
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



D6

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
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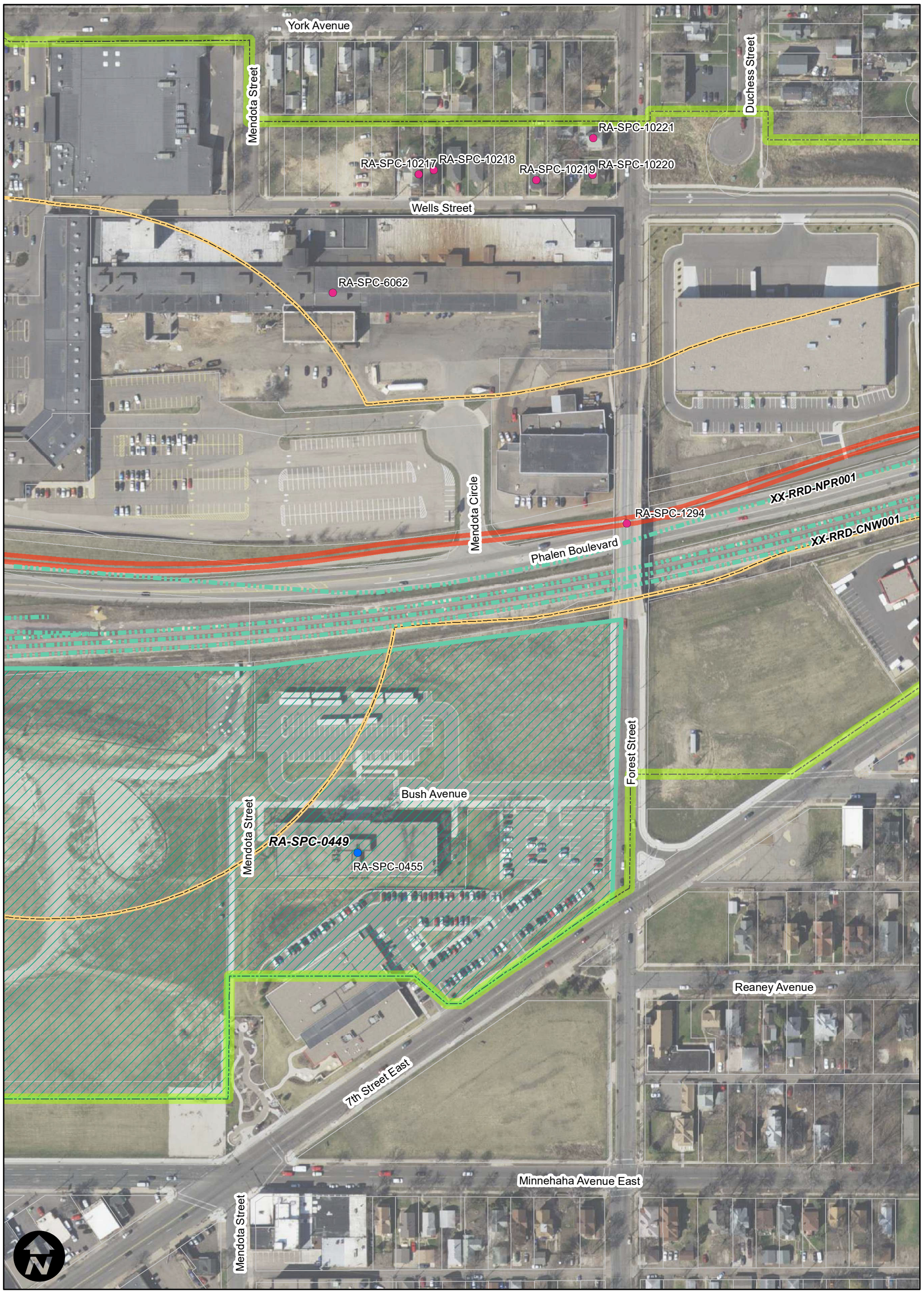
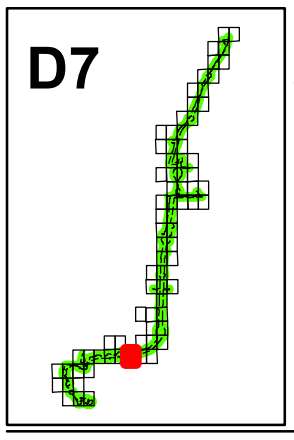
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

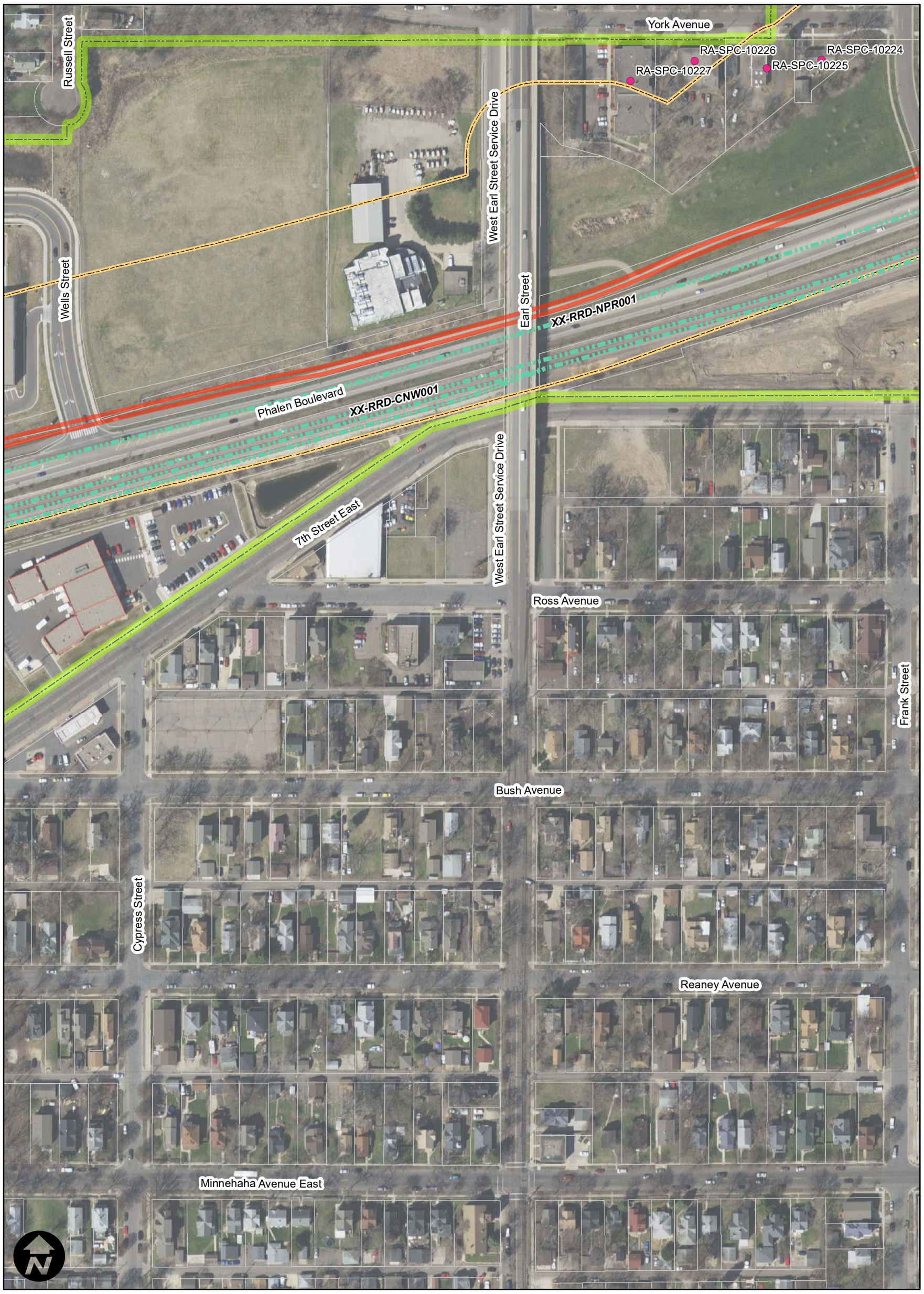
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

D8

Surveyed Resources

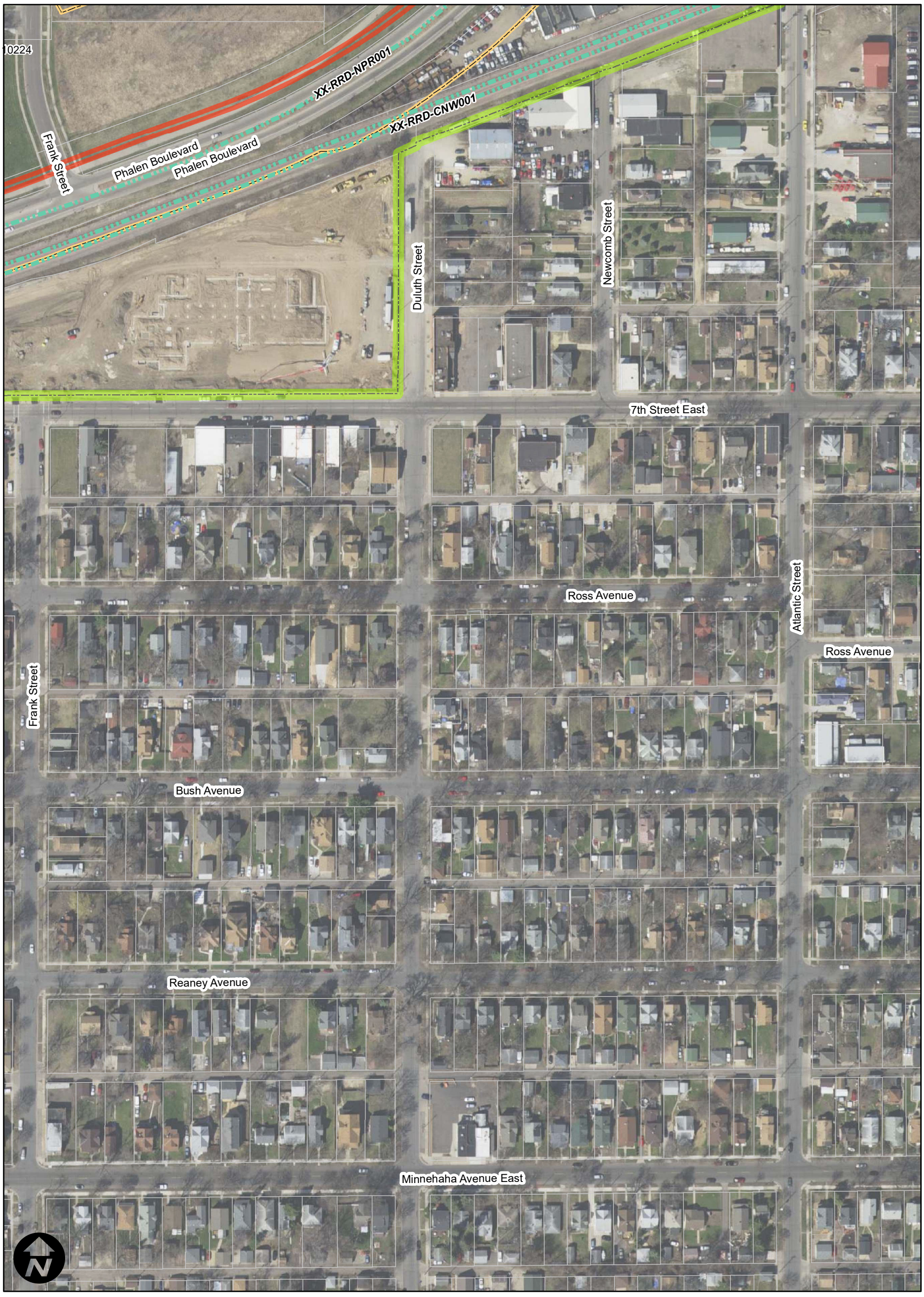
See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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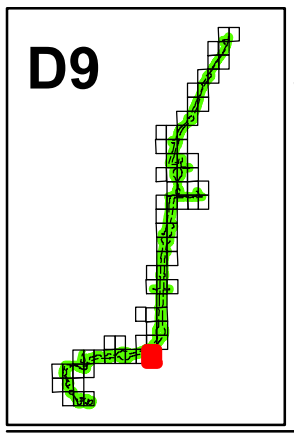


Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

Magnolia Avenue East
Cook Avenue East
Lawson Avenue East
Greenbrier Street
Jenks Avenue
Edgerton Street
Jenks Avenue
Case Avenue
RA-SPC-4983
Sims Avenue
Payne Avenue
York Avenue
RA-SPC-10176
RA-SPC-5010
RA-SPC-5014

0 125 250 500 750 1,000 Feet

E5

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

Magnolia Avenue East
Cook Avenue East
Lawson Avenue East
Walsh Street
Weide Street
Arcade Street
XX-ROD-006
Jenks Avenue
Case Avenue
Sims Avenue
York Avenue
RA-SPC-10214
RA-SPC-10216
RA-SPC-10215
RA-SPC-10212
RA-SPC-10211
RA-SPC-10213
RA-SPC-5197

0 125 250 500 750 1,000 Feet

E6

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt

Magnolia Avenue East
Cook Avenue East
Lawson Avenue East
Cypress Street
Jenks Avenue
Earl Street
Frank Street
Case Avenue
Sims Avenue
Russell Street
York Avenue
RA-SPC-11135
RA-SPC-111
RA-SPC-10226
RA-SPC-10224
RA-SPC-10225
RA-SPC-10227

0 125 250 500 750 1,000 Feet

E8

Surveyed Resources

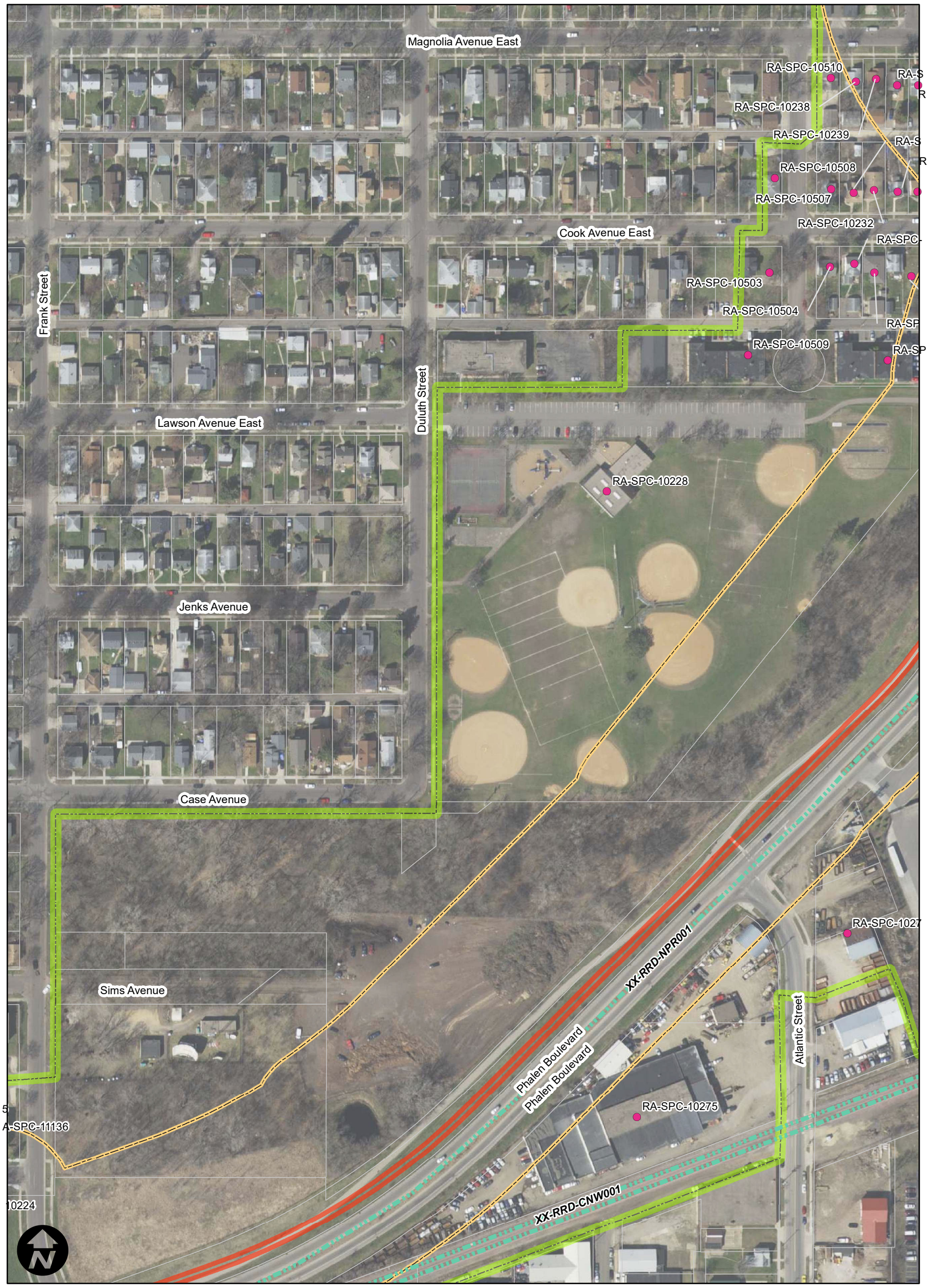
See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

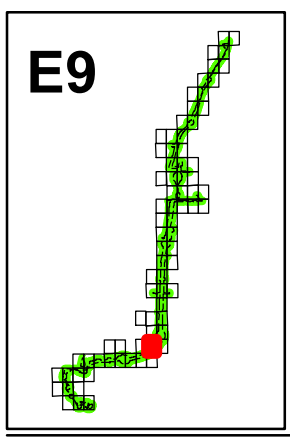
- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



E10

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

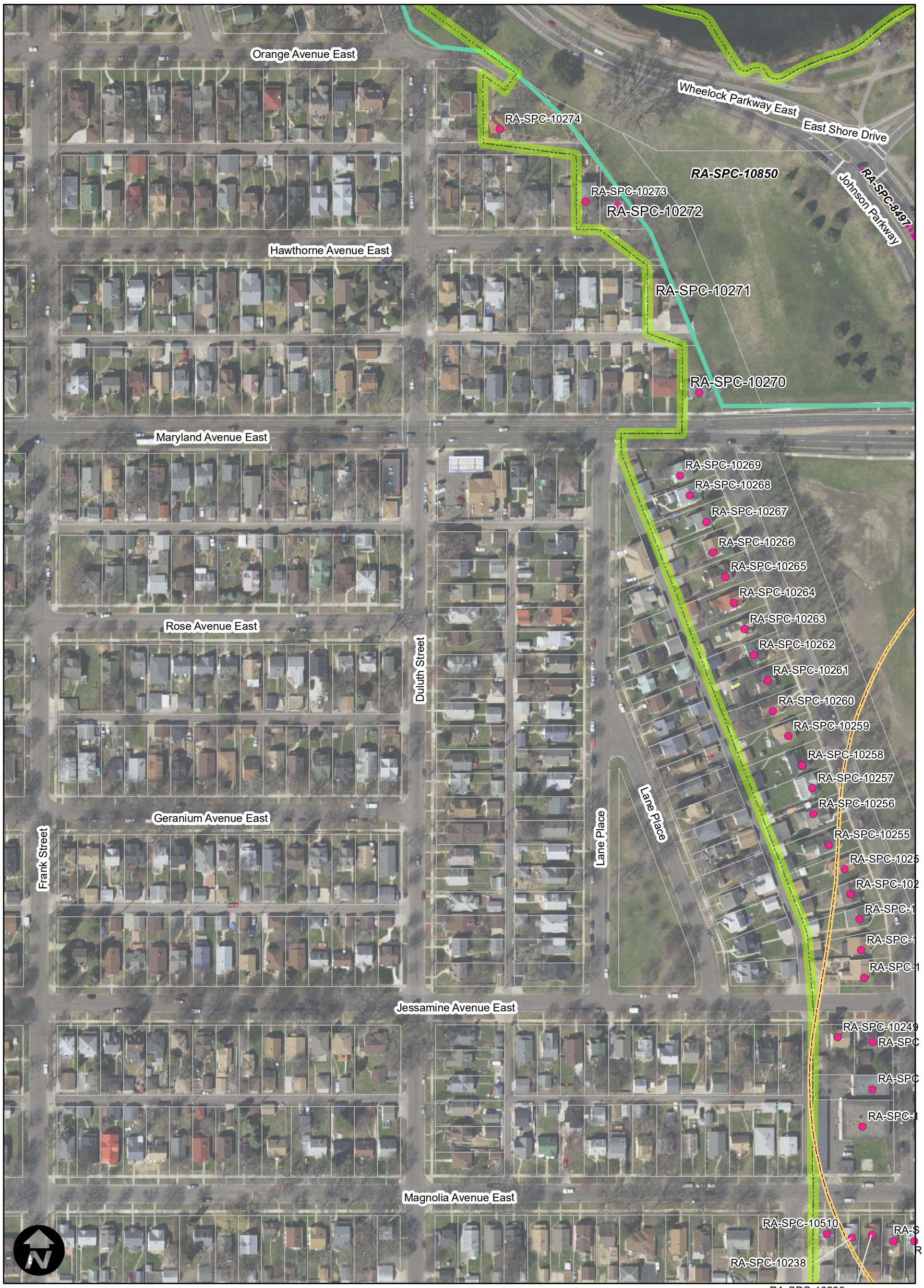
- Listed/CEF
- APE
- Survey Area

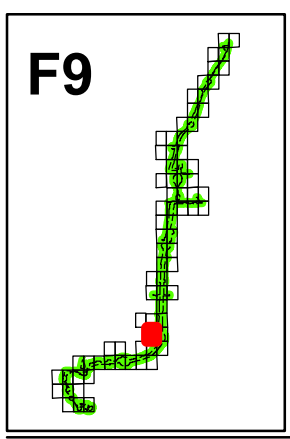
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

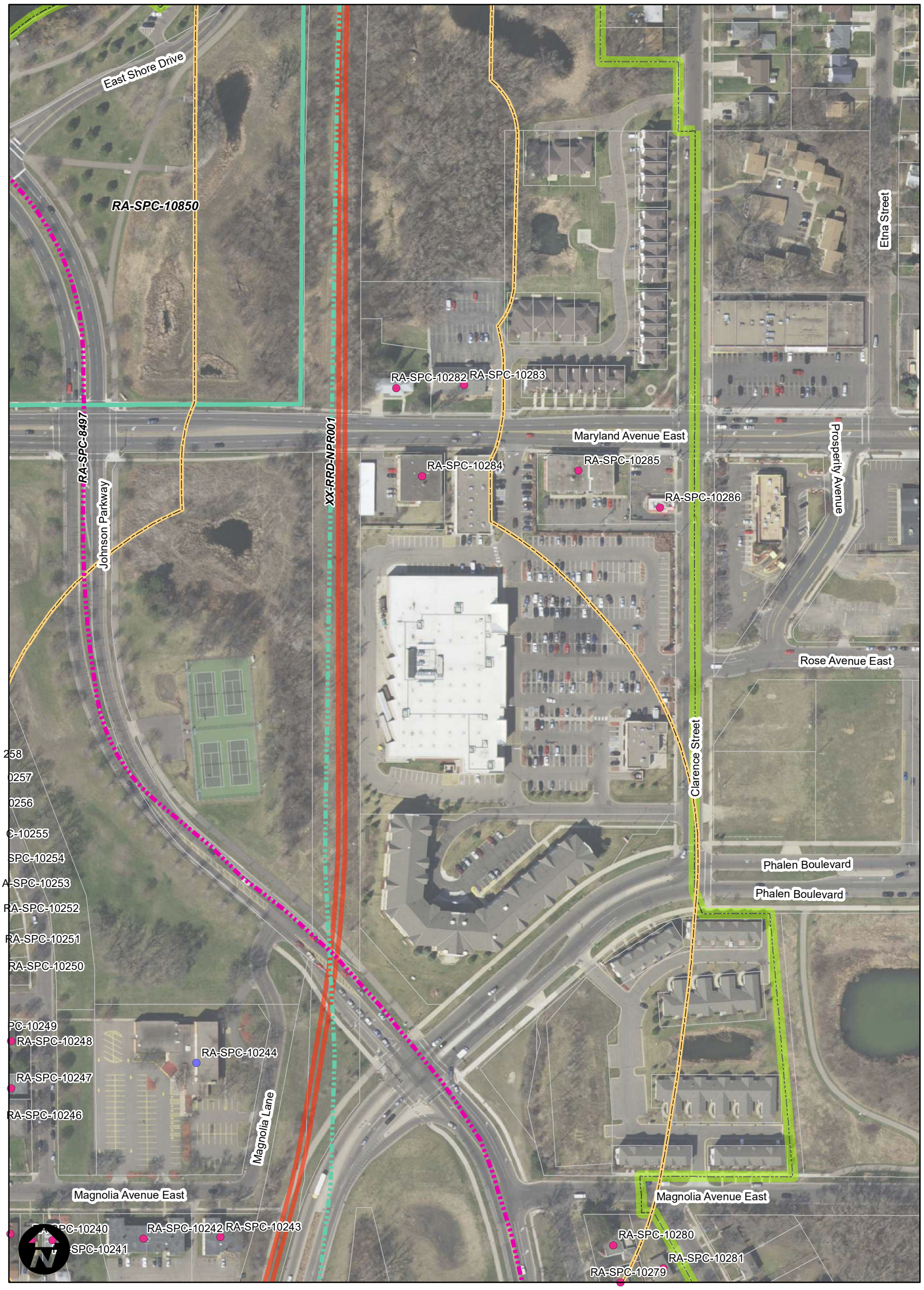
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



F10

Surveyed Resources

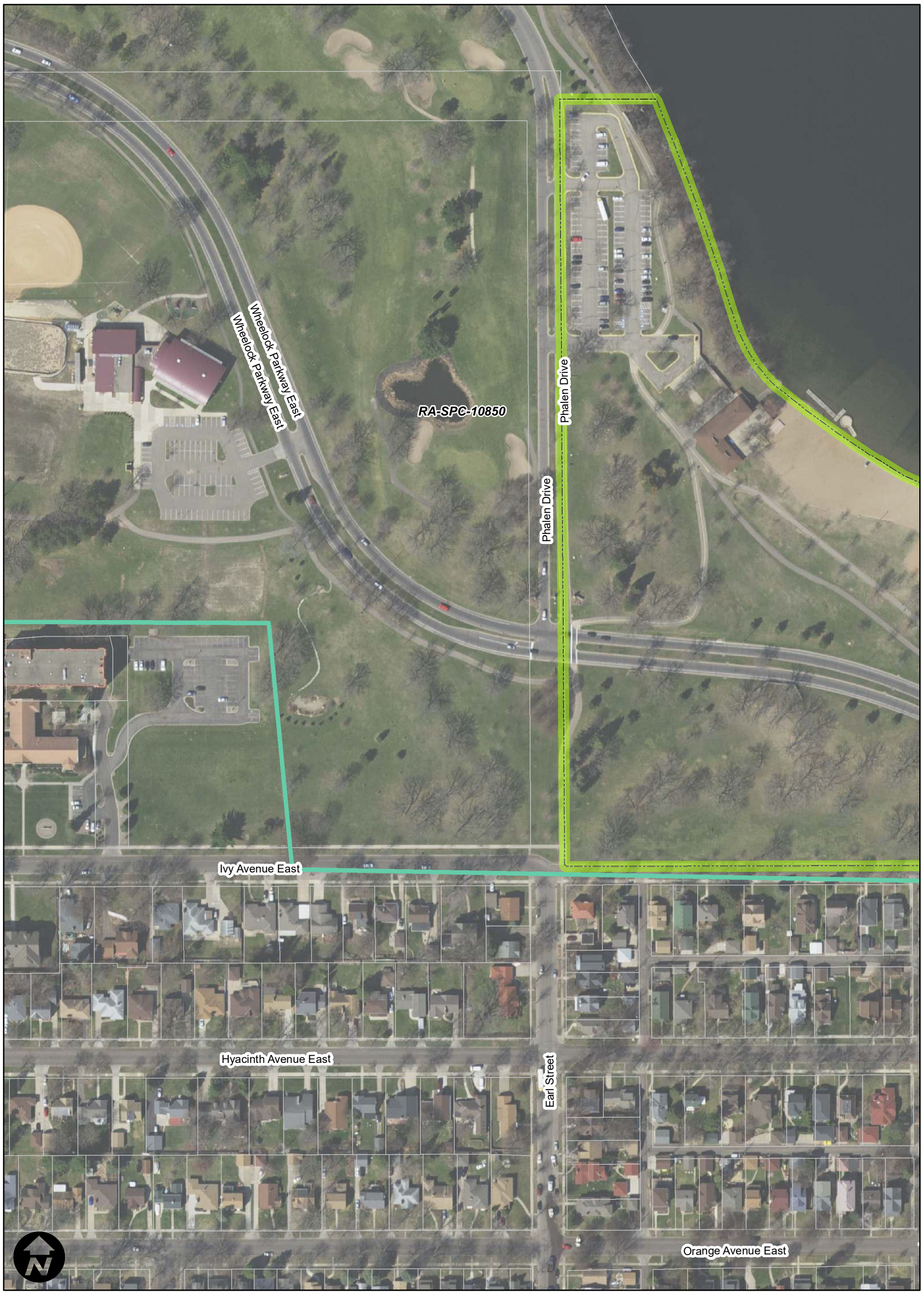
See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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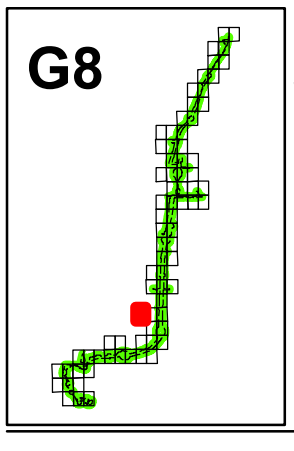


Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

RA-SPC-10850

Ivy Avenue East

Wheelock Parkway East

Frank Street

Hyacinth Avenue East

Orange Avenue East

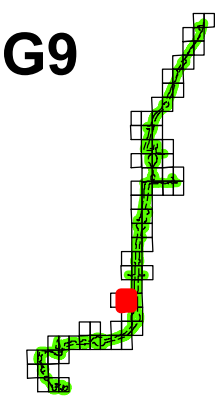
Duluth Street

RA-SPC-10274

N

0 125 250 500 750 1,000 Feet

G9



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

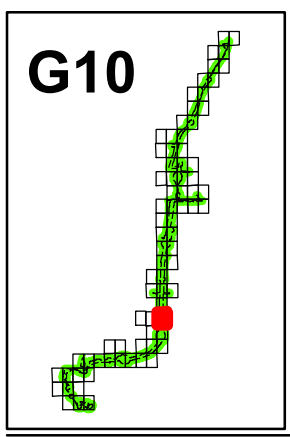
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

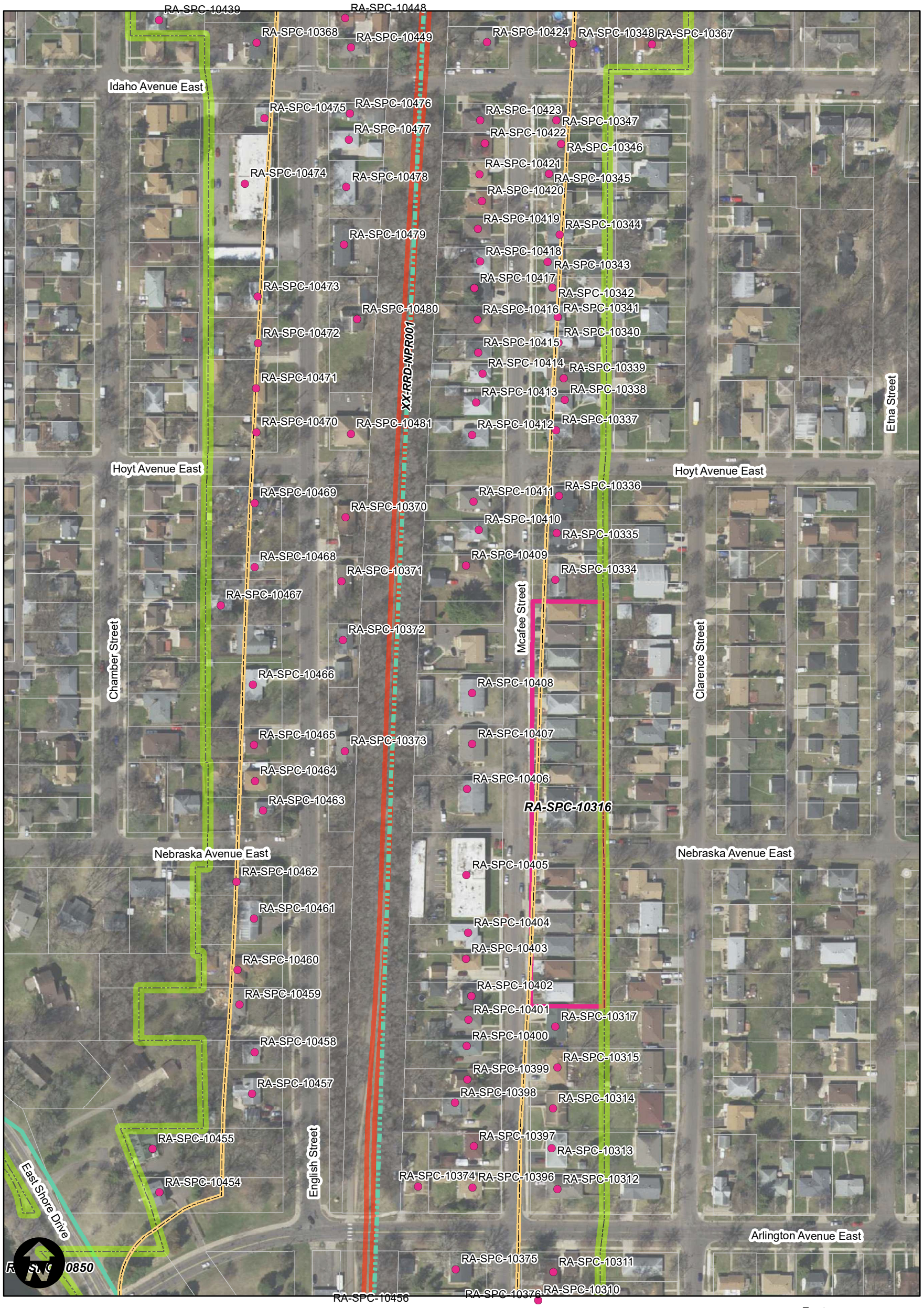
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



H10

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

Ripley Avenue East
Phalen Place North
Sophia Avenue East
Duluth Street North
Atlantic Street North
Frank Street North
Edward Street North
East Shore Drive North
RA-MWC-0264
RA-MWC-0240
RA-MWC-0241
RA-MWC-0239
Larpenteur Avenue East
RA-SPC-10512
RA-SPC-10515
RA-SPC-10514
RA-SPC-10850
Duluth Street
Atlantic Street
East Shore Drive
Idaho Avenue East

Feet
0 125 250 500 750 1,000

I9

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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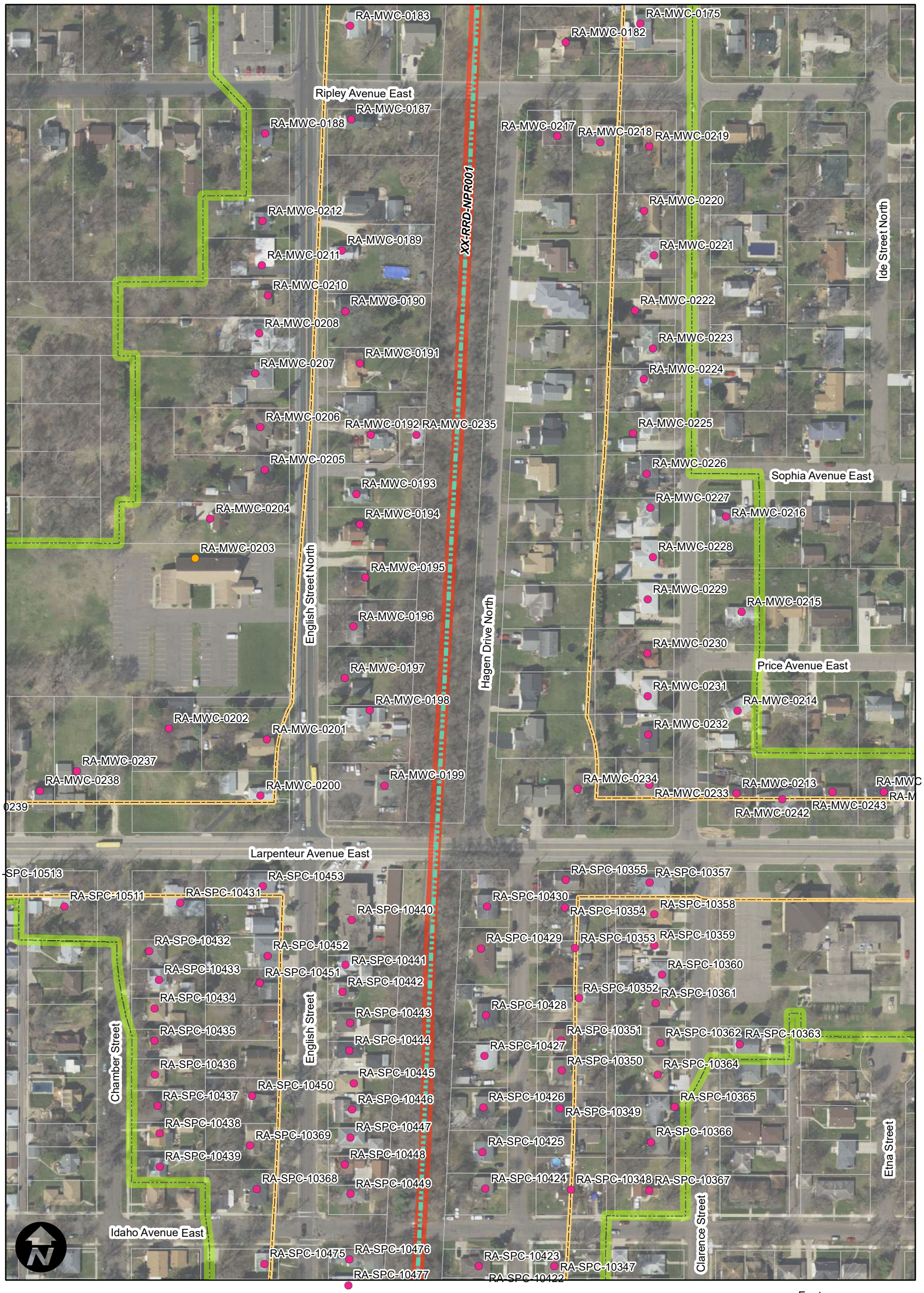
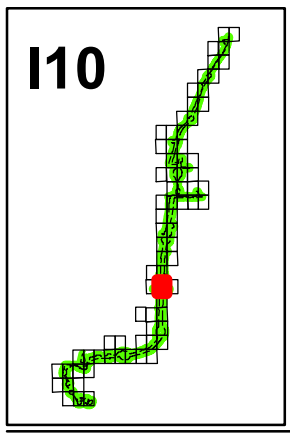
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
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- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
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- Listed/CEF
- APE
- Survey Area

- Phase I
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- Phase II: Not eligible
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- Parcels

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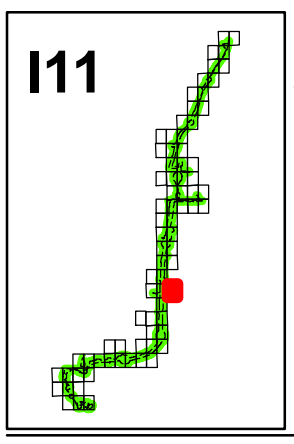
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
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- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

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- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

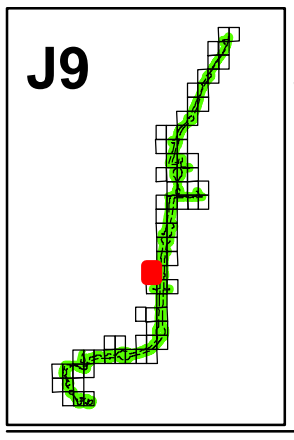
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



Feet
0 125 250 500 750 1,000



Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

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- Phase I
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- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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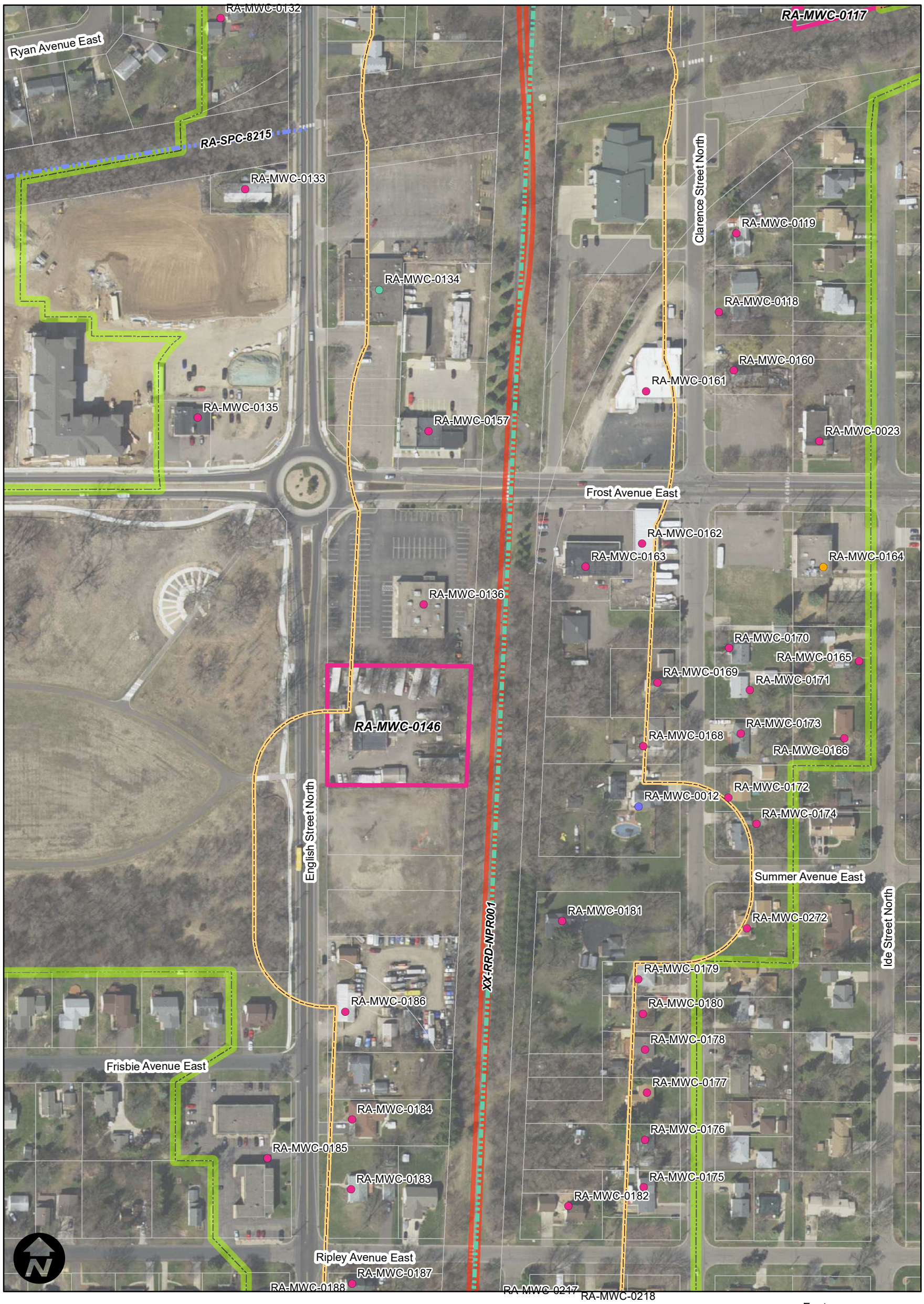
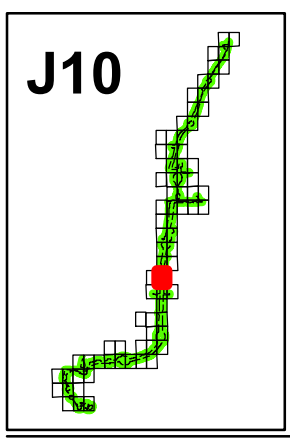
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
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- Phase II Recommended (outside APE)
- Needs Reevaluation
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- Listed/CEF
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- Parcels

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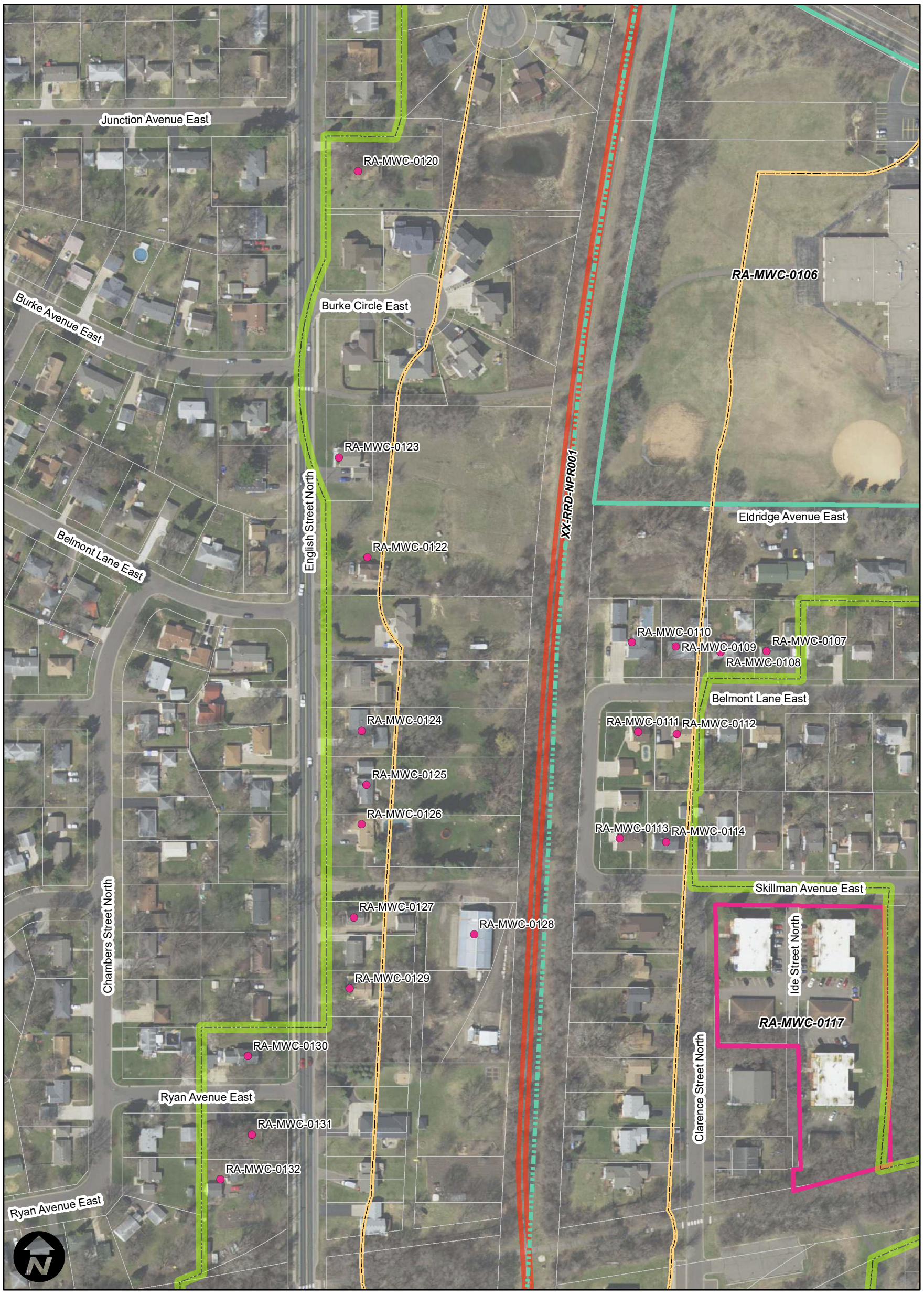
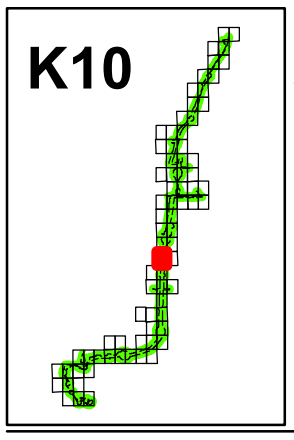
RUSH LINE BRT SURVEY AREA

Mead & Hunt





Surveyed Resources

- Phase I
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- APE
- Survey Area

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- Phase II: Eligible
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- Parcels

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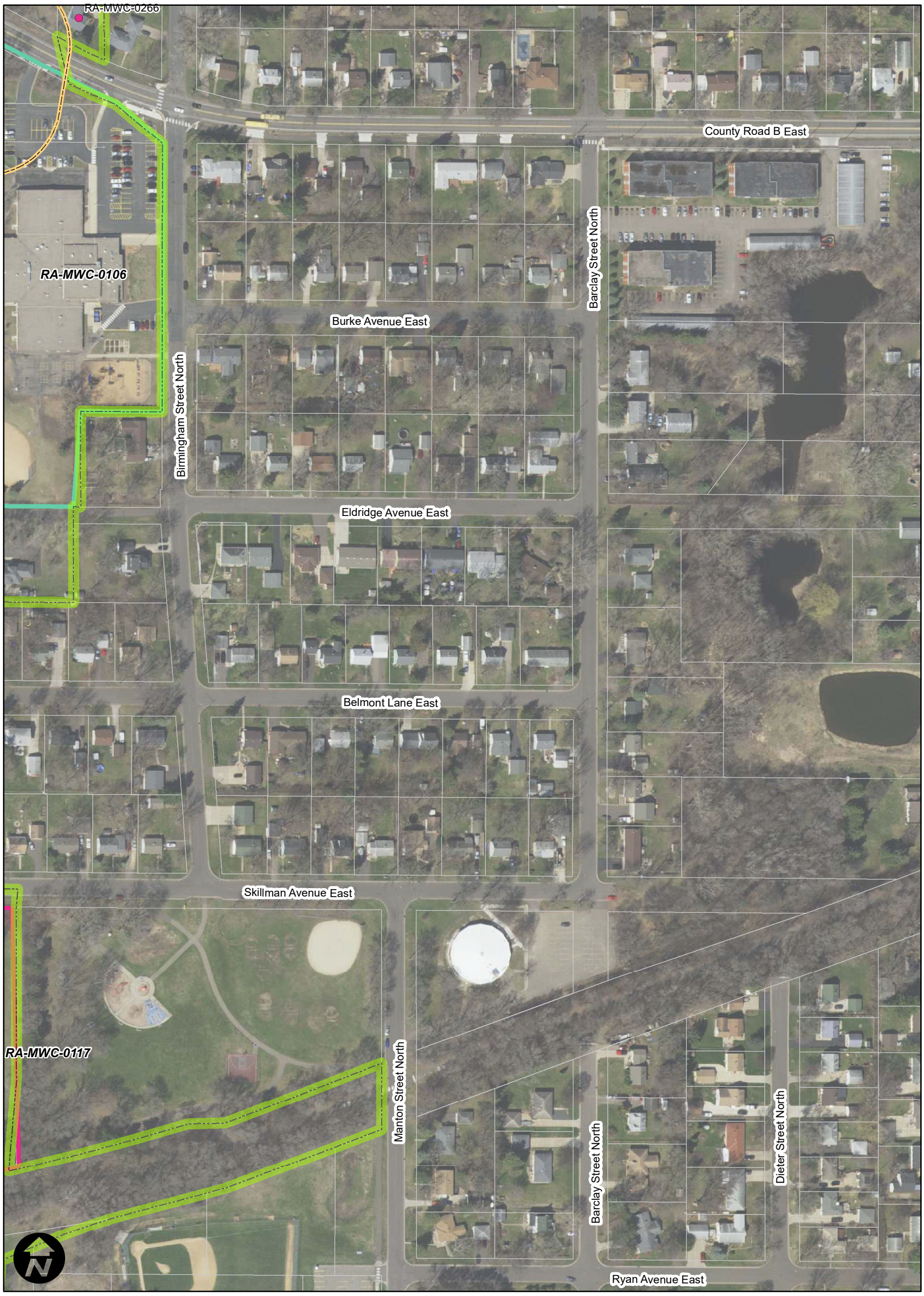
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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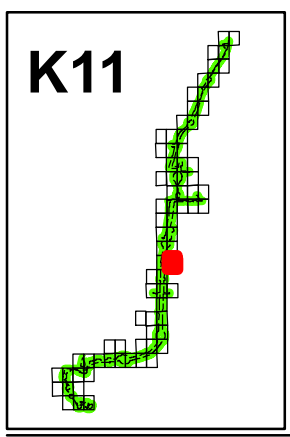


Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

L10

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

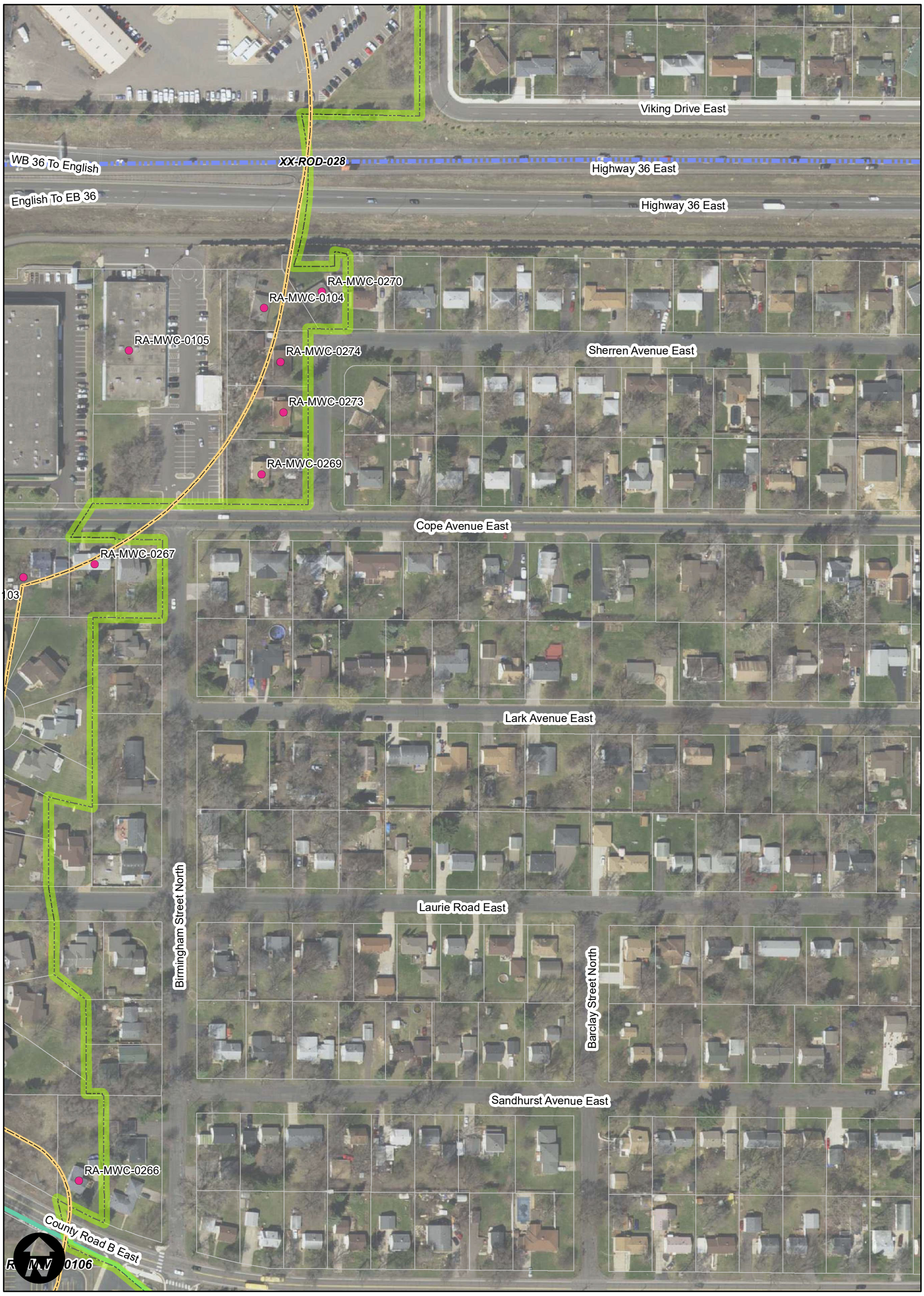
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt



L11

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

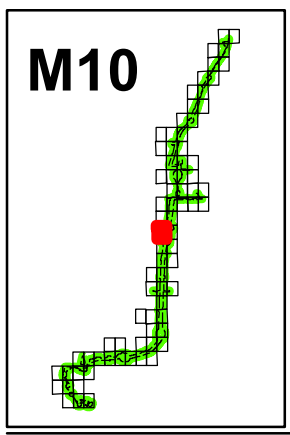
Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt

RA-MWC-0093
RA-MWC-0094
RA-MWC-0095
RA-MWC-0096
RA-MWC-0097
RA-MWC-0098
RA-MWC-0099
Clarence Street North
Gervais Avenue East
RA-MWC-0065
RA-MWC-0100
RA-MWC-0101
English Street North
English Street Service Road
Viking Drive East
English To WB 36
XY-RRD-NPR001

0 125 250 500 750 1,000 Feet



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- Survey Area

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- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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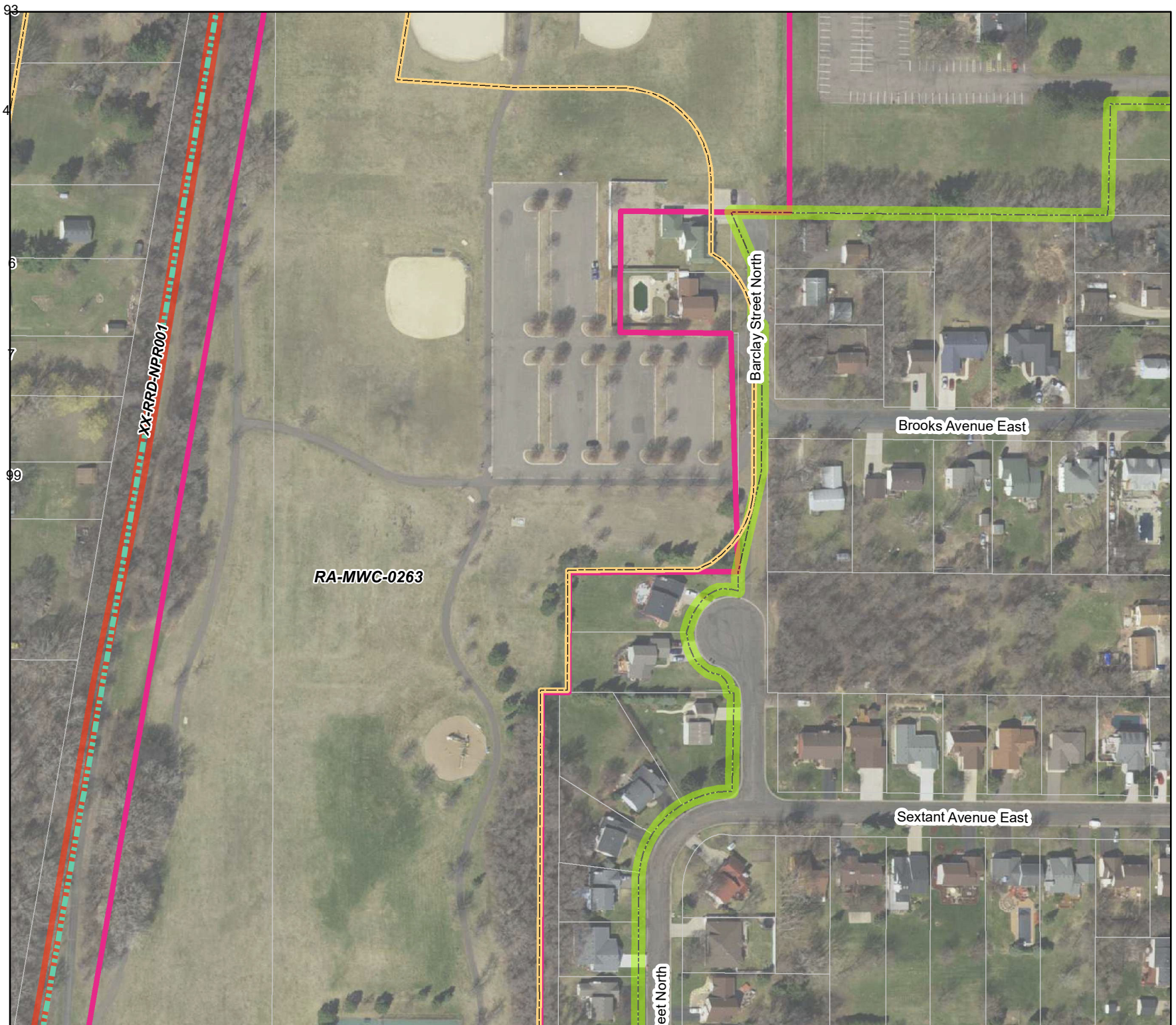
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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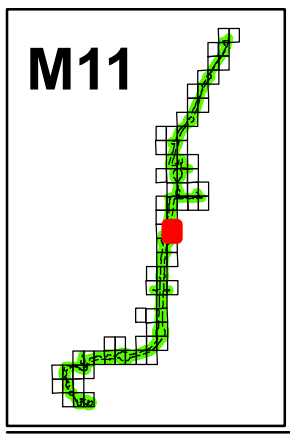

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- Phase II Recommended (outside APE)
- Parcels

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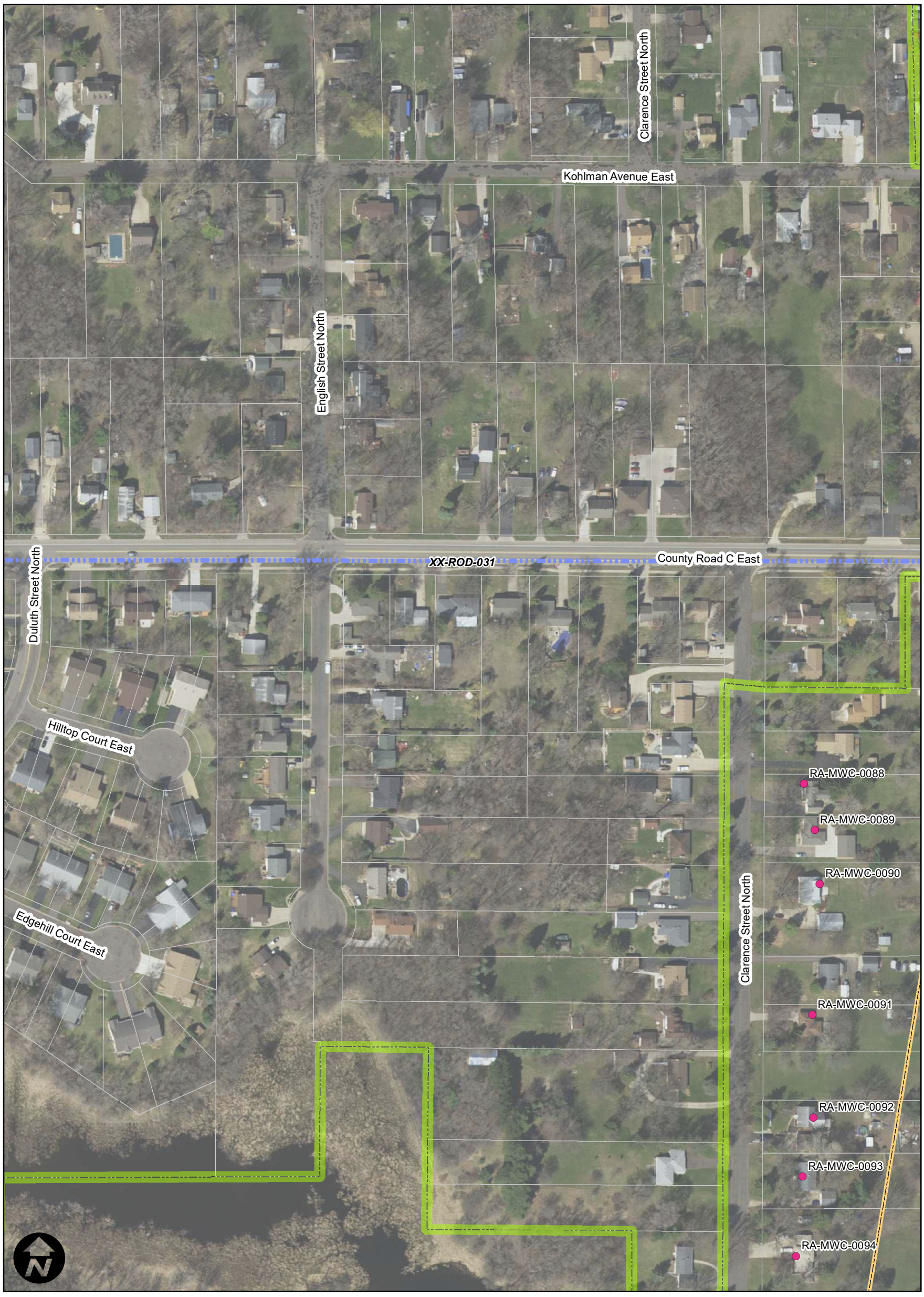
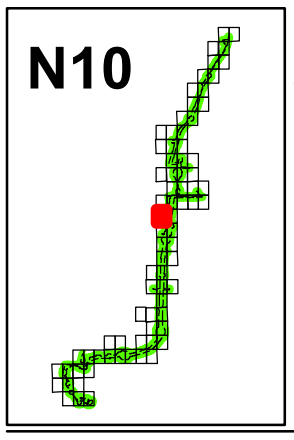
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





Surveyed Resources

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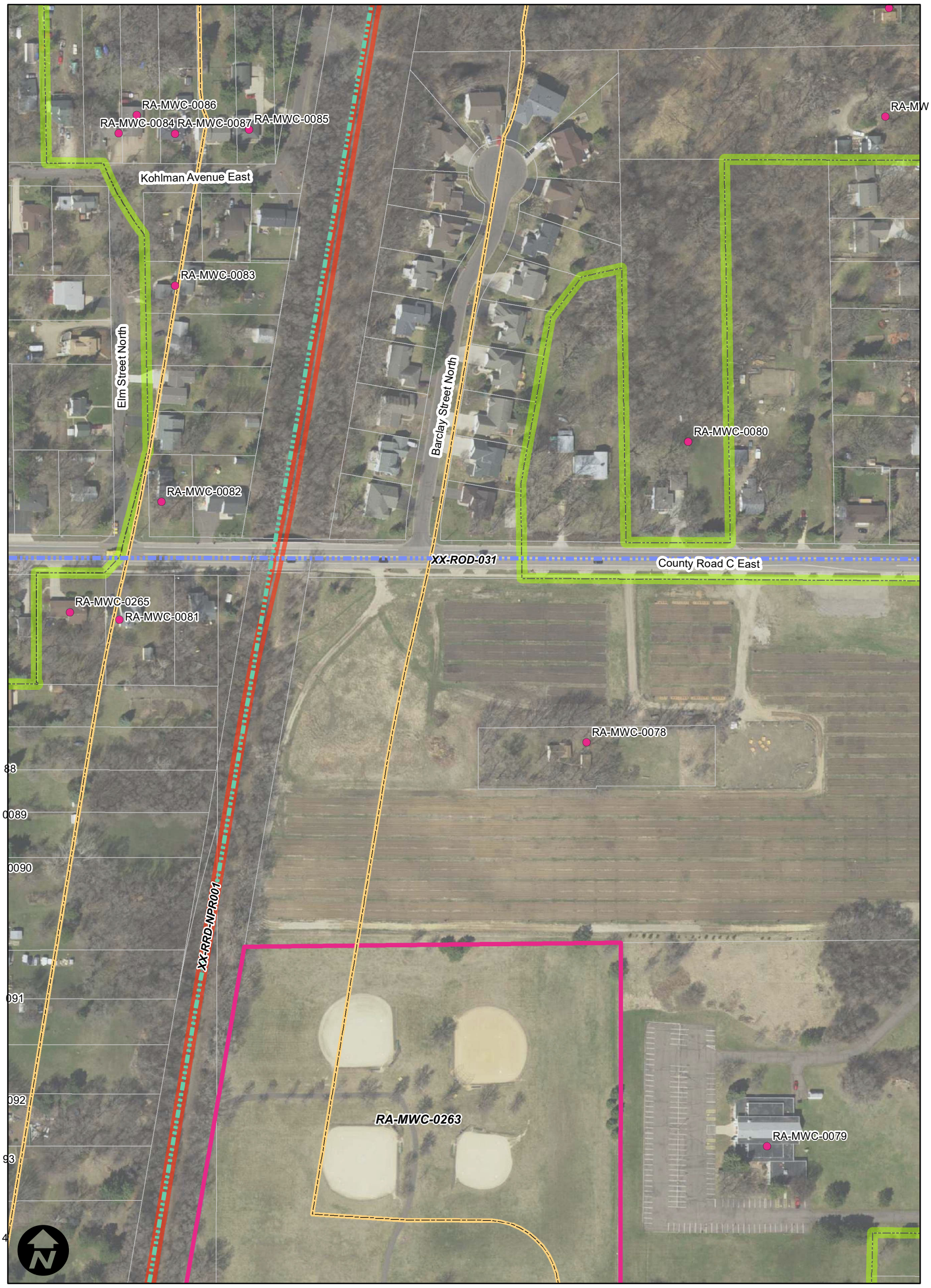
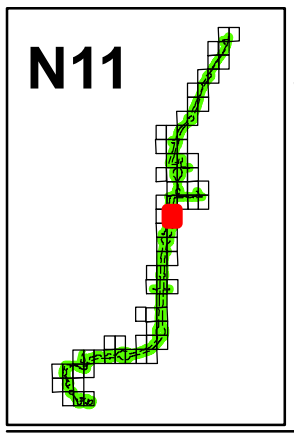
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





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- Phase II Recommended (outside APE)
- Parcels

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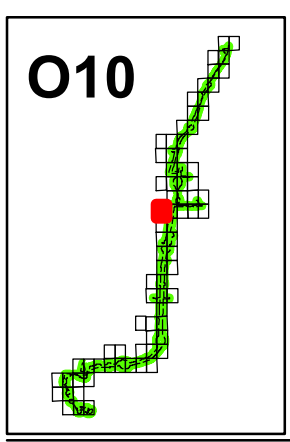
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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- Phase I
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- Survey Area

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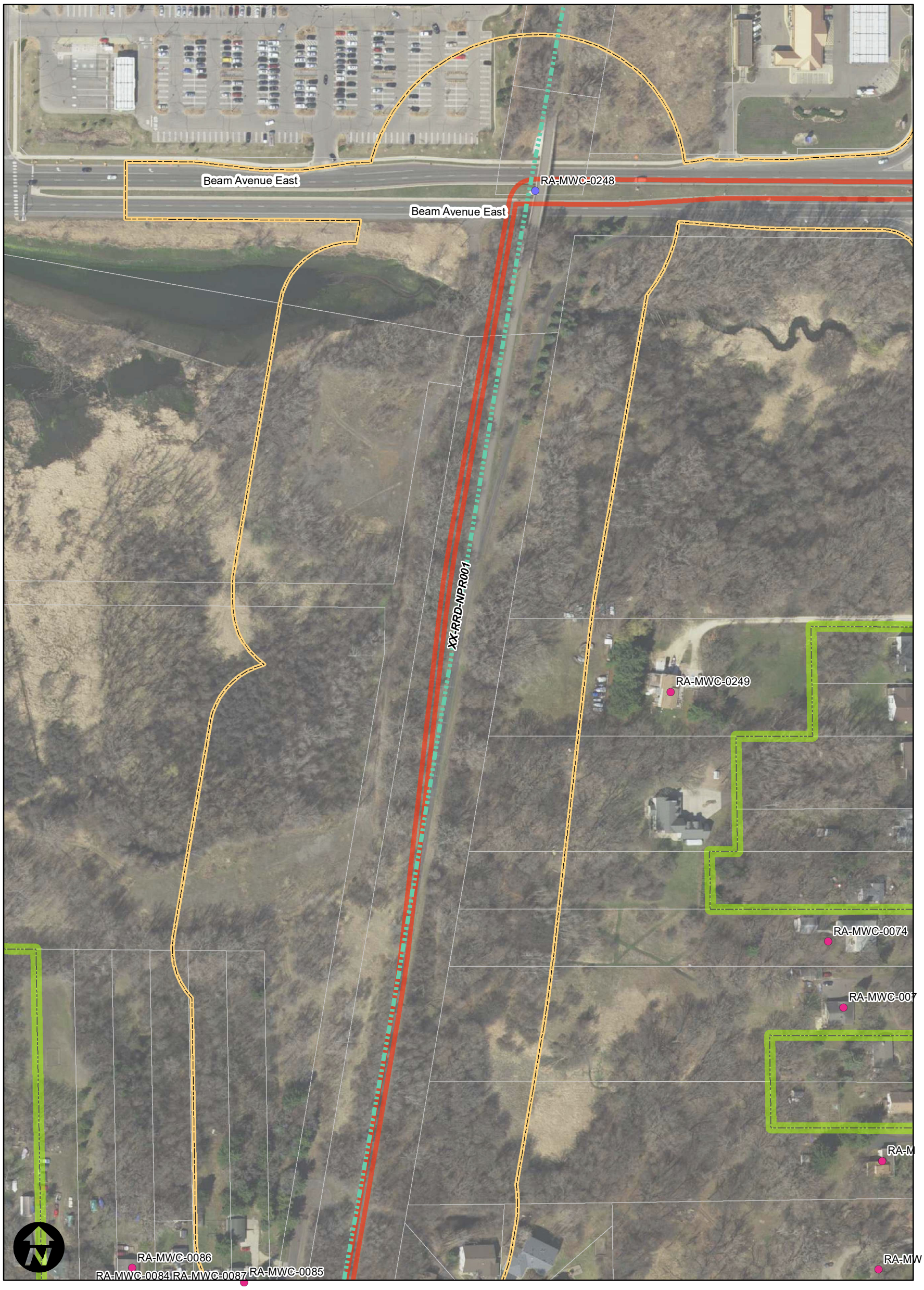
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



O11

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

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RUSH LINE BRT
SURVEY AREA

Mead & Hunt

Beam Avenue East

Beam Avenue East

Kennard Street North

Hazelwood Street North

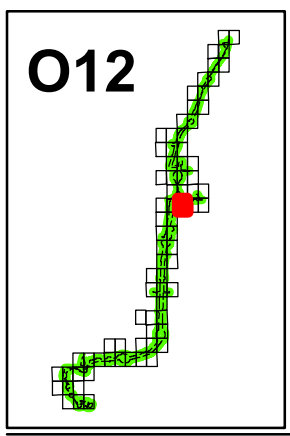
WC-0074

MWC-0075

RA-MWC-0076

A MWC-0077

0 125 250 500 750 1,000 Feet



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
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- Listed/CEF
- APE
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- Phase I
- Phase II: Eligible
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- Phase II Recommended (outside APE)
- Parcels

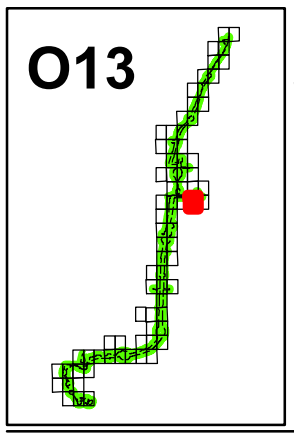
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

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- APE
- Survey Area
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- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

O14

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

RA-MWC-0271

County Road D East

County Road D East

Country View Drive North

XX-RRD-NPR001

0 125 250 500 750 1,000 Feet

P11

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

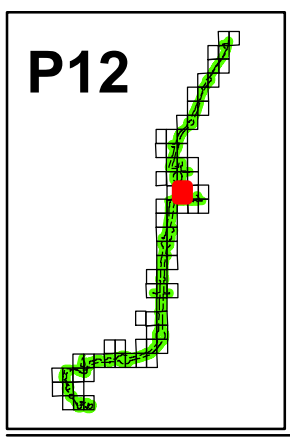
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
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- Phase II: Eligible
- Phase II: Not eligible
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- Phase II Recommended (outside APE)
- Parcels

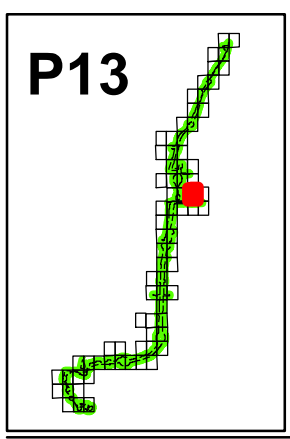
Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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- Parcels

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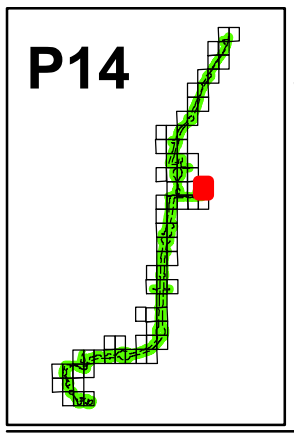
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

Hwy61 To WB I694
Interstate 694
Interstate 694
EB I694 To SB Hwy 61
Highway 61
Highway 61
NB Hwy 61 To EB I694
County Road D Circle East
XX-ROD-006
County Road D East

0 125 250 500 750 1,000 Feet

Q10

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
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- Survey Area
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- Parcels

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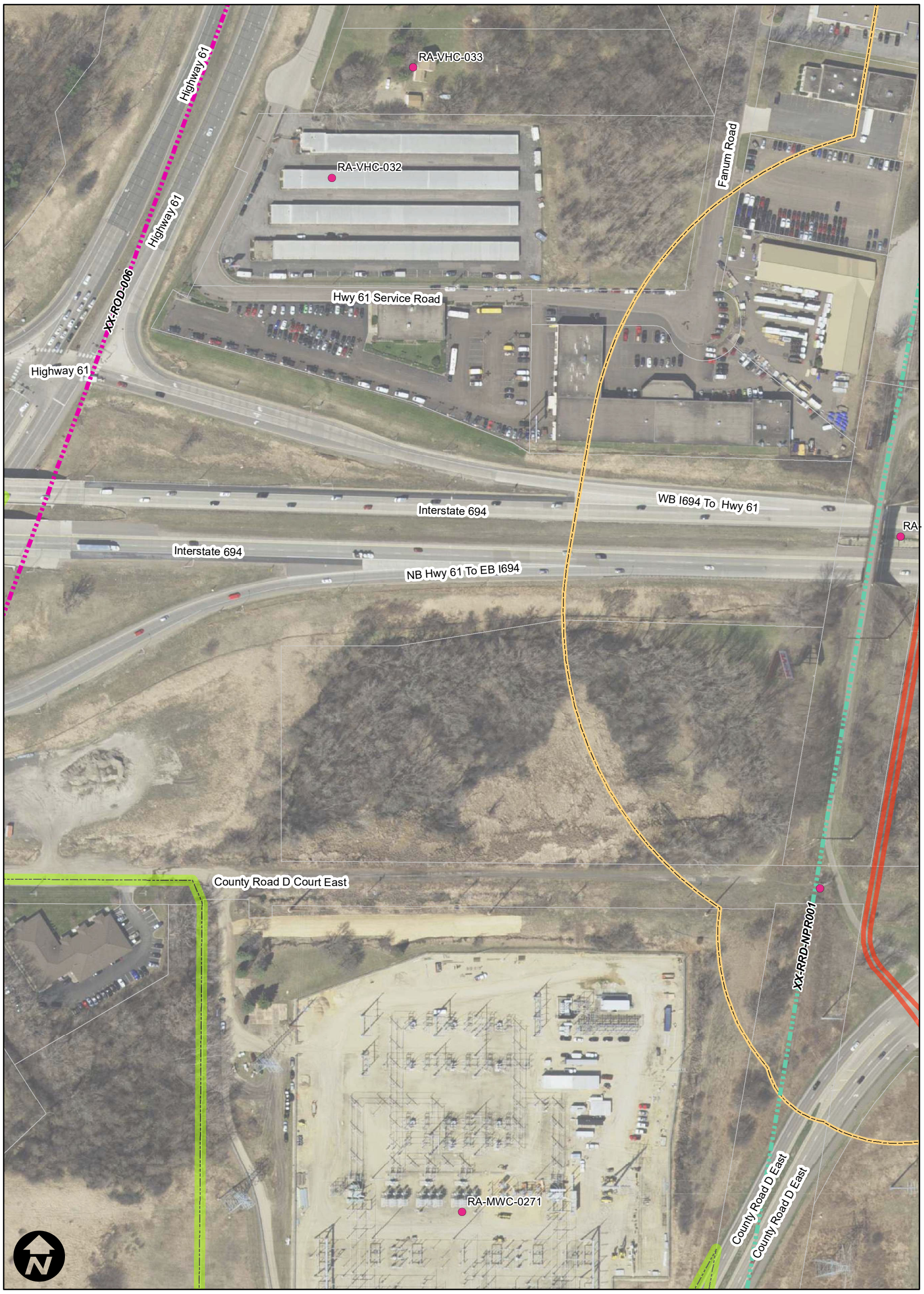
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



Q11

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
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See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

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- Listed/CEF
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- Survey Area

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- Parcels

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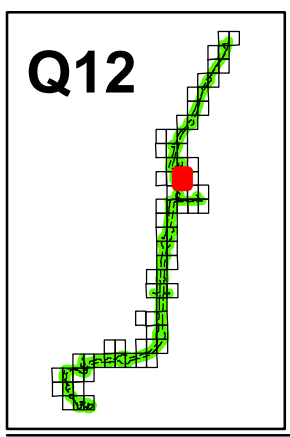
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



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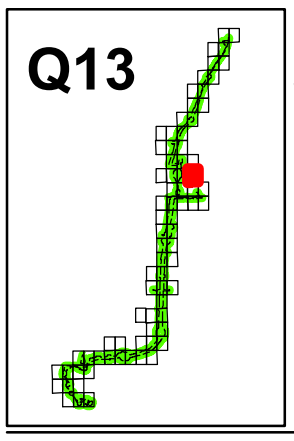
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



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Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

XX-ROD-006

Highway 61

Buerkle Road

RA-VHC-030

RA-VHC-031

Highway 61

Hwy 61 Service Road

RA-VHC-034

Fanum Road

RA-VHC-033

N

0 125 250 500 750 1,000 Feet

R11

Surveyed Resources

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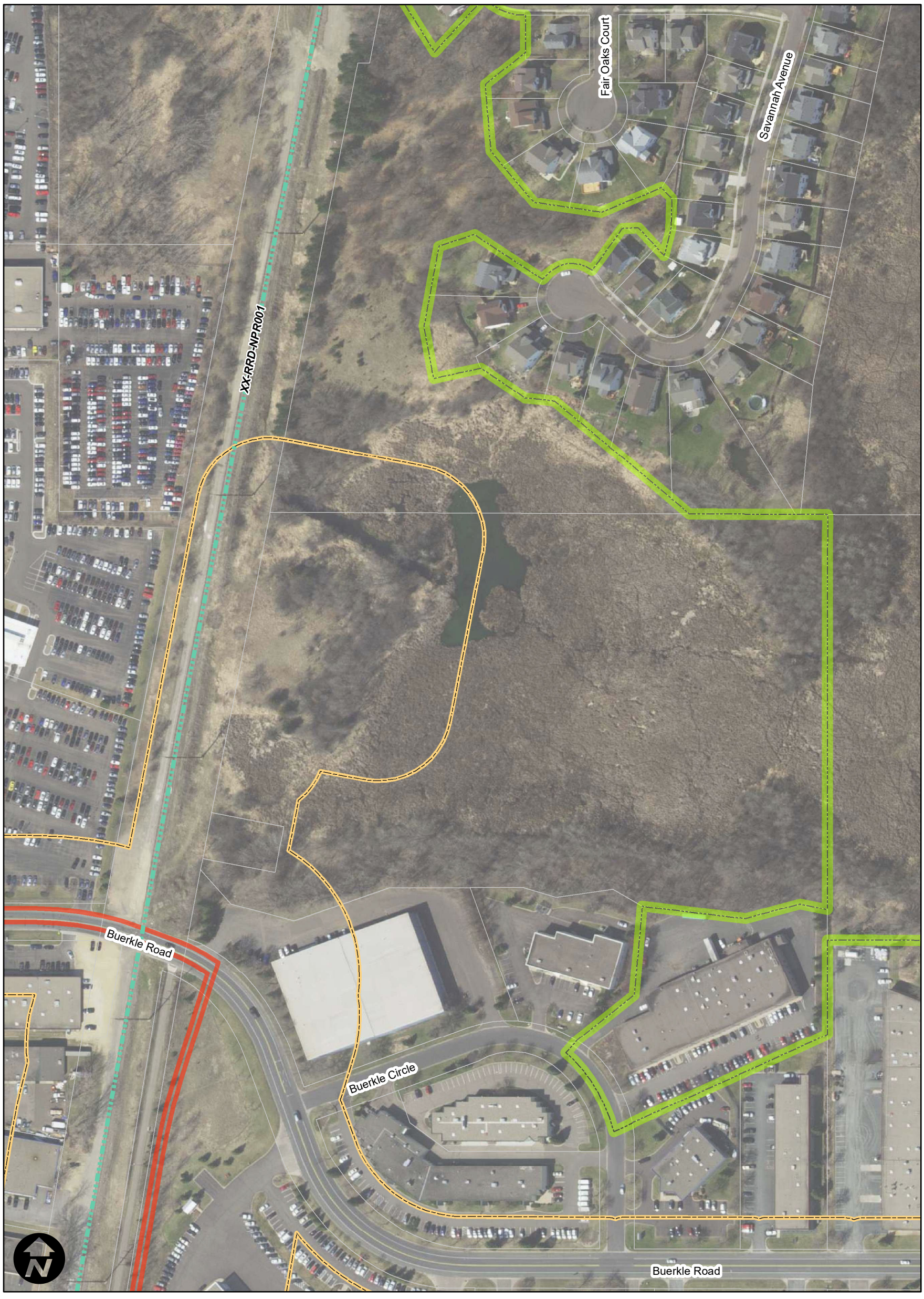
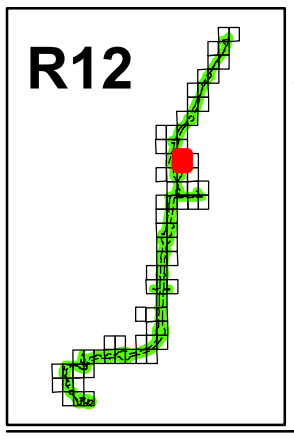
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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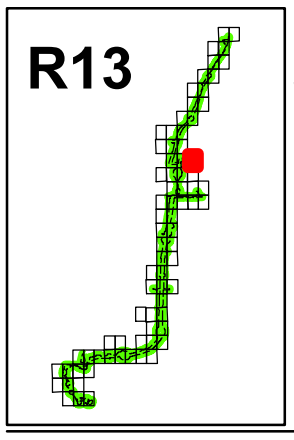
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

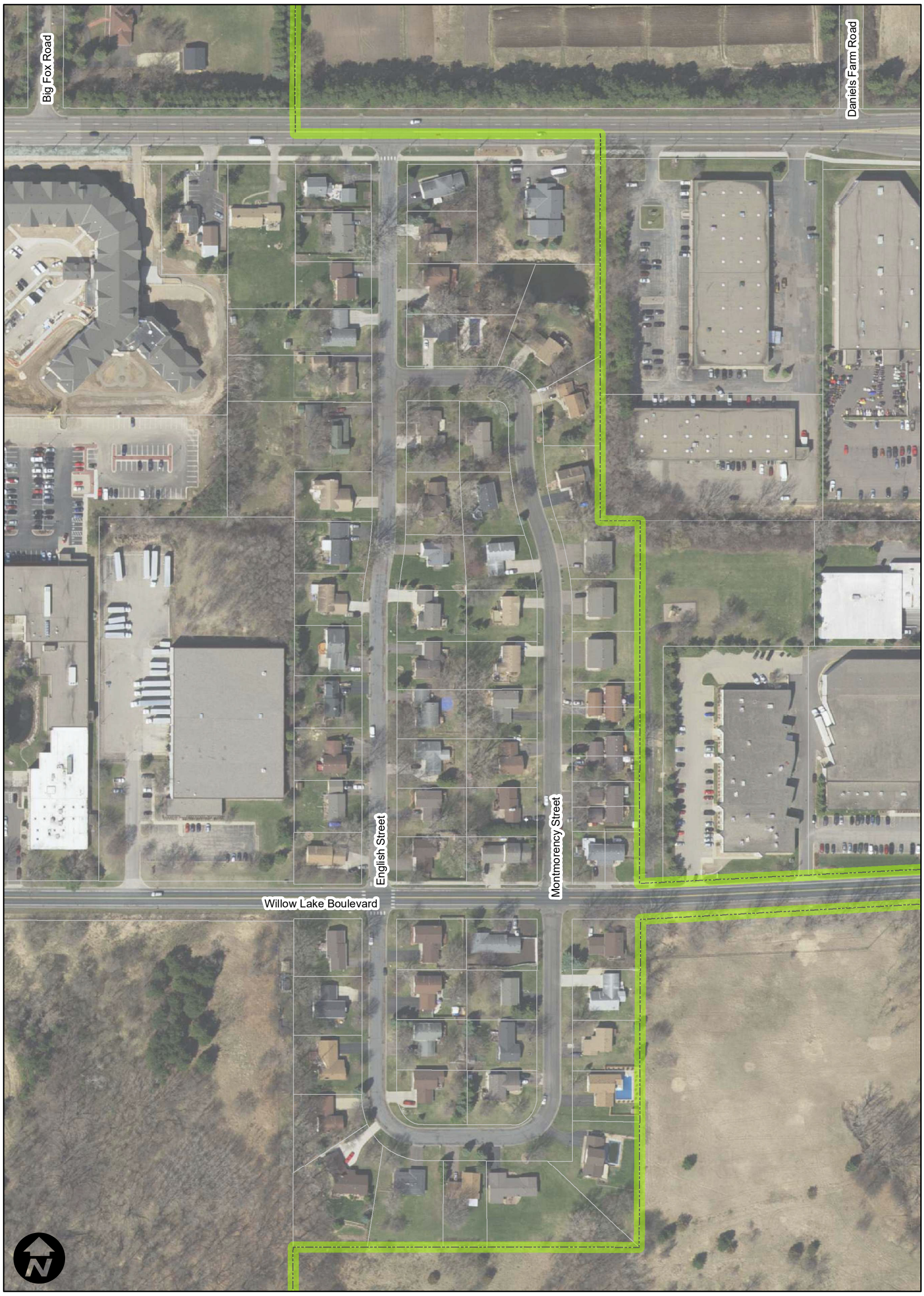
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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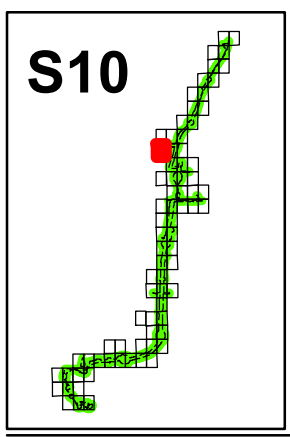

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
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- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

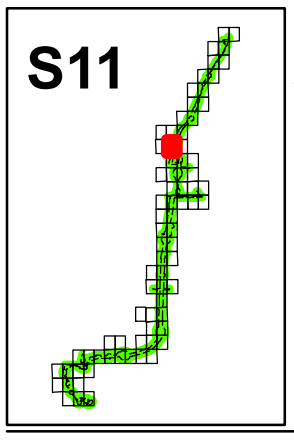
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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- BRT Centerline
- Listed/CEF
- APE
- Survey Area
- Phase I
- Phase II: Eligible
- Phase II: Not eligible
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- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

RA-GLC-011
RA-GLC-010
RA-GLC-008
RA-GLC-009
XX-ROD-006
Highway 61
Hoffman Road
RA-GLC-026
RA-GLC-018
RA-GLC-027
RA-GLC-025
RA-GLC-019
RA-VHC-026
Hoffman Road
RA-GLC-015
RA-GLC-023
RA-GLC-024
XX-RRD-NPR001
Hoffman Road East
Elm Street
Savannah Avenue
Fair Oaks Drive
Fair Oaks Court

0 125 250 500 750 1,000 Feet

S12

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

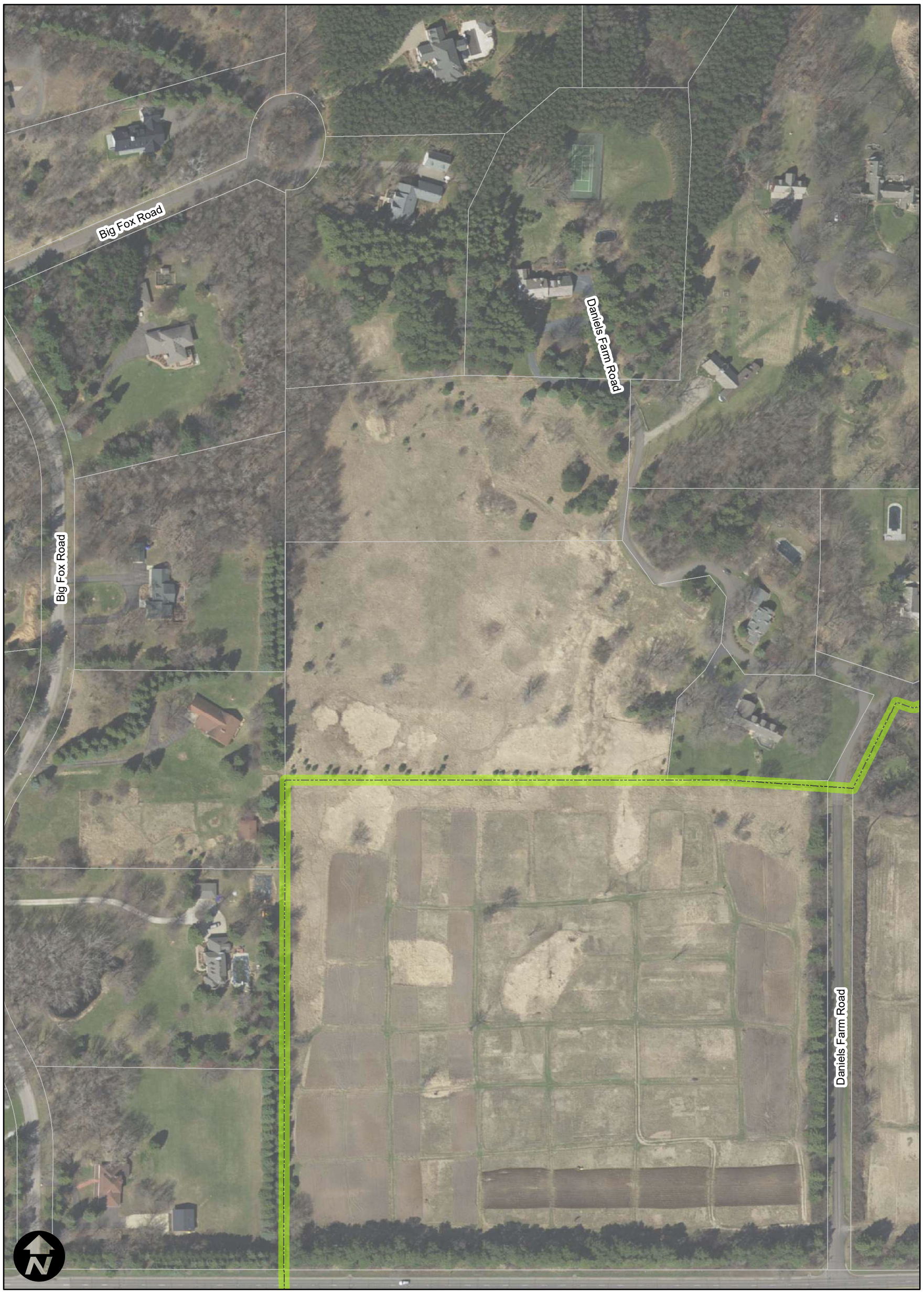
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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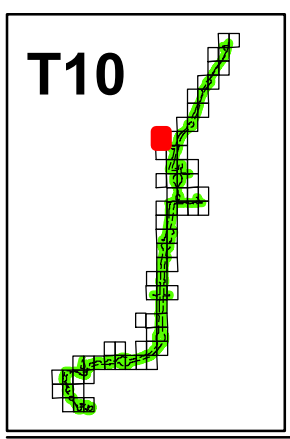

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
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- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
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- Phase II Recommended (outside APE)
- Parcels

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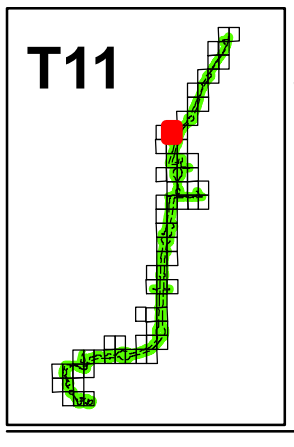
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

- Phase I
- Phase II: Eligible
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- Phase II Recommended (outside APE)
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- Phase I
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- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
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- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

RA-GLC-001
RA-GLC-002
Highway 61
Scheuneman Road
Hoffman Road
RA-GLC-036
RA-GLC-014
RA-GLC-035
RA-GLC-013
XX-RRD-NPR001
RA-GLC-017
Highway 61
XX-ROD-006
RA-GLC-012
-032
RA-GLC-011
RA-GLC-010
RA-GLC-008
RA-GLC-009
N

0 125 250 500 750 1,000 Feet

T12

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

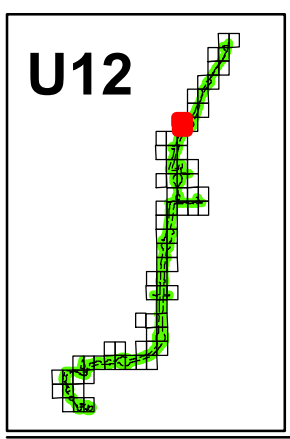
Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt

Hillary Farm Lane
Scheuneman Road
RA-GLC-007
RA-GLC-006
RA-GLC-005
RA-GLC-004
RA-GLC-003
RA-GLC-001
RA-GLC-002
XX-RRD-NPR001
Hoffman Road
Highway 61
XX-ROD-006
Highway 61
Hoffman Road

0 125 250 500 750 1,000 Feet



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
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- BRT Centerline

- Listed/CEF
- APE
- Survey Area

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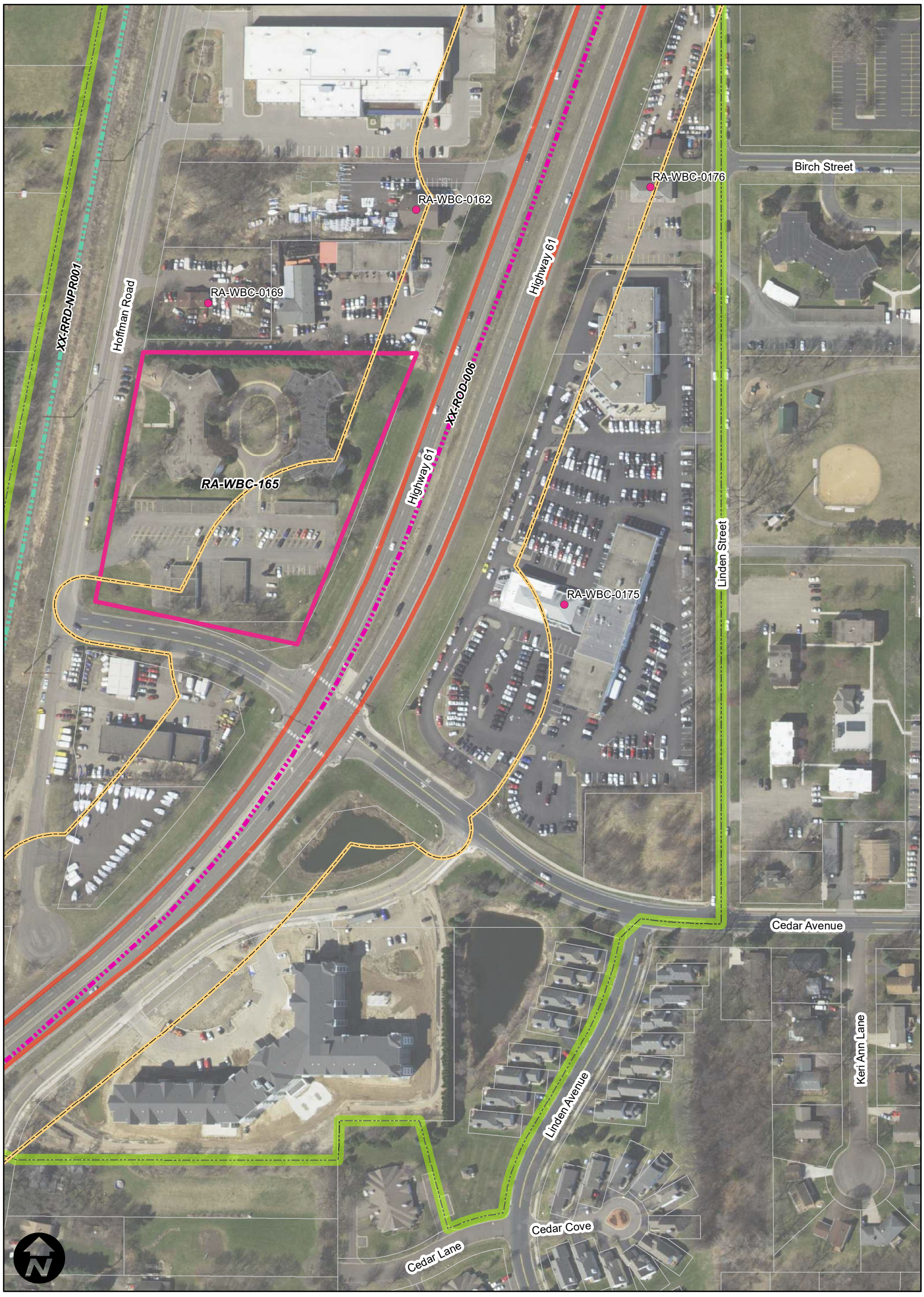
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



U13

Surveyed Resources

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF
- Phase I
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- Listed/CEF
- APE
- Survey Area
- Phase I
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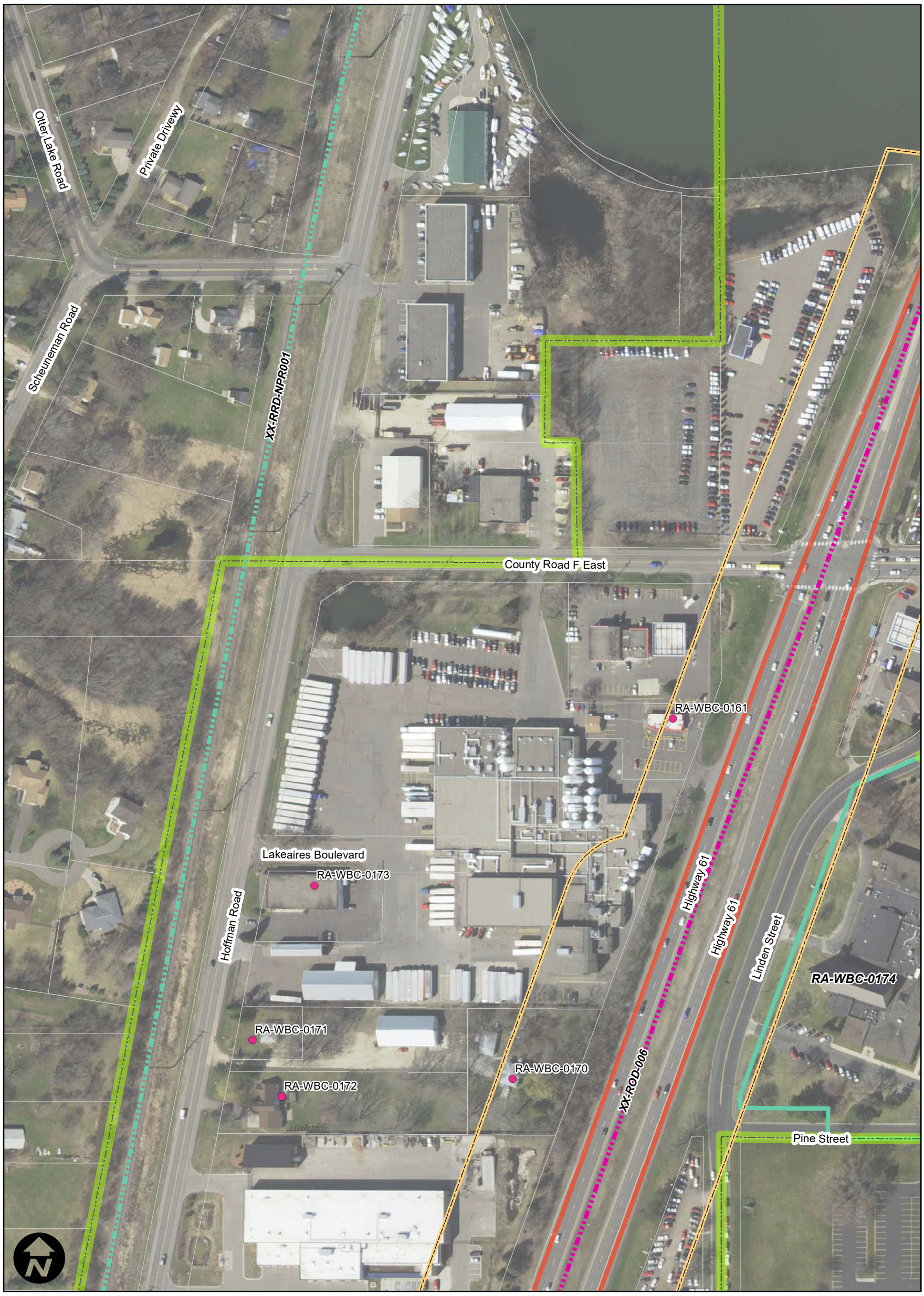
Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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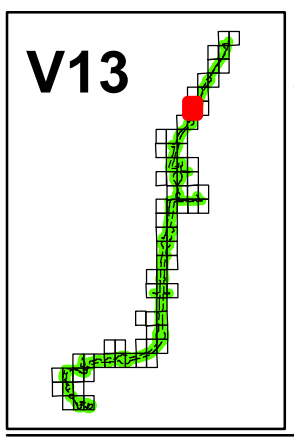

Surveyed Resources

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- Survey Area

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- Parcels

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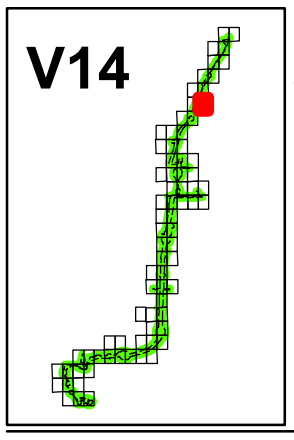
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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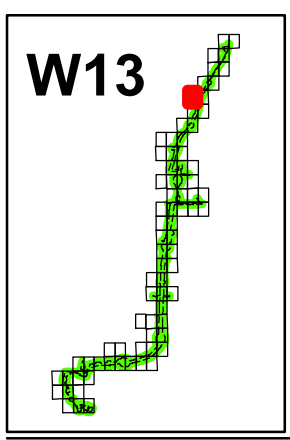
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



Surveyed Resources

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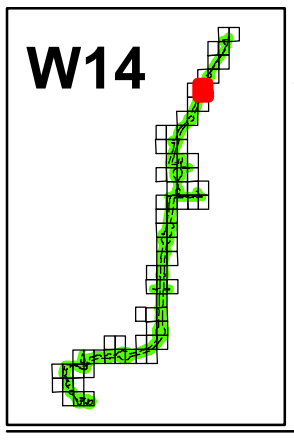
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet



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- Listed/CEF
- APE
- Survey Area
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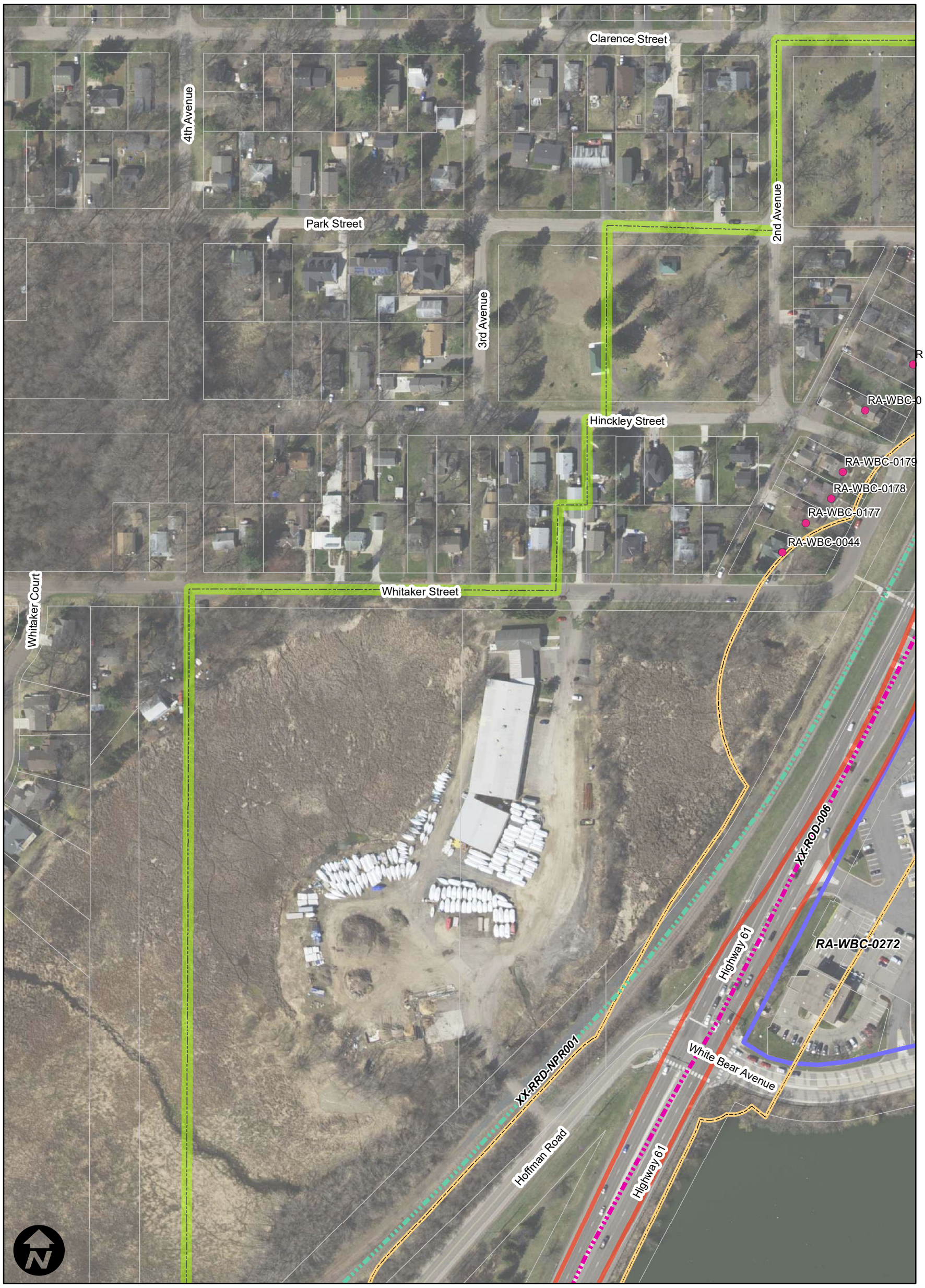
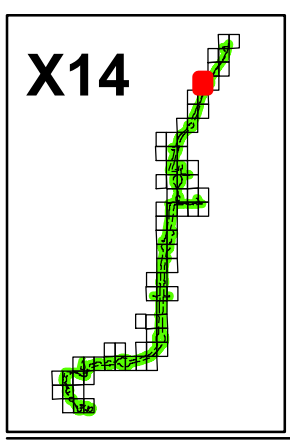
RUSH LINE BRT
SURVEY AREA

Mead & Hunt





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- Parcels

Last saved: 6/16/2020

RUSH LINE BRT SURVEY AREA

Mead & Hunt

RA-WBC-0042
RA-WBC-0209
RA-WBC-0208
Clarence Street
RA-WBC-0036
RA-WBC-0185
RA-WBC-0184
RA-WBC-0183
Highway 61
Highway 61
Park Street
Lincoln Avenue
XX-RRD-NPR001
RA-WBC-0206
Lake Avenue South
RA-WBC-0182
RA-WBC-0181
RA-WBC-0180
WBC-0179
C-0178
77
XX-ROD-006
RA-WBC-0205
RA-WBC-0204
Whitaker Street
RA-WBC-0272
White Bear Avenue
Old White Bear Avenue
Cottage Park Road

0 125 250 500 750 1,000 Feet

X15

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

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- BRT Centerline

- Listed/CEF
- APE
- Survey Area

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- Parcels

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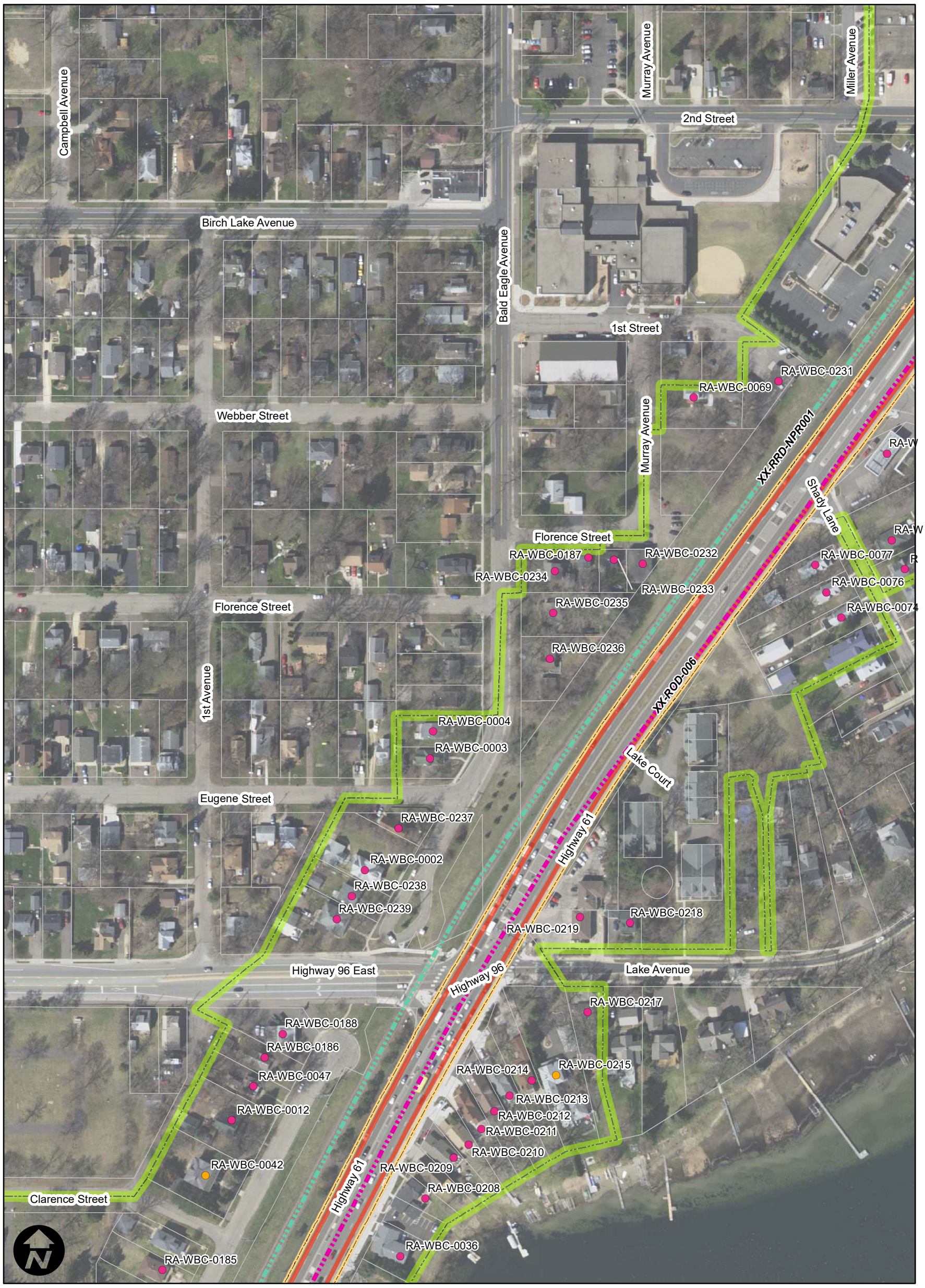
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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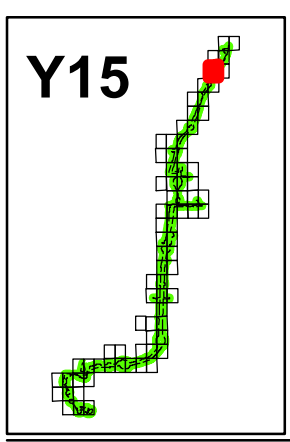

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

Surveyed Resources

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Last saved: 6/16/2020

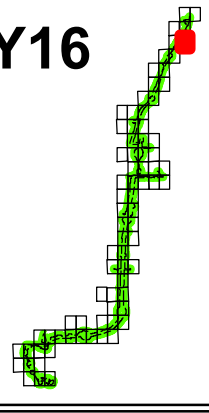
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

Y16



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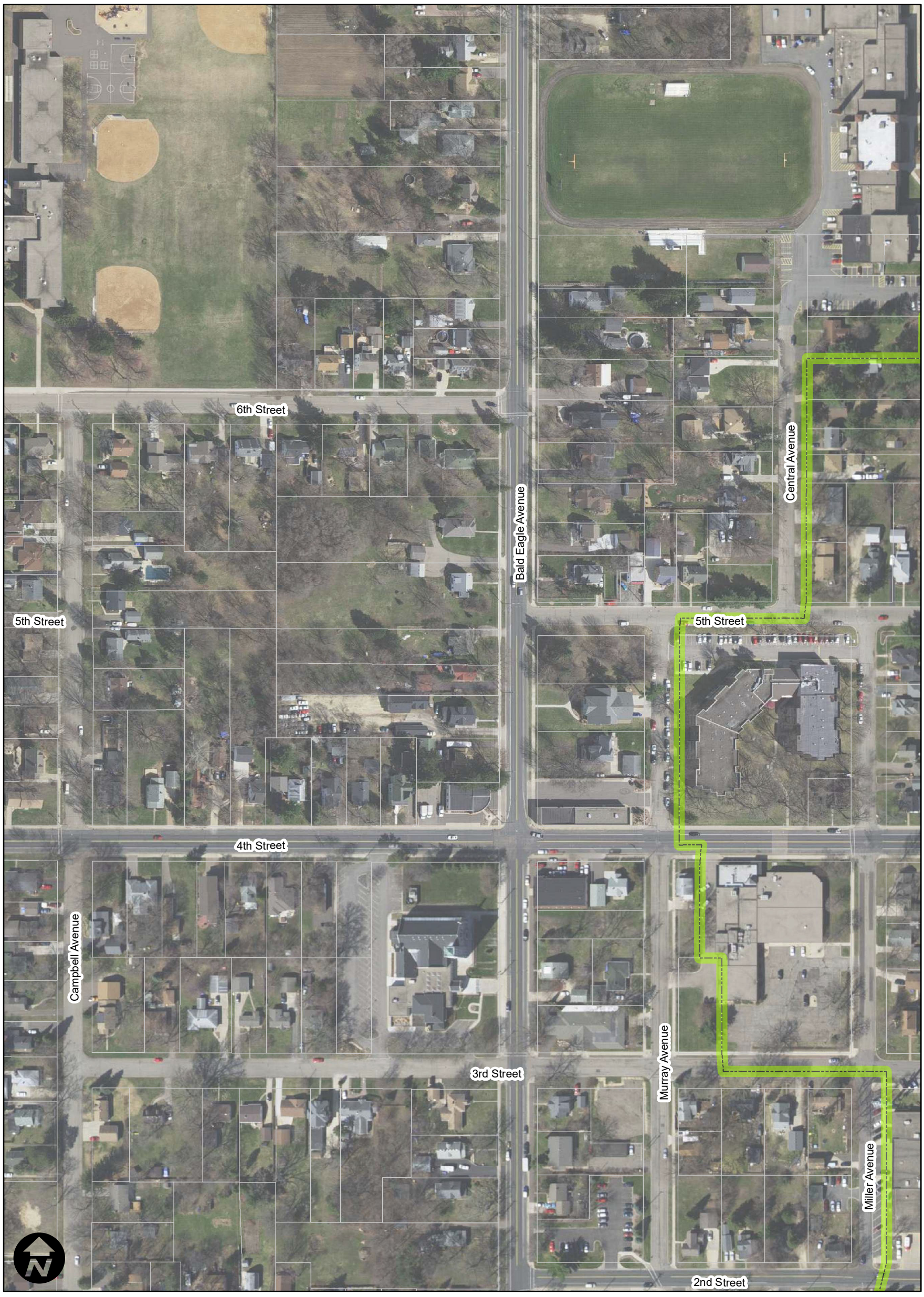
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



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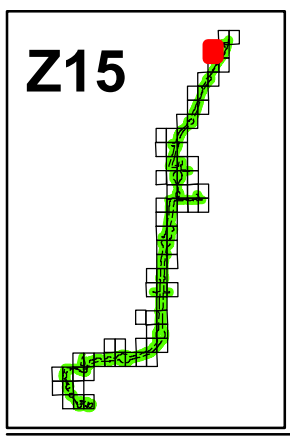

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- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

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- Phase II: Not eligible
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- Parcels

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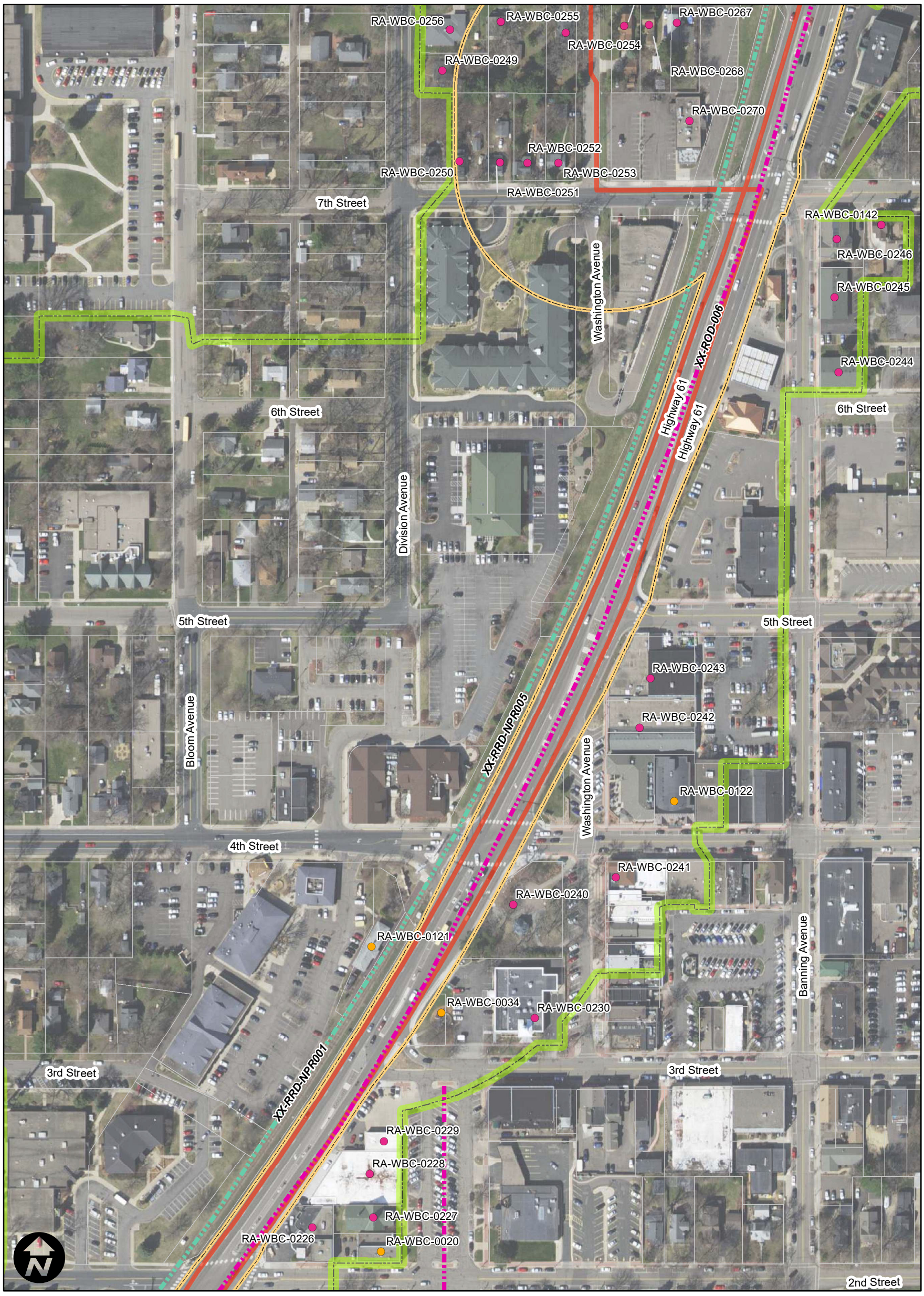
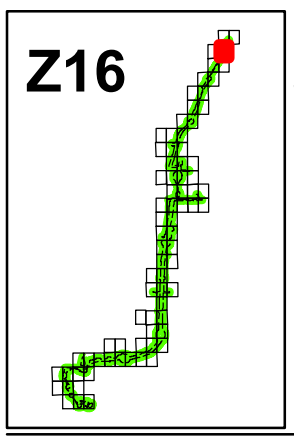
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



Feet

0 125 250 500 750 1,000



Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
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- Parcels

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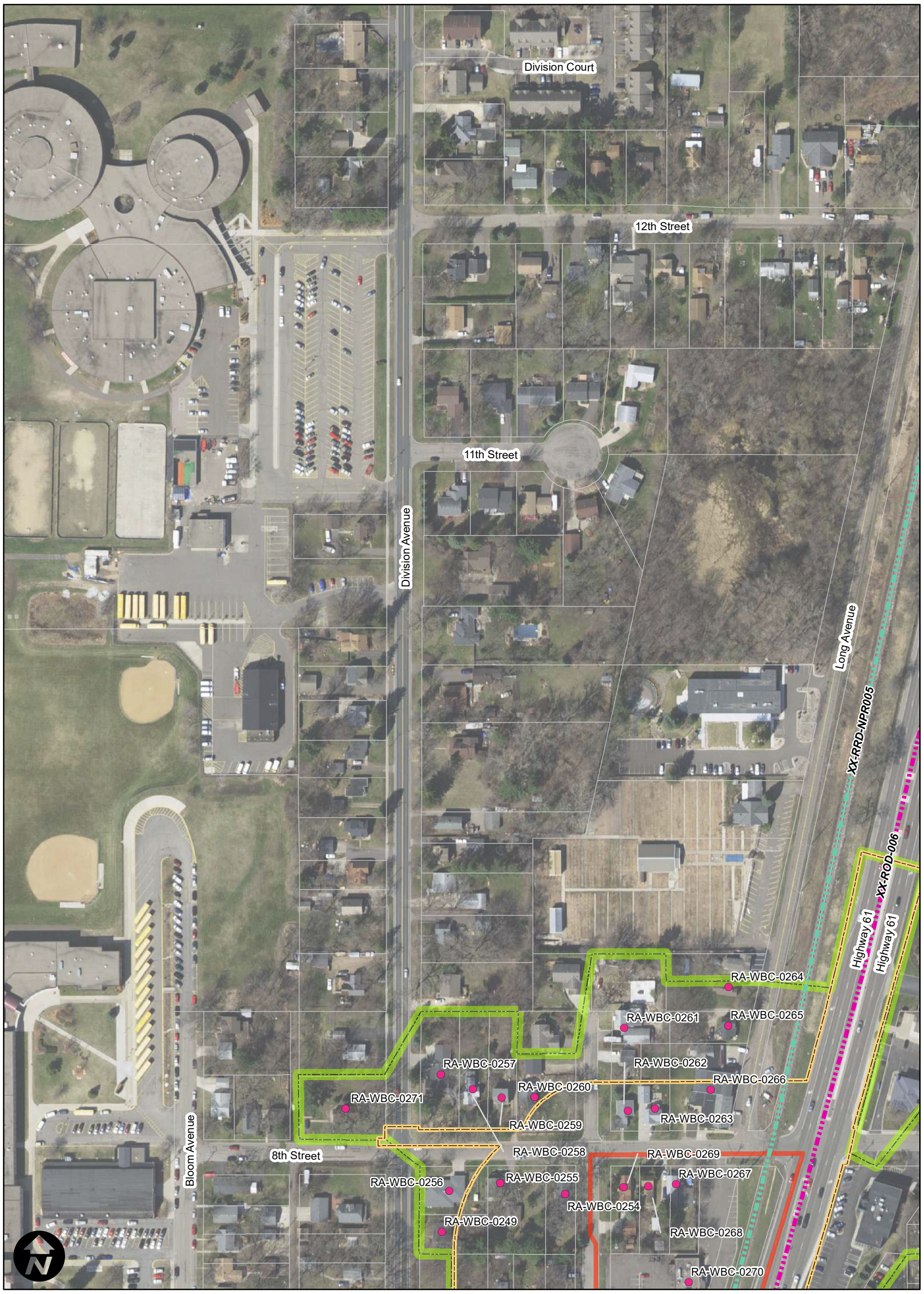
RUSH LINE BRT
SURVEY AREA

Mead & Hunt



AA16

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

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- Phase I
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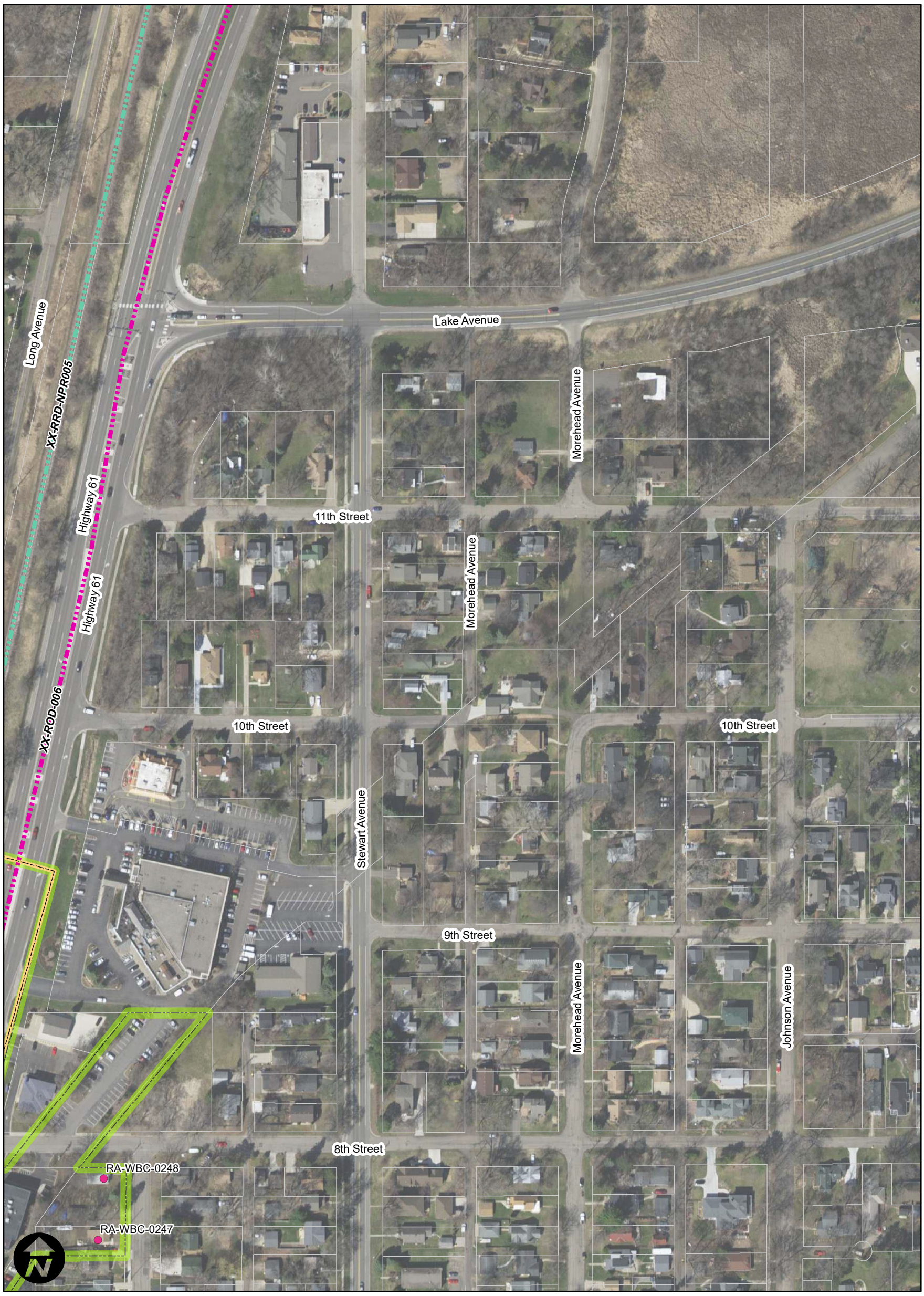
- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt



0 125 250 500 750 1,000 Feet

AA17

Surveyed Resources

- Phase I
- Phase II: Eligible
- Phase II: Not Eligible
- Phase II Recommended (outside APE)
- Needs Reevaluation
- Listed/CEF

See Multiple Property Inventory Forms for maps showing locations of component resources within linear corridors or polygon boundaries.

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- BRT Centerline

- Listed/CEF
- APE
- Survey Area

- Phase I
- Phase II: Eligible
- Phase II: Not eligible
- Reevaluated, eligible
- Phase II Recommended (outside APE)
- Parcels

Last saved: 6/16/2020

RUSH LINE BRT
SURVEY AREA

Mead & Hunt

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APPENDIX E. PHASE II EVALUATIONS

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APPENDIX E1. PHASE II EVALUATION: 3M MAIN PLANT HISTORIC DISTRICT (RA-SPC-0449)

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3M Main Plant Historic District

SHPO Inventory Number: RA-SPC-0449
Address: Minnehaha Avenue East between Forest and Arcade Streets
City: Saint Paul

Narrative Description

Approximately 47 acres in size, the 3M Main Plant Historic District was surveyed in 2009. At that time, it was roughly bound by Minnehaha Avenue East on the south, 7th Street East on the southeast, North Earl Street on the east, York Avenue and Phalen Boulevard on the north, and Forest Street North, Weide Street, and Arcade Street on the west. At that time, the district contained 26 buildings (24 contributing and two noncontributing), as well as two contributing structures and one contributing site. Ten of the 26 buildings were included as part of the Building 99 Complex. The structures included the water tower and pump house, referred to as Building 40, and the St. Paul, Stillwater, & Taylor's Falls/Chicago, St. Paul, Minneapolis & Omaha/Chicago & North Western/ Union Pacific Railroad (StPS&TF/CStPM&O/C&NW/UP) (RA-SPC-6065), which extends through the district boundary. The site is the former site of Building 47. For a more detailed description of the 2009 survey and evaluation of the 3M Main Plant Historic District, see the *Phase II Architectural History Survey and Update for the 3M Campus Redevelopment Project.*[1]

The 3M Main Plant Historic District was resurveyed in 2018-2019 as part of the *Phase I and Phase II Architecture/History Survey for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* project (Rush Line). The resurvey found that only four of the buildings documented as part of the district in 2009 are extant: Buildings 21, 27, 28, and 30. Table 1 provides a list of the resources within the district at the time of 2009 evaluation and their current status. See the attached map from the 2009 report for the building locations at the time of the survey. In addition, several modern buildings unrelated to 3M and surface parking lots have been constructed within the district boundary since 2009.

Table 1. List of resources within the 3M District in 2009

Inventory Number	Building Name	Property Type	Build Date	2019 Status
RA-SCP-0450	Building 1	Building	1910	Nonextant
RA-SPC-8001	Building 2	Building	1920, 1923-1924 addition	Nonextant
RA-SPC-0451	Building 3	Building	1927-1928	Nonextant
RA-SPC-8002	Building 4	Building	1922	Nonextant
RA-SPC-8003	Building 14	Building	1929, 1945 addition	Nonextant
RA-SPC-8004	Building 20	Building	1937-1938, 1940-1941 addition	Nonextant
RA-SPC-0455	Building 21	Building	1939	Extant

[1] Only the portion of the rail corridor included within the district boundary was surveyed and evaluated as part of the district. The 106 Group, Ltd., *Phase II Architectural History Survey and Update for the 3M Campus Redevelopment Project, Saint Paul, Minnesota* (Prepared for Port Authority of the City of St. Paul, July 2, 2009), Minnesota State Historic Preservation Office, St. Paul Minn.

Table 1. List of resources within the 3M District in 2009				
Inventory Number	**Building Name**	**Property Type**	**Build Date**	**2019 Status**
RA-SPC-0454	Building 24	Building	1949-1951	Nonextant
RA-SPC-8005	Building 27 (Sanitary Farm Dairies)	Building	Ca. 1910	Extant
RA-SPC-8006	Building 28 (Sanitary Farm Dairies)	Building	Ca. 1910	Extant
RA-SPC-8007	Building 30	Building	1946-1948	Extant
RA-SPC-8008	Building 40 (Water Tower and Pump House)	Structure	1948	Nonextant
RA-SPC-8009	Building 41	Building	1949, 1956 addition	Nonextant
RA-SPC-8010	Building 42	Building	1950, 1974 addition	Nonextant
RA-SPC-8014	Building 45	Building	1951	Nonextant
N/A	Building 47 site	Site	N/A	N/A
RA-SPC-8011	Building 84	Building	Ca. 1995	Nonextant
RA-SPC-8012	Building 85	Building	Ca. 1980	Nonextant
RA-SPC-8013	Building 99 Complex (10 total buildings)	Buildings	Ca. 1890-1990s	Nonextant
RA-SPC-6065	StPS&TF/CStPM&O/C&NW/UP	Structure	N/A	Extant

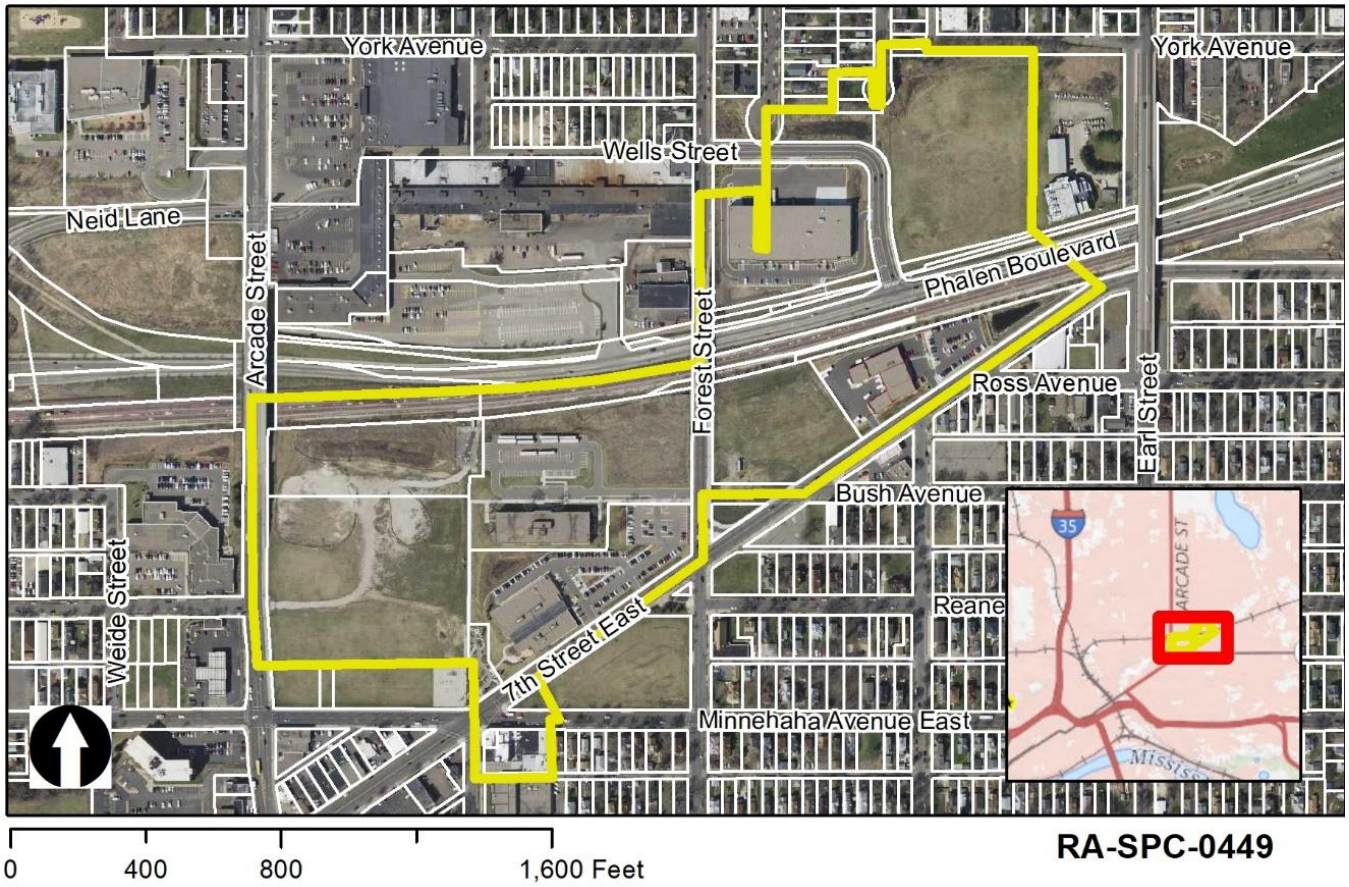
Statement of Significance

The 3M Main Plant Historic District was determined eligible in 2009 as part of the *Phase II Architectural History Survey and Update for the 3M Campus Redevelopment Project.*[2] The 2009 evaluation recommended 24 buildings, two structures, and one site as contributing to the historic district and two buildings as noncontributing. The recommended period of significance was 1910-1958.

The district was reevaluated as part of the Rush Line project. As all but four buildings within the district are now nonextant, the 3M Main Plant Historic District is recommended not eligible for listing in the National Register. Of the remaining four extant buildings within the district, Building 21 has been individually listed in the National Register. The other buildings are outside the anticipated Area of Potential Effects for the Rush Line project and therefore were not evaluated for individual significance as part of the current project. None have been substantially altered since the 2009 evaluation and, therefore, updated inventory forms were only created for the nonextant properties as part of this reevaluation. The most recent aerial of the district is provided on the map in this continuation sheet; however, note that some of the modern buildings are too recent to be depicted. The former locations of individual nonextant buildings are depicted in their respective updated inventory forms.

[2] The 106 Group, Ltd., *Phase II Architectural History Survey and Update for the 3M Campus Redevelopment Project, Saint Paul, Minnesota*.

Map


York Avenue
York Avenue
Wells Street
Neid Lane
Arcade Street
Forest Street
Phalen Boulevard
Ross Avenue
Earl Street
Bush Avenue
Weide Street
7th Street East
Reane
Minnehaha Avenue East
35
ARCADE ST
0
400
800
1,600 Feet
RA-SPC-0449

Photographs



RA-SPC-0449, December 31, 2018, former general site of 3M Main Plant Historic District, looking west.



RA-SPC-0449, December 31, 2018, former general site of 3M Main Plant Historic District, looking north.

APPENDIX E2. PHASE II EVALUATION: THEODORE HAMM BREWING COMPANY COMPLEX (RA-SPC-2926)

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Theodore Hamm Brewing Company Complex

SHPO Inventory Number: RA-SPC-2926
Address: Minnehaha Avenue East between Payne Avenue and Stroh Drive
City: Saint Paul

Description

The Theodore Hamm Brewing Company Complex, also referred to as Hamm's Brewing Company and Theodore Hamm Brewing Company, is located within a mixed industrial and residential neighborhood within St. Paul. Approximately 25 acres in size, the property is primarily sited along Minnehaha and Reaney Avenues between Payne Avenue and Stroh Drive. It is roughly bounded by the Union Pacific Railroad corridor on the north, Stroh Drive on the east, Dayton's Bluff on the south, and Phalen Creek on the west. Buildings within the complex were constructed from ca. 1865 to 1978. They range from one to eight stories and are primarily clad in brick. Additional associated structures are also located throughout the complex. See the 2005 Theodore Hamm Brewing Company National Register of Historic Places (National Register) Nomination (draft) for a full description of the individual buildings. Table 1 presents a list of the buildings within the complex based on the 2005 Nomination.[3] A map from the previous nomination that labels the location of each buildings is attached.[4]

Table 1. List of resources within the Theodore Hamm Brewing Company Complex[5]

Building No.	Building Name	Build Date
1	Office (former Power House)	Ca. 1883, remodeled ca. 1893, 1934, and ca.1975
2	Brew House	1892, remodeled ca. 1935
3	Grain Dryer	1951-1953
6	Grit Storage	Ca. 1893 remodeled circa 1935
7	Racking Room	Ca. 1893, remodeled 1934
8	Wash House	1901, remodeled ca. 1935
9	Carpenter Shop	Ca. 1865, Remodeled 1901 and later
10	Shavings Vault	Ca. 1901
11	Pump House No. 3	Ca. 1934
12	Retaining Wall and Stairway	Ca. 1901
13	Machine Shop/Blacksmith Shop/Paint Shop	1911
17	Stock House No. 3	1907
18	Stock House Number 2	1901
20	Pump House No. 5	1933
23	Laboratory/Wort Cooler	1883, remodeled ca. 1903, 1911, 1946 and 1956
25	Hop Storage	Ca. 1900, remodeled 1911 and ca. 1935
26	Stock House No. 1	1947-1948, remodeled 1953

[3] National Register of Historic Places, Theodore Hamm Brewing Company, St. Paul, Ramsey County, Minnesota, Minnesota State Historic Preservation Office, St. Paul, Minn. (draft Nomination not formally listed in the National Register).

[4] National Register of Historic Places, Theodore Hamm Brewing Company Complex, St. Paul, Ramsey County, Minnesota.

[5] National Register of Historic Places, Theodore Hamm Brewing Company, St. Paul, Ramsey County, Minnesota.

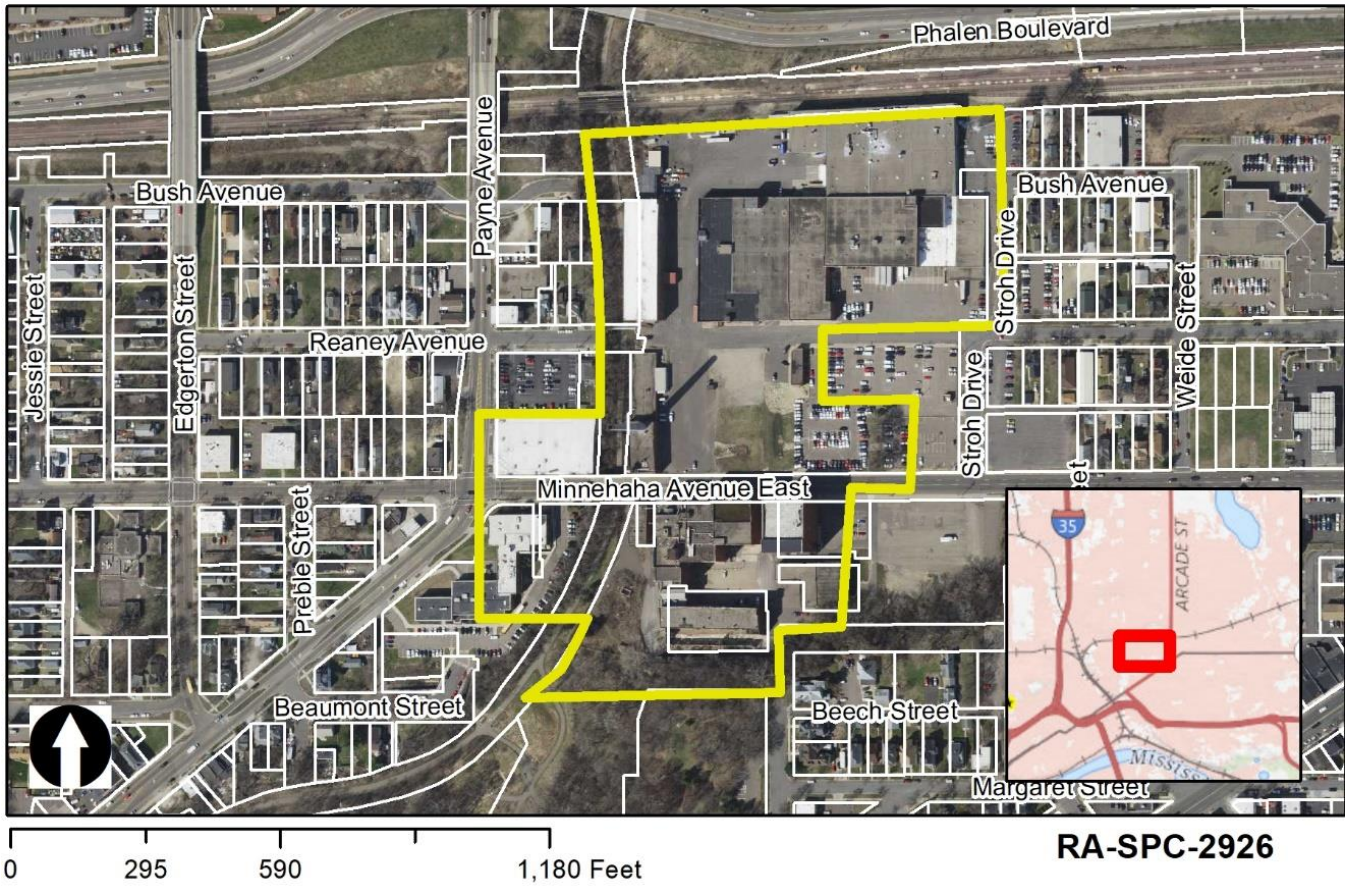
Table 1. List of resources within the Theodore Hamm Brewing Company Complex[5]		
Building No.	**Building Name**	**Build Date**
27	Stock House No. 4	1948-1953
28	Credit Union	1937
29	Pump House No. 8	1949
31	Pump House No. 1	1939
32	Power Plant	1933-34
33	Garage	Ca. 1936
38	Warehouse No. 1	1953
39	Advertising Warehouse	1907, remodeled 1934 and 1939
40	Diesel Engine House	1948 or earlier
41	Bottling House	1901, Remodeled circa 1911, 1934, 1946, 1953
45	Warehouse No. 3 (Case Storage)	1945
49	Administration Building	Ca. 1936, remodeled and 1958
56	New Brew House Addition	1955-1956
59	Electric and Pipe Shop	1957
60	Silo	Ca. 1960
61	Wash House/Racking Facility	Ca. 1962-1963
65	Rail Shipping and Storage	1965
66	Pump House No. 11	Ca. 1958
67	Sankey Building	1972
69	Garage	Ca. 1970
71	Bridge No. 62533	1978

A partial resurvey of the Theodore Hamm Brewing Company Complex was completed in February 2019 as part of the *Phase I and Phase II Architecture/History Survey for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* (Rush Line). Only the eight buildings north of Reaney Avenue were looked at as part of the subject project. These buildings include: Buildings 38, 40, 41, 45, 61, 65, 67, and 69. See the above list and 2005 Nomination for more information on these buildings. Pictures of the resurveyed buildings are provided below. Updated inventory forms were not created for these buildings as part of the Rush Line project as no substantial changes/alterations were made since the 2005 evaluation.

Statement of Significance

The Theodore Hamm Brewing Company Complex was determined eligible in 2005 under National Register *Criteria A* and *B* in the area of Industry. The district consists of 22 contributing and seven noncontributing buildings and six contributing and three noncontributing structures for a total of 28 contributing and 10 noncontributing elements. The period of the significance for the district spans from 1865 to 1952. Maps of the district can be found in the 2005 Nomination. No changes are recommended to the historic boundary or period of significance as part of the Rush Line resurvey, and no changes are recommended to the contributing/noncontributing status of the resources within the district. Past surveys indicate the Theodore Hamm Brewing Company Complex has numerous underground tunnels and pipe systems. These systems have never been separately inventoried and are not accessible at this time. Should ground disturbance be proposed within the district boundaries, additional survey and evaluation of these underground resources may be necessary.

Map


Phalen Boulevard
Bush Avenue
Payne Avenue
Bush Avenue
Stroh Drive
Jessie Street
Edgerton Street
Reaney Avenue
Stroh Drive
Weide Street
Minnehaha Avenue East
Preble Street
Beaumont Street
Beech Street
Margaret Street
35
ARCADE ST
0
295
590
1,180 Feet
RA-SPC-2926

Photographs



RA-SPC-2926, February 1, 2019, Building 41, south and west elevations, looking northeast.



RA-SPC-2926, February 1, 2019, Building 41, north elevation, looking southeast.



RA-SPC-2926, February 1, 2019, Building 45, south and east elevations, looking northwest.



RA-SPC-2926, February 1, 2019, Building 69, east and north elevations, looking southwest.



RA-SPC-2926, February 1, 2019, Building 40, south and west elevations, looking west.



RA-SPC-2926, February 1, 2019, Building 65, west elevation, looking east.



RA-SPC-2926, February 1, 2019, Building 65, east elevation, looking west northwest.



RA-SPC-2926, February 1, 2019, Building 38, south elevation, looking north.



RA-SPC-2926, February 1, 2019, Building 61, south elevation, looking north northeast.



RA-SPC-2926, February 1, 2019, Building 67, south and east elevations, looking northwest.

APPENDIX E3. PHASE II EVALUATION: WESTMINSTER JUNCTION (RA-SPC-5618)

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Westminster Junction

SHPO Inventory Number: RA-SPC-5618
Address: N/A
City: Saint Paul

Methodology

A Phase II Evaluation was completed for Westminster Junction in 1997 as part of both the Williams Hill Redevelopment (State Historic Preservation Office [SHPO] No. 97-0062) and the Phalen Boulevard (SHPO No. 96-0872) projects.[6] The junction was recommended eligible under National Register of Historic Places (National Register) *Criterion A* for "the significant impact that the railroads had on St. Paul's developing urban landscape" and under *Criterion C* as representing "an engineering solution to an unusual problem," namely the convergence of a number of rail lines in a small area. Recommended boundaries were Lafayette Bridge on the south; 75 feet east of the extant track on the east to 75 feet past the point where the eastern and northern legs of the wye meet; 75 feet north of the extant track on the north; and 75 feet west of the extant track on the west to the Mississippi Street Bridge, which is no longer extant. It was also previously identified as contributing to the National Register-eligible Great Northern Railroad Corridor Historic District (RA-SPC-5918).

The Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) requested Westminster Junction be reevaluated as part of the Rush Line Bus Rapid Transit (BRT) project. This evaluation will use the National Register Multiple Property Document (MPD) "Railroads in Minnesota, 1862-1956" and evaluate the junction as a grade separation structure. The current evaluation reproduces relevant portions of the 1997 evaluation, supplementing information as appropriate. The present evaluation reframes the significance of Westminster Junction in light of the MPD and assesses integrity. The integrity assessment will focus on identifying extant elements of Westminster Junction described in the 1997 evaluation and identifying alterations made since the completion of the 1997 evaluation.

Westminster Junction was historically used by up to five different railroads at any one time. As these railroads were acquired, sold, and consolidated over time, their names changed. The 1997 evaluation used a variety of names for each line, generally using the appropriate historic name for a given line during the specific event or period discussed. As described in Section 2.B of *Historic Context: Rush Line Study Area* (Mead & Hunt, Inc., February 2019), for ease of discussion a single name is used in this report to refer to a given line unless a specific historic or current event/railroad is being discussed. All images will refer to these single names and they will be added in brackets to reproduced sections of the 1997 evaluation where appropriate. Table 1 provides the single name and abbreviations; a

[6] The 106 Group, Ltd., *Phalen Boulevard Phase II Cultural Resources Evaluation for the Draft Environmental Impact Statement, St. Paul, Minnesota* (Prepared for the City of St. Paul, n.d.); The 106 Group, Ltd., *Supplementary Report on Westminster Junction for the Williams Hill Redevelopment, St. Paul, Minnesota* (Minnesota State Historic Preservation Officer, January 1997).

composite name, listing all historic and current names; and SHPO inventory number and previous eligibility findings. For a more detailed discussion of the history of these lines, see Section 2 of *Historic Context: Rush Line Study Area*.

Table 1. Railroad names and abbreviations

Single name	Composite name	SHPO Inventory Number, previous eligibility recommendation
Great Northern (GN)	Saint Paul & Pacific/Saint Paul, Minneapolis & Manitoba/Great Northern/Burlington Northern/Burlington Northern Santa Fe	RA-SPC-5918, Considered Eligible Finding (2009)
Northern Pacific (NP)	Northern Pacific/Burlington Northern/Burlington Northern Santa Fe	RA-SPC-5936, Not Eligible (2009)
Omaha Road	Saint Paul, Stillwater & Taylors Falls/Saint Paul & Sioux City/Chicago, Saint Paul, Minneapolis & Omaha/Chicago & Northwestern/Union Pacific	Pending, Recommended Eligible as part of the Rush Line BRT project
Soo Line	Minnesota, Saint Croix, and Wisconsin/Saint Paul & Saint Croix/Wisconsin Central/Soo Line	Nonextant through junction

Description

Westminster Junction is located approximately one mile northeast of downtown Saint Paul. Utilizing the boundaries established in the 1997 evaluation, the railroad junction is roughly bound by the Lafayette Road bridge on the south and Interstate Highway 35 East (I-35E) on the west. In 1997, the western boundary was the Mississippi Street Bridge. I-35E was realigned to the east ca. 2015 and the Mississippi Street Bridge was removed as part of that project. The current alignment of I-35E is in nearly the same location as the Mississippi Street Bridge was in 1997. The northern boundary is approximately 1,300 feet south of the Cayuga Street Bridge over the Burlington Northern Santa Fe (BNSF) rail corridor (historically the NP) and the eastern boundary is approximately 400 feet southwest of the Cayuga Street/Phalen Boulevard intersection. The junction is located within the BNSF and Union Pacific (UP) rights-of-way. Figure 1 provides a general overview of the junction and includes locations of tunnels, culverts, vehicular bridges, and retaining walls.

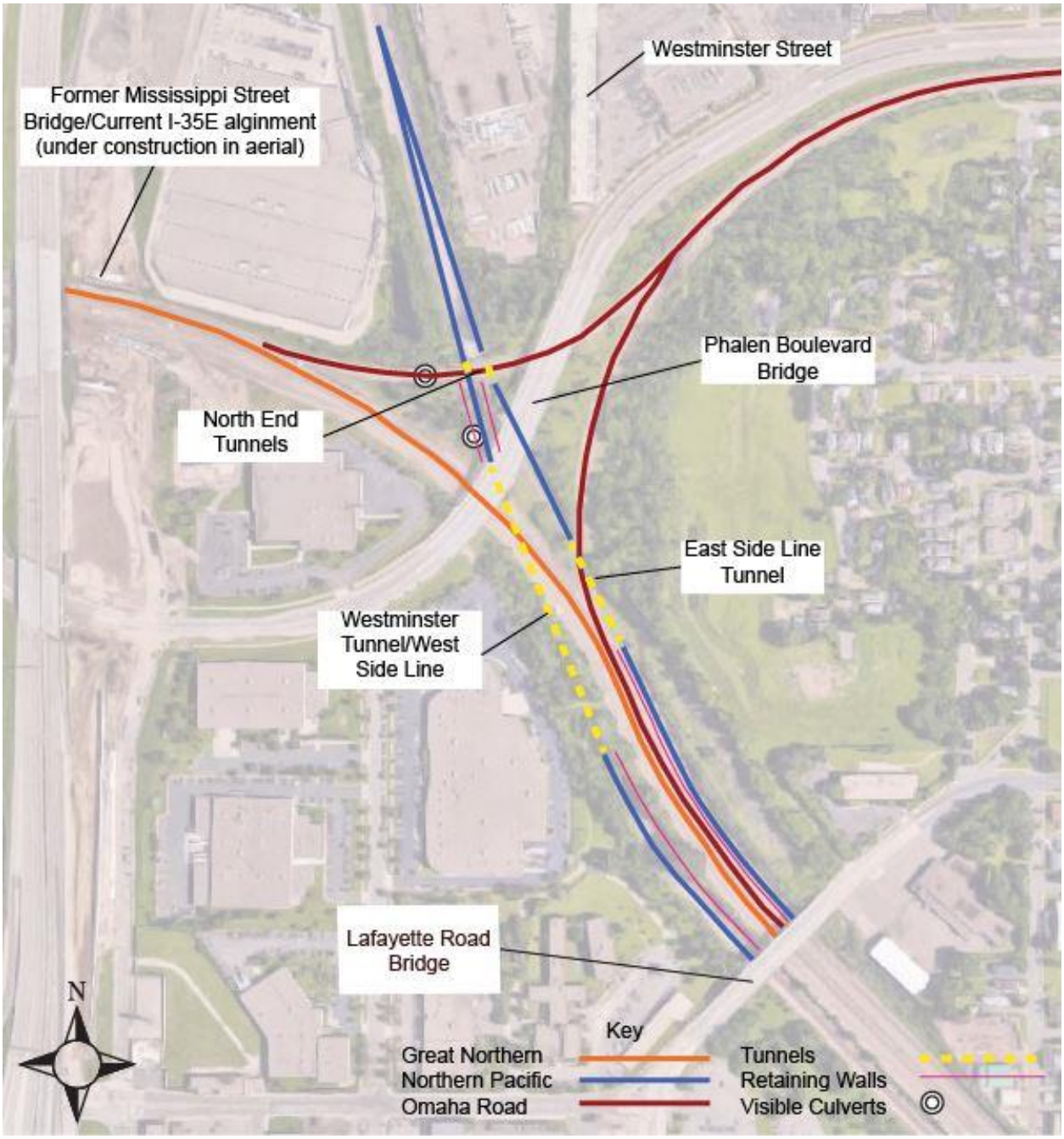


Figure 1. Overview map of extant elements of Westminster Junction. Base image is from Google Maps.

Description from the 1997 evaluation

The following description is pulled directly from the 1997 evaluation. Any new text added directly to the material appears in brackets. Some minor typos, including capitalization, were revised without brackets.

> Built in stages between 1862 and 1909, this railroad junction contains railroad tracks, four tunnels, retaining walls, a switching tower, three original culverts, and a number of sewer drains. Features no longer standing include the Soo Line tunnel and bridge, the Westminster Street Viaduct, and several sets of tracks.
>
> Following the Trout Brook ravine in a northwesterly direction out of St. Paul's Lowertown, this historic railroad corridor utilizes the natural topography of the tributary stream. The topography requiring the tunnel construction remains evident. Following the railroad tracks out of

Lowertown, the ravine narrows just past the Lafayette Road Bridge, then fans out towards the top of the bluff line. This ravine is one of the few routes providing a suitable grade for railroads to climb the steep Mississippi Valley bluffs around St. Paul, yet its narrowness limited the number of tracks. To solve the problem, the Northern Pacific built the series of tunnels under the St.PM&M [GN] and CSt.PM&O [Omaha Road] tracks.

The railroad right-of-way separates into three main grades just southeast of the Lafayette Bridge. Historically, the east and west side lines carried the Northern Pacific tracks, while the middle grade contained the St.PM&M [GN] and the CSt.PM&O [Omaha Road] tracks. Utilizing the valley to negotiate the steep Mississippi River bluffs surrounding downtown St. Paul, the rail beds were graded at different inclines in order to allow the Northern Pacific tracks to pass beneath the other two lines. The center grade rises more quickly than the eastern and western grades and is supported by rough-cut limestone and mortar retaining walls. Reaching the top of the incline, the sets of tracks separate – historically, the CSt.PM&O [Omaha Road] turning northeast and the St.PM&M [GN] continuing northwest.

On either side of the center grade, there are tunnels designed to allow grade-separated crossings at the junction. The Westminster Tunnel is on the west side of the center grade and passed beneath the old St.PM&M [GN] tracks, running in a north-northeasterly direction. Currently, a single track runs through the tunnel. It is the longest of four tunnels, measuring 1,048 feet. The tunnel was built with ashlar stone masonry. On the south portal, there is a keystone that reads “1885.” Supporting the structure are stepped, perpendicular wingwalls of ashlar limestone. At about midway along the tunnel, there is a concrete-box opening in the roof, which measures approximately 20 by 20 feet and is supported by four horizontal, concrete beams. North of the tunnel[,] ashlar stone retaining walls support the embankments on either side of the track and connect the Westminster Tunnel to the north end tunnel. To the south a single ashlar stone retaining wall supports the center grade and continues to just south of the Lafayette Bridge. The retaining walls are of the counterfort type, in which buttresses on the fill side of the wall transmit pressure from the vertical face to the horizontal.

To the east of the center grade, there is another tunnel, which crosses beneath the old CSt.PM&O [Omaha Road] tracks in a northwesterly direction. At present, one track passes through the tunnel. Known as the East Side Line, the eastern tunnel was built in 1888-1889. Measuring 287 feet in length, this elliptical arch tunnel also consists of ashlar stone masonry, and it is built into the retaining wall of the center grade. Like those of the West Side Line, perpendicular, cut-stone wingwalls support the tunnel. Although there are no retaining walls north of this tunnel, there is one to the south. Also of the counterfort type, this wall supports the center grade and continues to just south of the Lafayette Bridge. Immediately south of the tunnel, atop the retaining wall, the center grade was widened circa 1925 with wooden ties supported by steel piers on concrete footings.

The northern portion of Westminster Junction consists of two side-by-side tunnels crossing underneath a single east-west running track (historically CSt.PM&O [Omaha Road]). Although the tunnels appear to be a single twin-arch bridge, they were, in fact, constructed at different times, in 1885 [west tunnel] and 1888 [east tunnel]. Historically, the two tunnels brought together the divergent Northern Pacific tracks, which ran on the east and west sides of the center grade. Originally double tracked, each tunnel now gives passage to a single line. These round-arch tunnels measure 69 feet in length and, like their counterparts to the south, were constructed with ashlar stone masonry and have perpendicular, cut-stone wingwalls. On the south side of the western tunnel, a concrete deck and wingwalls were added circa 1925 in order to widen the Chicago and Northwestern [Omaha Road] corridor crossing overhead.

Approximately 100 feet west of the West Side Line, there are the remains of the Soo Line tunnel. This tunnel, constructed in 1909, provided the Soo Line with direct access to its Seventh Street freight house. Because the tunnel is collapsed and has been filled in, it no longer retains integrity. To the west of the former tunnel, Williams Hill has been leveled and is currently the site of a large spoils pile, compromising its historical integrity as a part of the cultural landscape of Westminster Junction. Farther to the west, almost to Mississippi Street,

there is an abandoned track, which passed on the west side of Williams Hill, serving the Great Northern's Seventh Street freight house. Because the Williams Hill area has lost its integrity, however, this railbed is not recommended for including in the historic district. Along the west leg of the wye, there is an old spur line which serviced a Great Northern ice house. The ice house, no longer standing, was located just west of where the Great Northern tracks crossed over the Soo Line tunnel.

There are three round-arch, cut stone culverts within the junction area which were used to channel Trout Brook before the underground sewer was built in the mid-1920s. One culvert runs north-south and is located just west of the north-end tunnels. The other two culverts run west to east. Located just south of the north-end tunnels, these culverts are built into the retaining walls on the west side line.

Like any well-used structures, the Westminster Junction was subject to repairs and minor alterations, particularly during the 1920s and 1930s. Because the roof of the Westminster Tunnel was deteriorating, in 1922 it was repaired and some of the stonework removed, creating the concrete-supported opening in the roof. The concrete deck and wooden deck added along the Chicago and Northwestern [Omaha Road] overpasses were built in 1926. Trout Brook was an open, channeled creek until 1927, when the city of St. Paul built a sewer to carry the stream. The concrete drains were probably built in conjunction with the new sewer. By the mid-1930s, clearance through the tunnels within the junction was insufficient for the larger locomotives and double stack carloads that were becoming common. In 1937 the Northern Pacific lowered the grade in the tunnels in order to provide increased overhead clearance and to provide additional space for track spreading. The original switching tower, a square, two-story building with a hipped roof, was replaced by the current building circa 1940. As mentioned above, the Westminster Street Viaduct was removed during World War II. Reflecting the declining fortunes of the railroads after World War II, many of the tracks crossing through the junction have been removed in recent years, and the Soo Line tunnel was abandoned and filled during the early 1980s.

Description from 2019 field survey

Field survey was conducted in the spring of 2019. Surveyors reviewed the Junction from the public right-of-way on the Phalen Boulevard and Lafayette Road Bridges as well as from adjacent parcels west of the Junction at Phalen Boulevard. The following description follows the organization above and is limited to addressing the presence, absence, or alteration of features described in the 1997 evaluation. Table 2 at the end of this section presents extant elements and their contributing or noncontributing status.

The general topography in Trout Brook Valley remains the same, with four rail lines traveling along the valley floor. Southeast of the Lafayette Street Bridge, the lines still separate into three grades with the central grade rising to become the upper wye of the junction and the West and East Side Lines separating and continuing to follow the valley floor (see Figures 2 through 4).



Figure 2. Looking southeast from the Lafayette Road Bridge. Note how the tracks are at similar grades before entering Westminster Junction and how the rail corridor sits below the surrounding landscape, represented by the bridges that run at grade.



Figure 3. Looking northwest from the Lafayette Road Bridge showing the grade separation at the south end of the junction. The raised center grade (at right) has a double track while the East Side Line (at center) has a single track and a roadbed lower than the center grade. The southern portal of the East Side Line tunnel is visible in the background at the end of the train at center (red arrow). Note the counterfort stone retaining wall.



Figure 4. Looking northwest from the Lafayette Street Bridge showing the grade separation at the south end of the junction. The raised center grade (at right) has a double track while the West Side Line (at center) has a single track and a roadbed lower than the center grade. The southern portal of the Westminster Tunnel is visible on the left as are the train cars on the East Side Line on the right. Note the ashlar-stone retaining wall at center.

A single track of the West Side Line continues to travel through the Westminster Tunnel. Only the southern portal of the tunnel was fully visible during field survey. The northern portal was only partially visible and the concrete-supported opening in the tunnel roof was not seen on field survey but is visible on a 2018 Google Earth aerial photograph (see Figure 5). The southern portal maintains its “1885” keystone and wingwalls, and the ashlar stone retaining wall that continues south of the Lafayette Street Bridge also remains (see Figure 6).



Figure 5. 2018 aerial image from Google Earth showing the concrete-supported opening in the roof of Westminster Tunnel (red arrow). Phalen Boulevard is in the upper left-hand corner and the south portal of the East Line Tunnel is in the lower right-hand corner.



Figure 6. Southern portal of the Westminster Tunnel, looking northwest from the Lafayette Road Bridge.

The East Side Line tunnel remains, and a single track continues to travel through it. Only the southern portal was visible during field survey. The ashlar stone construction of the portal remains visible as do

the perpendicular cut-stone wingwalls. The counterfort stone retaining wall running from the southern portal south of the Lafayette Street Bridge also remains extant (see Figure 7).



Figure 7. Southern portal of the East Side Line tunnel, looking northwest from the Lafayette Road Bridge. The bridge in the background is the 2004 Phalen Avenue Bridge, discussed below.

The two tunnels at the northern end of the junction are still present and a single track continues to travel through each tunnel. Only the southern portals of these tunnels were visible during field survey. The ashlar stone masonry and perpendicular, cut-stone wingwalls are visible on the eastern tunnel and the 1925 concrete deck and wingwalls of the western tunnel are also visible. The stone retaining walls that extend north from the Westminster tunnel remain extant (see Figures 8 and 9).



Figure 8. Southern portal of the North End tunnels, looking north from the Phalen Boulevard Bridge.

The western, 1885 tunnel at left has a replacement 1925 concrete deck and wingwalls while the eastern, 1888 tunnel at right has its original ashlar stone masonry arch and cut-stone wingwalls.



Figure 9. Looking north from the Phalen Boulevard Bridge showing the western, 1885 North End Tunnel and the retaining walls (one on each side of the track) that extend from the north portal of the Westminster Tunnel to the south portal of the 1885 North End Tunnel. The bridge superstructure in the foreground is part of the 2004 Phalen Boulevard Bridge.

The area directly west of Westminster Junction, including the former Soo Line Tunnel (collapsed and filled in by the time of the 1997 evaluation) and Williams Hill, have been developed since the 1997 evaluation. In 1997, Williams Hill had been graded and a large spoils pile was located on the site. Presently, several large light industrial, institutional, and healthcare properties occupy the former location of Williams Hill. These properties are generally separated from Westminster Junction by topography, as the junction sits below the surrounding landscape, and by vegetation. The abandoned rail line west of the junction and the spur line along the western leg of the wye mentioned in the 1997 evaluation are both nonextant.

Only two of the three round-arch, cut-stone culverts described in the 1997 evaluation were visible during field survey. The north-south culvert located west of the North End Tunnels was fully visible (see Figure 10) while only one of the two east-west culverts built into the retaining wall was partially visible (see Figure 11). No evidence of major alterations to the retaining wall was found during field survey, so it is assumed the second culvert in the retaining wall is also extant.



Figure 10. The north-south culvert just west of the North End Tunnels, looking north from the Phalen Boulevard Bridge.



Figure 11. Partially visible arch, likely part of one of the east-west culverts built into the retaining wall between the northern portal of Westminster Tunnel and the southern portal of the western, 1885 North End Tunnel.

The 2004 Phalen Boulevard Bridge (MnDOT Bridge 62598), which runs southwest to northeast across the junction, was constructed after the 1997 evaluation.[7] The 767 foot-long, prestressed-concrete beam bridge crosses the northern and western legs of the wye, traveling south of the North End Tunnels and over the northern portal of the Westminster Tunnel. Five sets of paired concrete piers are located within the junction boundaries delineated in the 1997 evaluation (see Figures 12 through 14).



Figure 12. View near the northwest corner of the junction facing southeast showing the 2004 Phalen Boulevard Bridge crossing the northern portion of Westminster Junction. The northern leg of the upper wye is at left and the double-track, western leg of the wye is at center.



Figure 13. View from west of the junction facing southeast showing the 2004 Phalen Boulevard Bridge crossing the double-track, western leg of the upper wye. A small portion of the north portal of Westminster Tunnel is visible in this image, marked by the red oval.

[7] Construction date obtained from the MnDOT BridgeInfo3 website: http://dotapp9.dot.state.mn.us/bridgeinfo3/, accessed May 8, 2019.



Figure 14. View from west of the junction facing north showing the 2004 Phalen Boulevard Bridge crossing the northern portion of the junction. The double-track, western leg of the upper wye is visible at center and part of the eastern, 1888 North End Tunnel is also visible and marked with a red oval. Note the pairs of concrete piers placed within the junction.

Table 2 provides a breakdown of the extant elements of Westminster Junction along with their build dates and contributing or noncontributing status.

Table 2. Extant elements of Westminster Junction with contributing or noncontributing status

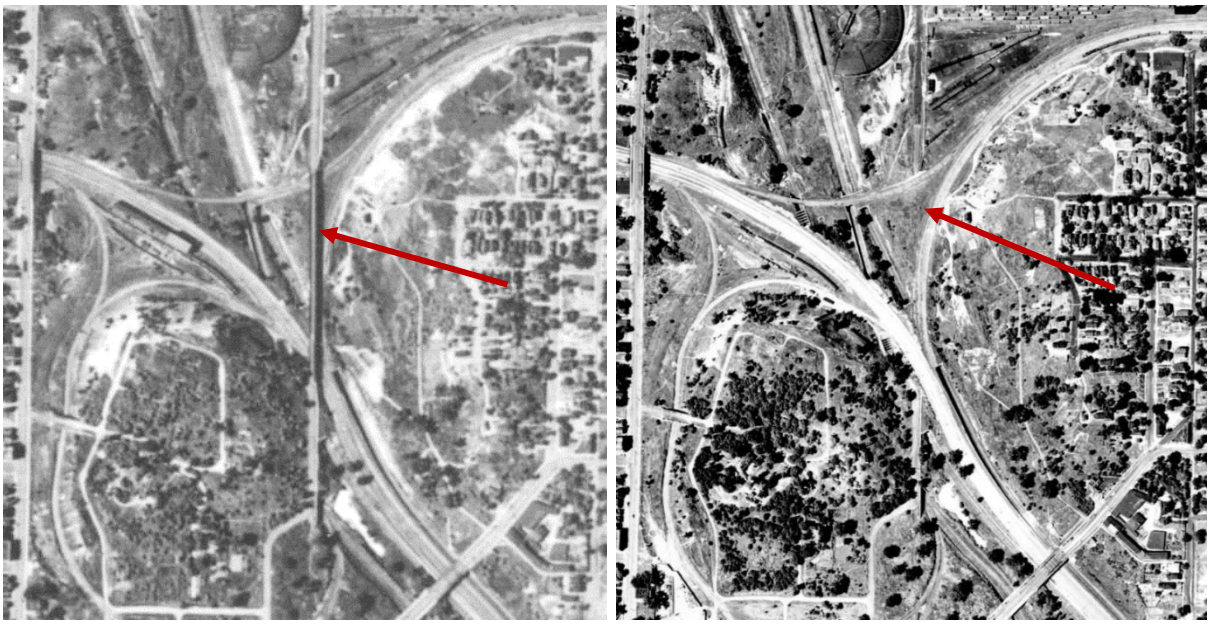
Element Name	Build Date	Contributing Status
Westminster Tunnel	1885	Contributing
East Line Tunnel	1888	Contributing
Western North End Tunnel	1885	Contributing
Eastern North End Tunnel	1888	Contributing
Center Grade Retaining Wall	ca.1888	Contributing
North End Retaining Walls	ca.1885	Contributing
Culverts	ca.1885	Contributing
Phalen Boulevard Bridge	2004	Noncontributing (not of age)

History

History from the 1997 evaluation

The following history is pulled directly from the 1997 evaluation. Any new text added directly to the material appears in brackets.

Although most of Minnesota's railroad building occurred after the Civil War, the first charter was granted in 1857 to the Minnesota and Pacific Railroad. Three years later, however, the company had only managed to grad a roadbed from St. Paul to St. Anthony, following the Trout Brook ravine and running west. By 1862 the company was reorganized as the St. Paul and Pacific, and it completed the line from St. Paul to St. Anthony, making it the first railroad in Minnesota. The corridor through which the first railroad traveled included the area to be developed into the Westminster Junction. Because the valley was marshy and prone to spring floods, the railroad companies using the corridor continuously added fill and eventually channeled Trout Brook itself. The junction was created in 1872, when the St. Paul, Stillwater & Taylors Falls, which was acquired by the CSt.PM&O [Omaha Road] in 1881, connected with the St. Paul & Pacific, part of the St.PM&M after 1879 [and subsequently the GN], near Westminster Street.[8] An iron viaduct was built to carry Westminster Street over the St.PM&M [GN] and CSt.PM&O [Omaha Road] tracks prior to 1885. The old viaduct is said to have been demolished during World War II and salvaged for scrap. [The demolition is confirmed by a review of historic aerial photographs, which show the viaduct present in 1940 but removed by 1945 (see Figures 15 and 16).]



Figures 15 and 16. Aerial images of Westminster Junction in 1940 (left) and 1945 (right) showing the removal of the Westminster Street Viaduct (indicated by the red arrow).[9] (This image was not part of the 1997 evaluation.)

During the mid to late-1880s, there was a flurry of construction at Westminster Junction. After building a line into St. Paul which connected with the St.PM&M [GN] tracks just north of the junction with the CSt.P.M&O [Omaha Road], the St. Paul and Northern Pacific (Northern Pacific) in 1885 paid the St.PM&M [GN] $10,000 for the right of way to construct a stone arch

[8] There is some discrepancy regarding the completion date of the Saint Paul, Stillwater & Taylors Falls line. Prosser, Schwietz, and the 1997 evaluation list the completion date as 1872 while the Railroad MPD lists the date as 1871. Richard S. Prosser, *Rails to the North Star: A Minnesota Railroad Atlas* (Minneapolis: University of Minnesota Press, 2007), 19–20; William T. Schwietz, *Minnesota Railroads* (Saint Paul, Minn.: National Railway Historical Society, 1985), 72–73; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-37.

[9] "Aerial Photograph, Saint Paul, Minn., WO-1A-58," June 11, 1940, John R. Borchert Map Library, University of Minnesota, Minneapolis; "Aerial Photograph, Saint Paul, Minn., A-2-159," 1945, John R. Borchert Map Library, University of Minnesota, Minneapolis.

tunnel beneath the existing tracks at Westminster Street. Completed in 1886, the construction included two tunnels and retaining walls to support the St.PM&M [GN] grade. This route, later dubbed the West Side Line, gave the Northern Pacific direct access to its Lowertown freight house. In 1887-1888, the St.PM&M [GN] built two additional main tracks and improved the grades in the Trout Brook Valley. In order to gain direct access to the Union Depot, the Northern Pacific constructed the East Side Line beneath the CSt.PM&O [Omaha Road], including the two tunnels, in 1888-1889. Although an exact construction date for the Trout Brook culverts is not known, the construction technique matches that of the tunnels, suggesting the late 1880s.

Construction of the Westminster Junction is associated with the development of railroads in St. Paul and the rise of the Twin Cities as a regional railroad hub. After the first railroad in Minnesota connected St. Paul to St. Anthony in 1862, St. Paul gained connections in all four directions by the mid-1870s. The smaller, pioneer railroads first radiating from the city were then swallowed up in mergers by the late 1870s and early 1880s, giving St. Paul more regional connections and increasing its importance as a rail hub. The St.PM&M took over the old St. Paul & Pacific in 1879 and later became part of the Great Northern Railway, James J. Hill's "Empire Builder" line. In 1880-1881, the St. Paul, Stillwater & Taylor's Falls Railroad merged with several others to form the CSt.PM&O [Omaha Road], which in turn merged with the Chicago and Northwestern in 1904. By the turn of the century, St. Paul had become a gateway to the northwest. No less than nine railroads served the city, and a number of them had headquarters in the city, including Hill's line and the Northern Pacific.

The geography of St. Paul, along with the city's early dependence on steamboat traffic, encouraged the construction of warehouses in the Lowertown area. Following the Mississippi River and its tributary valleys, and attracted to the growing warehouse district, the railroads converged in St. Paul's Lowertown. After operating separate depots for a number of years, the railroad companies joined together in 1879 to build the Union Depot at about Third and Sibley Streets. Located at the base of the imposing river bluffs surrounding Lowertown, the Union Depot could only be accessed along the Mississippi River or the Phalen Creek/Trout B[r]ook Valley. As a result, a great deal of St. Paul's rail traffic was concentrated in those areas, particularly through [the] Trout Brook [Valley]. In order to ease the congestion and to provide itself with direct access to the Union Depot, rather than leasing tracks from the St.PM&M [GN], the Northern Pacific constructed the tunnels through the Westminster Junction in 1885-1889. Some twenty years later in 1909 the Minneapolis, St. Paul & Ste. St. Marie (Soo Line) added a tunnel of its own beneath the Great Northern tracks west of the West Side Line.

By the early twentieth century, the Westminster Junction was one of the busiest in the Twin Cities. In 1930 the Northern Pacific's District Engineer for St. Paul noted that the tracks through the junction were "extremely busy, and that any repair work to be done should avoid even temporary shut downs of the tracks. In 1937 a study of the Twin Cities' terminal and transfer facilities reported that the functions of the CSt.PM&O's [Omaha Road] East St. Paul Yard and the Northern Pacific's Mississippi Street Yard could not be consolidated as part of a proposed single transfer point at the Dayton's Bluff/Pig's Eye yards. Traffic in the East St. Paul and Mississippi Street yards whose destination or departure point was the Union Depot passed through Westminster Junction. The report also indicates that, as of 1934, Westminster handled the third largest volume of freight compared to other junctions in the Twin Cities. The volume of 1,116 freight cars that passed through Westminster Junction was surpassed only by the 1,416 cars passing through the St. Paul Union Depot area and the 1,288 cars through the Minnesota Transfer area.

The 1937 terminal study indicates that Westminster Junction carried a large amount of passenger traffic, as well as freight. Two of the three main passenger routes between St. Paul and Minneapolis passed through the junction, including the Great Northern route, which, in addition to its own passenger cars, carried those of the CSt.PM&O [Omaha Road], the Chicago and Great Wester, the Chicago, Burlington and Quincy, and the Northern Pacific. In addition, the Northern Pacific lines carried Soo Line and Minneapolis and St. Louis passenger cars. Information taken from a 1941 passenger train schedule indicates that, of the 96 passenger

> trains per day departing from and arriving into the Union Depot, 64 passed through Westminster Junction.
>
> In entering and exiting the Union Depot, the Northern Pacific, Great Northern, Soo Line, and CSt.PM&O [Omaha Road] followed the same corridor along Phalen Creek/Trout Brook and separated at the Westminster Junction. The areas just outside of the junction were convenient servicing locations, and each of those lines established rail yards or car shops in the vicinity. Of those facilities, the only standing buildings and structures are at the former Great Northern Jackson Street Shops [these remain extant]. This National Register[-listed] property is west of the junction and is currently separated from it by I-35E and other modern intrusions. The Northern Pacific maintained shops and a roundhouse just north of the junction at Mississippi and York Streets, including a large dining car facility northwest of that intersection. To the north and west of the Northern Pacific facility, the Soo Line maintained its Jessamine Street Shops. The CSt.PM&O's [Omaha Road] East St. Paul Yard was located northeast of the junction and included a large roundhouse near Edgerton and Whitall Streets. Because these areas served a different function that than of Westminster Junction, however, they are considered to be outside of the recommended boundaries of the potential district. [Properties and features related to both of these yards appear to be nonextant.]

Supplemental historic context

As the popularity of railroads, both for passengers and shipping freight, declined after World War II, railroad companies began to consolidate operations and abandon rail lines. At the same time, many industries formerly located along railroad corridors often either moved operations to locations closer to highways or closed completely as the economy more generally shifted from an industrial to a service base. This combination often led to an economic downturn along industrial rail corridors and among the populations that relied upon them.[10]

Beginning in the 1980s, community groups began exploring the idea of redeveloping Williams Hill and the rail corridor to the east of Westminster Junction. By the mid-1990s, plans were in place to redevelop these areas.[11] As part of this redevelopment, an east-west arterial roadway, called Phalen Boulevard, was planned through the rail corridor. Prior to the construction of Phalen Boulevard, major east-west roadways in this part of Saint Paul were limited to Seventh Street East and Maryland Avenue. By 2004, the first section of the road, from Williams Hill to Payne Avenue, was completed. This included the Phalen Boulevard Bridge over Westminster Junction. The entire roadway from I-35E to Johnson Parkway was completed in 2005.[12]

[10] Curt Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul* (St. Paul, Minn.: East Side Neighborhood Development Company, 2006), 49–50.

[11] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 53–55.

[12] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 81–83.

Evaluation

Westminster Junction as an engineering feature (from 1997 evaluation)

The following is pulled directly from the 1997 evaluation. Any new text added directly to the material appears in brackets.

> Railroad tunnels occurred relatively infrequently, due to the expense and difficulty of construction. In Minnesota particularly, the level topography obviated the need for tunnel construction. The steepness of the land around St. Paul's Union Depot, however, make its topographic challenges unusual in Minnesota. The only other known railroad tunnels are near Duluth, designed to negotiate the steep climb out of the Lake Superior basin. The rise out of the Mississippi Valley along Trout Brook is 90 feet per mile, which approached the Northern Pacific's recommended maximum of 116 feet per mile. In fact, for trains traveling from St. Paul to Brainerd, 200 feet of the 500-foot rise in elevation are surmounted in the first five miles.
>
> The steep Mississippi River bluffs surrounding St. Paul presented problems for railroad companies seeking access to the warehouse district in Lowertown. One of the few natural approaches was the Trout Brook tributary valley. As the number of railroads serving St. Paul increased during the 1870s and 1880s, however, the narrow Trout Brook valley became increasingly congested. By the mid-1880s, the Northern Pacific sought direct access to Lowertown rather than paying for trackage rights. With the St.PM&M [GN] and the CSt.PM&O [Omaha Road] already crossing through the valley, the Northern Pacific would need grade-separated crossings to bypass the lines in place. They solved the problem by constructing a series of tunnels beneath the existing railroad tracks.
>
> The practice of railroad tunnel construction in America pre-dates Westminster Junction by some 50 years. Though some tunnels were built for canals in the 1820s, the Allegheny Portage Railroad built the first railroad tunnel near Johnstown, Pennsylvania in 1831. Another notable early tunnel was the Hoosac, a massive, 4.75-mile long structure between Boston and Albany, which was built in 1854-1876. The Washington Street Tunnel under the Chicago River in Chicago was the first vehicular tunnel, constructed in 1866. By the mid-1880s, Northern Pacific engineers had considerable tunnel-building experience. Over the period 1881-1883, the company built two mammoth tunnels in the Rocky Mountains in Montana: the Mullan Tunnel, a 3,850-foot structure, and the Bozeman Tunnel, which measure[s] 3,610 feet. Although it is not among the earliest or largest tunnels nationally, the Westminster Junction's West Side Line Tunnel is among a select group. As late as 1945, there were only 105 double-tracked tunnels longer than 1,000 feet nation-wide.
>
> Construction of the tunnels would not have been overly demanding from a technical standpoint. Photographs taken during construction of the West Side Line indicate that the tunnels were built with the cut and fill method, using wooden centering to support the arches. Wooden trestle bridges supported the overpass St.PM&M [GN] and CSt.PM&O [Omaha Road] while the tunnels were built. The arches themselves are of a much simpler design than the contemporary Seventh Street Improvement Arches, which were completed in 1884 and utilized the helicoidal-arch method. However, the tunnels are a fine example of nineteenth century, stone-arch construction, and the ashlar masonry illustrates a high degree of craftsmanship. As the number of railroad track miles dwindled in Minnesota during the post-World War II ear, so too did the number of resources illustrating the industry's heyday. Given the declining number of nineteenth century railroad structures generally, as well as the infrequent occurrence of railroad tunnels in the state, the Westminster Junction represents a rare example of railroad tunnels in Minnesota.
>
> Furthermore, although the components may lack individual distinction, the Westminster Junction represents a significant and distinguishable entity. The difficulty came in the coordination of the numerous tracks crossing through a relatively narrow, steeply graded area.

Three different railroad mainlines crossed through the area, making it an 1880s version of the intersection of three interstate highways. This unusual confluence of railroad lines and the series of tunnels that provide grade-separated interchanges make this junction unique in the state of Minnesota.

Evaluation
As a cultural landscape, the Westminster Junction illustrates the significant impact that the railroads had on St. Paul's developing urban landscape. Through the Trout Brook Valley, access could be had to the Lowertown warehouse district, the Union Depot, the East Side industrial corridor and, to the west, [the] Minnesota Transfer [Railroad] and [the city of] Minneapolis. Traffic passing through Trout Brook [Valley], which ranked among the busiest corridors in the Twin Cities, was facilitated by the grade-separated interchange known as Westminster Junction. The junction served a number of major railroad lines, including the Northern Pacific, the St. Paul, Minneapolis & Manitoba (later Great Northern), the Chicago, St. Paul, Minneapolis & Omaha [Omaha Road] (later Chicago and Northwestern), and the Minneapolis, St. Paul & Sault Ste. Marie [Soo Line]. In addition, the Westminster Junction represents a rare example of railroad tunnel building in Minnesota, and, although its individual components are not outstanding engineering features, the proposed district represents an engineering solution to an unusual problem. Therefore, it is recommended that the Westminster Junction is eligible for the National Register under Criterion A for Transportation and Criterion C for Engineering. The recommended period of significance is 1945.

2019 Evaluation

For the purposes of this updated evaluation, Westminster Junction was evaluated as a grade separation structure relative to evaluation guidelines laid out in the "Railroads in Minnesota, 1862-1956" National Register MPD. According to the MPD, a grade separation structure is a "grade-separated crossing between a railroad corridor and another railroad corridor, a vehicular roadway, a water course, or a topographic feature." Based on the MPD, grade separation structures are not eligible under *Criterion B*, as these structures were built by large corporations and not individuals. The junction was not evaluated under *Criterion D*. For the purposes of this Phase II Evaluation, then, Westminster Junction was evaluated for the National Register under *Criterion A: Transportation* and *Criterion C: Engineering*.

Criterion A

According to the MPD, a railroad grade separation structure will be significant under *Criterion A* "only if it is a contributing element of a railroad corridor historic district, a railroad station historic district, or a railroad yard historic district."

Westminster Junction is not a contributing element of a railroad station historic district or a railroad yard historic district. However, Westminster Junction is a contributing element to two railroad corridor historic districts. These are:

- Great Northern Railroad Corridor, Saint Paul to Minneapolis Segment (RA-SPC-5918, Considered Eligible Finding, 2009),

- StPS&TF/Omaha Road (XX-RRD-CNW001, Recommended Eligible as part of the Rush Line BRT project).

As such, Westminster Junction is recommended eligible under *Criterion A: Transportation*.

Criterion C

According to the MPD, a railroad grade separation structure will be significant under *Criterion C* if it:

- Represents the early work of a historically important railroad engineer, architect, contractor, or fabricator;
- Utilizes designs or building systems that represent historically important types or construction methods, such as masonry arches, innovative metal truss designs, or reinforced concrete systems that extended span lengths;
- Employed experimental or innovative elaborations of contemporary engineering practice to meet unusual or extreme site conditions; and/or
- Employed important contemporary construction methods, such as the use of stone masonry for abutments or underwater caissons in pier construction.

According to the 1997 evaluation, the junction "represents a rare example of railroad tunnel building in Minnesota [but] its individual components are not outstanding engineering features," as the "practice of railroad tunnel construction in America pre-dates Westminster Junction by some 50 years." Moreover, the Northern Pacific railroad engineers who constructed the junction's tunnels "had considerable tunnel-building experience" by the mid-1880s. In this way, the junction does not represent the early work of a historically important railroad engineer, architect, contractor, or fabricator nor does it utilize designs or building systems that represent historically important types or construction methods or employ important contemporary construction methods. According to the 1997 evaluation, however, the junction does represent "an engineering solution to an unusual problem." The unusual problem was the convergence of multiple rail lines in the small valley of Trout Brook. The solution was to use a set of tunnels to allow two wye junctions to be placed on top of one another. As such, Westminster Junction is recommended eligible under *Criterion C: Engineering*, as an innovative engineering solution used to address unusual site conditions.

Period of Significance

As a Grade Separation Structure Under *Criteria A* and *C*

The period of significance recommended in the 1997 evaluation was 1885-1945, with 1885 marking the construction of the first tunnel in the junction (Westminster Tunnel). The end date of 1945 appears to have been chosen because, as the 1997 evaluation states, "Reflecting the declining fortunes of the railroads after World War II, many of the tracks crossing through the junction have been removed in recent years…" Based on this Phase II Evaluation of Westminster Junction as a grade separation structure, the period of significance recommended in the 1997 evaluation does not need to be revised except to clarify periods of significance for each recommended-significant criterion. As such, the recommended period of significance for *Criterion A* is 1885-1945, for the reasons outlined above. The recommended period of significance for *Criterion C* is 1885-1888, which corresponds to the build dates of contributing elements of the junction.

As a Contributing Element of a District

Westminster Junction is also a contributing element to two railroad corridor historic districts: the Great Northern Railroad Corridor (Considered Eligible Finding, RA-SPC-5918), and the Omaha Road Railroad Corridor (recommended eligible as part of the Rush Line BRT project, XX-RRD-CNW001). Each corridor has its own period of significance to which the junction is a contributing element. The Great Northern Railroad Corridor has a period of significance from 1862 to 1956, so Westminster Junction would be a contributing element for the period of 1885 to 1956.[13] Finally, the Omaha Road Railroad Corridor has a period of significance of 1871 to 1957, so Westminster Junction would be a contributing element for the period 1885 to 1957. In sum, as a contributing element to three significant railroad corridor historic districts, the period of significance for Westminster Junction is 1885 to 1956.

Integrity

Location

According to the MPD, "A railroad grade separation structure must retain its integrity of location if it contributes to a railroad district under Criterion A." Westminster Junction remains in the location it was constructed. As such, it continues to be a contributing structure to three railroad corridor historic districts and retains integrity of location.

Design

According to the MPD, "A grade separation structure must retain enough original physical features to effectively convey the significance of its engineering design."

Westminster Junction retains the general configuration, grading, and four of the tunnels that comprised the junction during the 1885-1945 period of significance. The junction retains the Westminster Tunnel, the East Line Tunnel, and the two North End Tunnels while the Soo Line Tunnel, which was not part of the two, grade-separated wye structures, is nonextant. In regard to the extant tunnels, the portals retain original physical features like ashlar stone construction and cut-stone wing walls. The Westminster Tunnel also retains the carved "1885" keystone above the south portal. Alterations to the tunnels, including concrete decks and wingwalls on the western North End Tunnel, the concrete-supported opening in the Westminster Tunnel roof, and the lowering the overall grade in the tunnels, all took place within the 1885-1945 period of significance.

Westminster Junction also retains its four retaining walls and three culverts, which themselves retain the original physical features of cut-stone elements to convey the significance of engineering design. Elements of the junction that have been removed in addition to the Soo Line Tunnel are generally minor design features. These include a switching tower (located where the western and eastern legs of the wye meet), additional trackage, and telegraph poles. As such, Westminster Junction retains integrity of design.

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[13] The 106 Group, Ltd., *Phase I and II Architectural History Survey for the Northern Lights Express Project, Anoka, Carlton, Hennepin, Isanti, Kanabec, Pine, and St. Louis Counties, Minnesota, and Douglas, County, Wisconsin - Volume 1* (prepared for Minnesota Department of Transportation, May 2013), 29.

Setting

According to the MPD, “to be eligible under Criterion A, a grade separation structure must be located in a setting similar to that during its period of significance.... Grade separation structures eligible under Criterion C do not need to retain integrity of setting.”

Despite development in the Williams Hill area to the west of the junction and the presence of the 2004 Phalen Avenue Bridge, the setting of Westminster Junction remains similar to that during the 1885-1945 period of significance. The junction itself remains within three historic railroad corridors and the development in Williams Hill is generally shielded from Westminster Junction by the presence of vegetation. Although the east-west 2004 Phalen Avenue Bridge does detract from the integrity of the junction, a bridge over the junction was present for most of the 1885-1945 period of significance. The Westminster Street viaduct ran north-south across the eastern half of the junction; it appears on 1904 Sanborn maps and was removed in 1945.[14] In this way, the presence of the 2004 bridge, although recently constructed and oriented east-west rather than north-south, creates a setting similar to that during the 1885-1945 period of significance. As such, Westminster Junction retains integrity of setting.

Materials

According to the MPD, a railroad grade separation structure retains integrity of materials if the structure either retains original construction materials; has replacement materials installed during the period of significance; or repairs or replacements have been done in-kind. As described in the design discussion above, the junction retains integrity of materials in the four extant tunnels, four retaining walls, and three culverts. Alterations to the tunnels that included altering the grade, opening a portion of the Westminster Tunnel roof, and adding concrete decks and wingwalls all took place during the 1885-1945 period of significance. As such, Westminster Junction retains integrity of materials.

Workmanship

According to the MPD, “most components of railroad grade separation structures were mass-produced and do not exhibit qualities of workmanship. If, however, a decorative or aesthetic feature of a grade separation structure is an important feature of a structure, that feature must retain its original visual appearance.”

According to the 1997 evaluation, “the tunnels are a fine example of nineteenth century, stone-arch construction, and the ashlar masonry illustrates a high degree of craftsmanship.” The tunnels, wingwalls, and retaining walls retain their original visual appearance and no changes have occurred since 1997 that would diminish integrity of workmanship. As such, Westminster Junction retains integrity of workmanship.

Feeling

[14] “St. Paul, Minn., 1903 - Revised 1904,” 1:600 (New York: Sanborn Map Company, 1904), 496.

According to the MPD, “a grade separation structure’s integrity of feeling will only be lost if modern alterations to its historical design or the addition of modern materials to its structure are of sufficient scale or visual contrast so as to dominate its overall visual appearance. A structure that retains integrity of design and materials will also retain integrity of feeling.”

As described above, alterations to the historical design or the addition of modern materials to Westminster Junction occurred during the 1885-1945 period of significance. The recent addition of the 2004 Phalen Avenue Bridge does not detract from the overall feeling of the junction. The Phalen Avenue Bridge crosses only the northern portion of the junction and, when viewed from Lafayette Bridge, is not of sufficient scale to dominate the overall visual appearance of the junction. Additionally, Westminster Junction retains integrity of design and materials. As such, Westminster Junction retains integrity of feeling.

Association
According to the MPD, “association is the direct link between a grade separation structure and the significant engineering embodied in its design. A grade separation structure retains its integrity of association if it retains integrity of location, materials, and design.”

Westminster Junction retains integrity of location, materials, and design. As such, Westminster Junction retains integrity of association.

Recommendation
Westminster Junction, located approximately one mile northeast of downtown Saint Paul and within the rights-of-way of the BNSF and UP Railroads, is recommended eligible under both *Criterion A: Transportation* as a contributing element to three railroad corridor historic districts and *Criterion C: Engineering*. The period of significance, as delineated in the 1997 evaluation, is 1885-1945.

Westminster Junction retains integrity of location, design, setting, materials, workmanship, feeling, and association and is recommended eligible for the National Register.

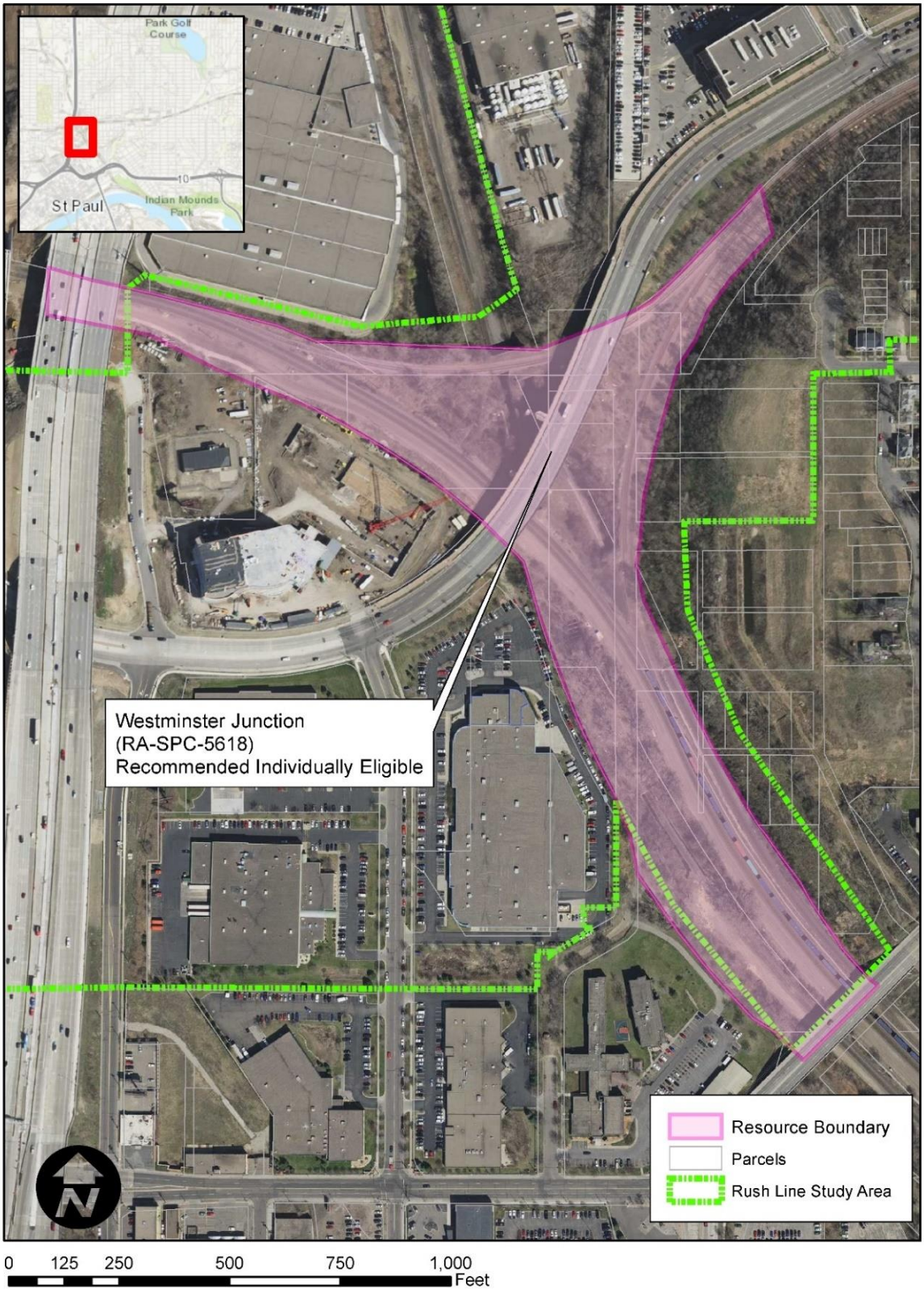
According to the MPD, the boundary should be the historic right-of-way of the railroads utilizing the junction during the period of significance. The boundaries established in the 1997 evaluation were delineated as the extant trackage plus a 75-foot buffer. This buffer roughly corresponds to the current railroad right-of-way, which, in this case, is approximately the historic right-of-way. Boundaries recommended as part of this evaluation follow the current right-of-way rather than the 75-foot buffer. Given this, the junction is roughly bound by the Lafayette Road Bridge on the south and I-35E on the west, where the current alignment of I-35E is in nearly the same location as the Mississippi Street Bridge was in 1997. The northern boundary is approximately 1,300 feet south of the Cayuga Street Bridge over the BNSF rail corridor and the eastern boundary is approximately 400 feet southwest of the Cayuga Street/Phalen Boulevard intersection. These boundaries conform to the MPD requirements, as they mark the historic boundaries of the junction during the period of significance. The junction is

located within the BNSF and UP rights-of-way. The historic boundary within the Rush Line Bus Rapid Traffic Study Area is delineated on the Boundary Map.

Location Map



Boundary Map



APPENDIX E4. PHASE II EVALUATION: MT. AIRY PUBLIC HOUSING COMPLEX (RA-SPC-5915)

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Mt. Airy Public Housing Complex

SHPO Inventory Number: RA-SPC-5915
Address: N/A
City: Saint Paul

Description

Setting and overall description

The Mt. Airy Homes public housing complex (Mt. Airy) is located northeast of the State Capitol and consists of approximately 40 acres bounded by Jackson Street to the west, Pennsylvania Avenue East to the north, and L'Orient Street to the east, and includes the buildings on the south side of Mt. Airy Street. The complex is elevated compared to the surrounding topography and occupies much of the hilltop for which it is named. Within the complex, Mt. Airy Street, Wales Street, Linden Street, and Arch Street provide internal circulation, and trees line much of the streetscape (many appear to have been planted in the initial construction phase, although a large number of younger trees are also present).

Overall, the complex includes 100 two-story residential buildings, a community center, a 10-story high-rise residential building with two associated garage buildings, and a utility building (see Figure 1). The high-rise and most two-story residential buildings in the Mt. Airy complex were constructed between 1958 and 1959. A small number of additional two-story residential buildings were built as part of a 1964 expansion, and two pre-1958 residences were incorporated into the complex. A community center was constructed in 1976 and expanded in the mid-1990s. Aerial imagery indicates that a small utilities building was added between 1985 and 1991.[15] Seven modern playground structures are scattered throughout the complex and an eighth is located adjacent to the community center.

Entrances to the complex are located at the east and west ends of Mt. Airy Street and at the intersection of Arch and L'Orient Streets, and concrete-block signs that read "Mt. Airy Homes" are located at the corners of Mt. Airy and Jackson Streets and L'Orient and Arch Streets (see Figure 2). A chain-link fence on the north side separates the complex from Pennsylvania Avenue, while a similar fence forms the southern boundary and separates the buildings on the south side of Mt. Airy Street from the adjacent parcels. At the northeast corner of the complex, Pennsylvania Avenue and L'Orient Street are elevated relative to the adjacent buildings and separated by a concrete retaining wall with a decorative metal balustrade. On the east and west sides, the complex is accessible from the sidewalk along L'Orient and Jackson Streets and many of these units are oriented to face outward. Ca. 1995 metal railings with concrete bollards enclose portions of the property perimeter in these areas. Other units within the complex are accessed from internal circulation streets, although those on the north side of Arch Street are grouped around courtyard greenspaces, most of which have been paved to expand parking lots. Sidewalks surround each building and provide access to front and rear entrances, and walkways link each unit to sidewalks along streets, incorporating concrete steps where necessary due to topography.

[15] Based on comparison of 1985 and 1991 aerial imagery available at https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.

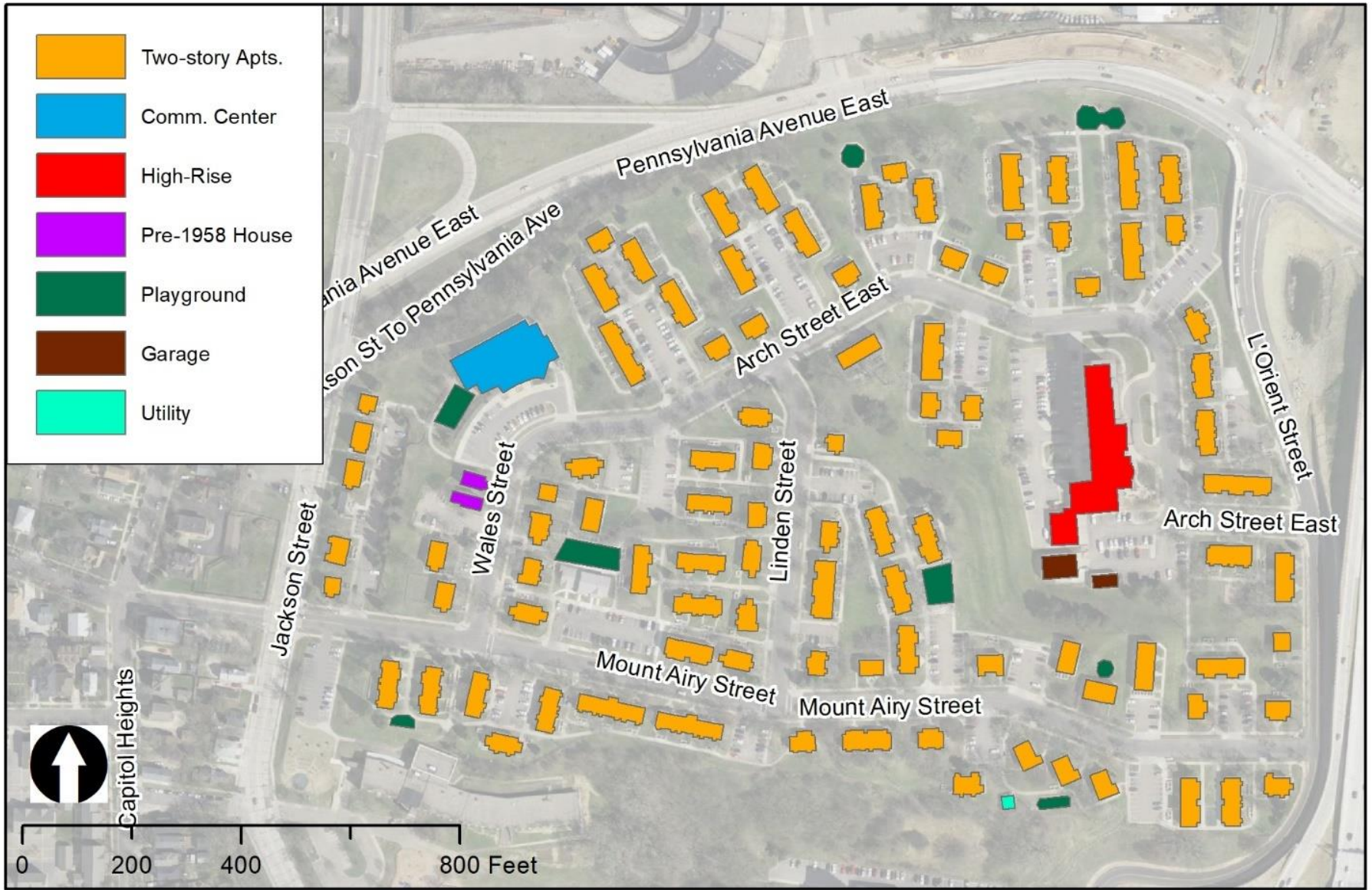

Figure 1. Overview of Mt. Airy showing buildings and structures by general category.



Figure 2. Ca. 1995 sign at the L'Orient Street entrance to the Mt. Airy complex.

Notes on typology

Review of construction documents indicates that the two-story units built in the initial 1958 construction program were designed to conform to seven general types based on the number of dwelling units and the number of bedrooms in each unit. Within this general classification, field survey found that one duplex design was further distinguished by variations in the placement of the entrances into three subtypes, for a total of nine distinct forms recorded during survey. Table 1 provides a summary of characteristics of both the original general typology, as developed by the architect, and the more detailed typology assigned by Mead & Hunt in the field. Detailed discussions of each of the nine types assigned in the field (recorded as Types A through J) are found in the following section. The six additional apartment buildings constructed during the 1964 expansion use a completely different design consisting of a repeated, "rowhouse" style unit configured side by side to create two-, four-, and six-unit blocks. Due to the modular design and the small total number of buildings, examples were not grouped into additional types but were recorded as two-, four-, and six-unit examples of a single "M" type. Figure 3 provides a map showing the typological distribution throughout the complex. A discussion of the types is provided below.

Table 1. Architect's classification as compared to field survey typology

Original 1958 type	Number of units	Mead & Hunt type	Notes
G-1	One five-bedroom unit	A	
F-2	Duplex, four bedrooms per unit	B, D, E	Further distinguished based on placement of entrances
H-2	Duplex, three bedrooms per unit	C	
G-4	Four-unit building, five bedrooms per unit	H	
H-4	Four-unit building, three bedrooms per unit	F	
K-4	Four-unit building, two two-bedroom and two three-bedroom units	G	
K-6	Six-unit building, two two-bedrooms and four three-bedroom units	J	



Figure 3. Map of complex showing distribution of standardized forms/types; within Types A through J, single-unit buildings are represented in red, duplexes in blue, four-unit buildings in green, and six-unit buildings in purple.

Original Mt. Airy complex (1958-1959)

The two-story apartment buildings designed by Walter Butler Co. and constructed in the initial 1958-1959 building program fall into one of three general forms based on the number of units. Two- and four-unit blocks represent the vast majority of individual buildings, although a small number of six-unit blocks

and single-unit buildings are also present. Of the 90 two-story apartment buildings constructed in the 1958-1959 building program, 43 are duplexes and 38 are four-unit buildings; the remainder comprise five six-unit buildings and four single-unit buildings. These units all share virtually identical finishes and detailing, and are two-story, rectangular-plan buildings with side-gable roofs. The three different sizes representing the vast majority of the buildings are further grouped into types based on placement of entrances.[16] Although within these types examples may exhibit one of several possible configurations of porch roof or cross-gables on the facade, these superficial elements were added in a 1990s remodeling campaign and do not affect typological classification.

Buildings are of frame construction with concrete-block foundations and the side-gable roofs are covered with asphalt shingles. Most have been resided since 2015, although 34 buildings retain the replacement siding added in the mid-1990s renovation campaign (see Figures 4 and 5 below for examples and Table 1 at the end of this document for notes on siding types of individual buildings). Those with mid-1990s siding have walls clad in stucco with bands of vertical and horizontal wood trim and small accent panels of vinyl siding. The remainder have walls clad in fiber-cement “clapboard” siding and vinyl belt courses separate the upper, lower, and basement levels. Windows are vinyl replacement units with paired, single-light, casement sash on the lower story and one-by-one sliding sash on the upper story. Main entrances are sheltered by shed-roof porches with small cross gables. The porches have concrete-block foundations and are supported by small Tuscan columns on concrete-block plinths with metal balustrades. Most units have rear entrances sheltered by similar porches, although these are smaller in scale and generally lack the cross gable. Concrete-block enclosures located at the rear or side of each building contain individual garbage and recycling receptacles for each unit.



Figure 4. Typical appearance of buildings with ca. 1995 replacement siding.

[16] The following typology builds on the categorization by footprint used by Walter Butler Co. but further distinguishes between the four variations of duplex buildings.



Figure 5. Typical appearance of buildings with post-2015 replacement siding.

Single-unit type

The four single-unit buildings are representative of a single type (Type A). Examples have paired central cross gables, an offset main entrance on the front facade, and a secondary entrance at the rear of the side elevation. Porch roofs exhibit an offset cross gable aligned with the main entrance (see Figures 6 and 7).





Figures 6 and 7. Examples of the Type A single-unit form.

Two-unit types

Two-unit buildings are grouped into four types. Examples include those with entrances on both side elevations (Type B), those with paired central entrances (Type C), those with paired entrances at opposite sides of the facade (Type D), and those with an entrance at one side of the facade and the second entrance on a side elevation (Type E). Types B, D, and E contain four-bedroom units, while Type C contains three-bedroom units. See Figure 8 for plan view sketches and Figures 9 through 12 for examples of each type. Within Type B, some examples exhibit a variation in the orientation of the entry porch steps (front- or side-facing) depending on the layout of the adjacent access sidewalk.

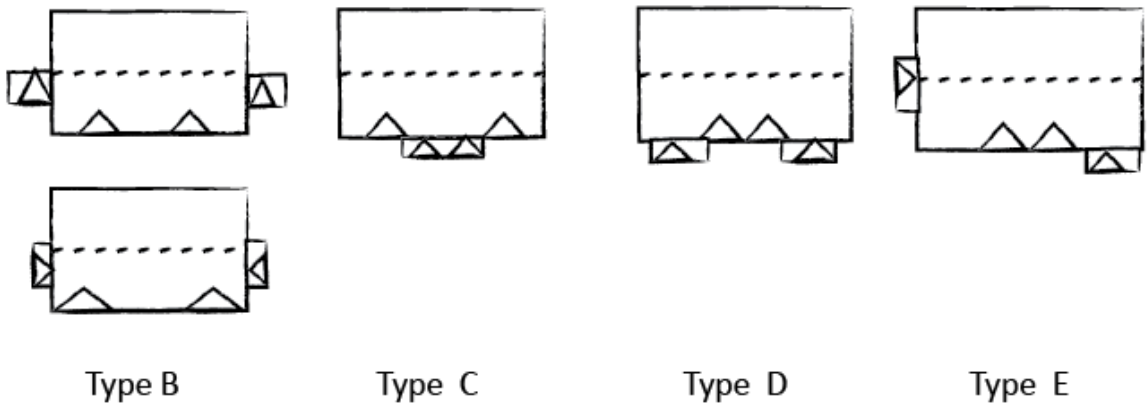

Figure 8. Plan view sketch showing roofline and entrance configuration of two-unit building types.



Figure 9 through 12. Clockwise from top left: Types B, C, D, and E.

Four-unit types

Four-unit buildings are grouped into three general types. Two types have two paired entrances on the facade. These include Type F, comprised of four three-bedroom units, with a uniform wall plane on the facade, and Type G, comprised of two two-bedroom and two three-bedroom units, with a facade that is stepped slightly forward at the center to accommodate this floorplan. A third type, comprised of four five-bedroom units, has a slightly larger footprint and a central pair of entrances and individual entrances at opposite sides of the facade (Type H). See Figure 13 for plan view sketches and Figures 14 through 16 for examples of each type.

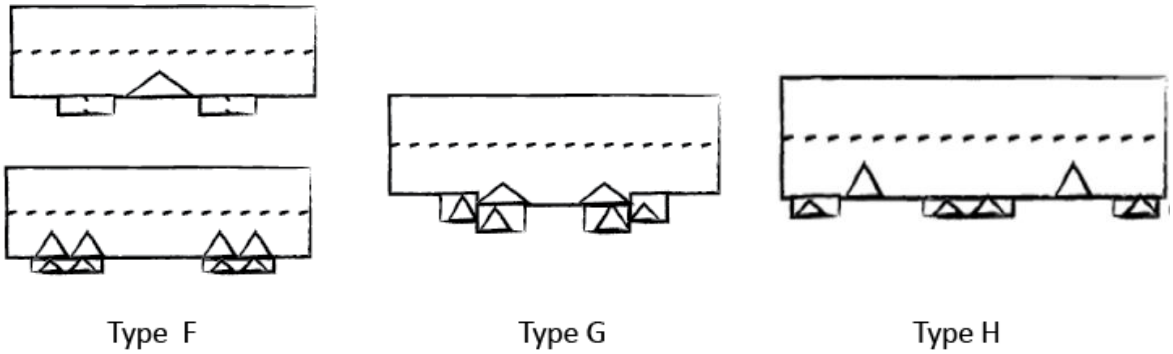

Figure 13. Plan view sketch showing entrance configuration of four-unit building types.



Figure 14. Example of Type F four-unit form.



Figure 15. Example of Type G four-unit form.



Figure 16. Example of Type H four-unit form.

Six-unit types

Six-unit buildings embody one type (Type J) with minor aesthetic variations. Each building contains two two-bedrooms and four three-bedroom units. Examples have a paired central entrance sheltered by a single large porch (see Figures 17 and 18). Additional paired entrances at opposite sides of the facade are sheltered by porches with a stepped-back configuration.

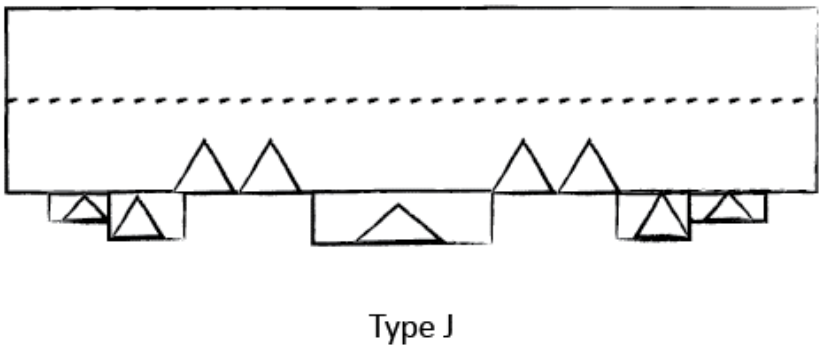

Figure 17. Plan view sketch showing entrance configuration of six-unit building type.



Figure 18. Example of Type J six-unit building type.

1964 expansion

Six residential buildings were constructed as part of the 1964 expansion, which added 22 new units. Designed by Adkins Associates, Inc., these units have a completely different, repeated, "rowhouse" type of design (designated by Mead & Hunt as Type M in this report, see Figures 19 and 20).[17] The 1964 units are two-story buildings of frame construction with concrete-block foundations and asphalt-covered, front-gable roofs. The repeated units are constructed side by side to create larger blocks, and Mt. Airy includes two, two-unit blocks; three, four-unit blocks; and one, six-unit block. Within each block, the end walls and party walls are clad in brick veneer while the front facade and rear elevations have slightly overhanging upper stories and are clad in stucco with wood trim boards separating door and window bays. Each unit has an offset main entrance and central, three-part, picture window on the lower story and paired and single casement sash on the upper story. On most blocks, pairs of units share an interior brick chimney to vent furnaces.



Figure 19. Elevation sketch of 1964 Type M building type showing repeated units.



Figure 20. A four-unit example of the Type M rowhouse.

[17] Adkins Associates, Inc. and Public Housing Administration, "Site Plan Diagram," 1964, Box 123.E.10.2F, Folder "Mt. Airy," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

High-rise, 200 Arch Street

The Mt. Airy high-rise is a 10-story, 153-unit apartment building designed by Walter Butler Co. and completed in 1959.[18] The high-rise is located near the east side of the complex and faces east. A terraced slope on the south and west separates it from the adjacent residential buildings. The reinforced-concrete frame (see Figure 21) is clad in brick and the flat roof has an asphaltic membrane and plain metal coping. Massing consists of an elongated rectangular plan with the long axis oriented north-south. A central 10-story bay projects on the front (east) facade; the facade of the bay angles slightly outward on either side of the centerline (see Figure 22). Additionally, the portion of the wall plane closer to the central bay is stepped forward on both sides. At ground level, five square concrete columns support the central bay, which overhangs to shelter the main entrance. These columns are repeated across the stepped-forward portion of the facade as well, where the lower-story spandrel walls are slightly recessed to expose the structural members. A one-story addition at the south side of the central bay was constructed between 1985 and 1991 and obscures this detail on the south side of the facade.



Figure 21. Construction of the high-rise in April 1958 showing its reinforced-concrete structural system.[19]

[18] Although construction documents list 176 units, as of 2019 the St. Paul PHA lists a total of 153 units. “Mt. Airy Hi-Rise,” *Saint Paul Public Housing Agency*, July 11, 2018, http://www.stpha.org/hi-rise/mt-airy-hi-rise.

[19] Norton & Peel, *Constructing Mt. Airy Housing Project, St. Paul, Negative #251451*, Photograph, black & white, April 3, 1958, NP 251451, Minnesota Historical Society, St. Paul, Minn.



Figure 22. Mt. Airy high-rise front (east) facade, looking northwest.

A secondary entrance and brick-clad exterior chimney are located near the center of the rear (west) elevation. A small, one-story, utility and service wing is located adjacent to the chimney, and several garage and service additions have been added at the southwest corner of the building between 1966 and 1985. Several brick-clad mechanical penthouses project above the roofline at the center of the building, and stairway access doors are located at either end of the roof. Windows throughout are three-part, single-light, sliding sash with concrete sills.

Large parking lots are located at the rear (west) and side (south) of the high rise and a small garden seating area is located near the southeast corner. A crescent driveway, added between 1985 and 1991, provides access to the main entrance from Arch Street. Two garages to the south of the building were added ca.1975 (see Figure 23).



Figure 23. Garages and addition at south end of building, terraced slope in background, looking west.

Community center, 91 Arch Street

Constructed in 1976, the community center was designed by Adkins-Jackels, Inc. and constructed by general contractor Adolfson and Peterson, Inc. The original portion of the building included 7,380 square feet of meeting and office space (see Figure 24).[20] As part of the improvement program carried out during the mid-1990s, the community center was expanded to approximately 20,000 square feet with a renovation and substantial addition on the southwest, including a new main entrance (see Figure 25). The addition was designed by McMonigal Architects (see Figure 26) and also included changes to the roadway (see Figure 27).

The one-story, irregular-plan building has brick walls and a flat roof with metal coping. A gable roof atrium clad in metal siding projects above the main roofline above the main entrance, which is sheltered by a portico. A steel colonnade with brick planters spans the front (southeast) facade. Windows throughout are square fixed sash. The addition is built into the hillside and the portion of the basement at the west side is accessible at grade from a playground area on the southwest.



Figure 24. Newly completed community center in 1976.[21]



Figure 25. Current appearance of the community center with original portion largely obscured.

[20] "Neighborhood-Center Start," *Minneapolis Tribune*, May 14, 1976, 28.

[21] *Mt. Airy: Looking Ahead* (Housing and Redevelopment Authority of the City of St. Paul, 1976).



Figure 26. Architects rendering of community center expansion. The original portion of the building is indicated in orange.[22]



Figure 27. 1991 (left) and 1994 (right) aerial imagery showing expansion of the community center and changes to roadway. The addition to the community center is highlighted in yellow.

Pre-1958 residences

627 Wales Street

This two-story, American Foursquare residence was built ca. 1910 and was renovated to serve as a youth center for the complex in the mid-1970s.[23] Since that time, it has been converted into a duplex. It has a concrete-block foundation, walls clad in stucco, and a hip roof covered in asphalt shingles. A small hip-roof dormer is centered on the front (east) facade (see Figure 28). The main entrance is slightly offset and sheltered by a replacement porch that displays the same shed roof found on other units in the complex. The porch has a small cross gable, concrete-block foundation, and Tuscan columns on concrete-block plinths with metal balustrades. Windows are a mixture of fixed and one-over-one, double-hung, vinyl, replacement siding in single, paired, and triple configurations with vertical security bars on the lower-story windows.

[22] "McMonigal Architects, Mt Airy, Community Center, Architecture, Interior Design," *McMonigal Architects*, accessed April 19, 2019, http://www.mcmonigal.com/show/community/mt-airy-community-center/.

[23] *Mt. Airy: Looking Ahead*.



Figure 28. Front (east) facade and side (north) elevation of 627 Wales Street, looking southwest.

621 Wales Street

This two-story, front-gable residence was constructed ca. 1900. The foundation and walls are clad in stucco and the gable roof is covered with asphalt shingles (see Figure 29). A hip-roof porch with metal replacement posts and balustrade and a concrete deck spans the front (east) facade and shelters the offset main entrance. A cross gable on the south (side) elevation overhangs slightly on the upper story. Windows are one-over-one, double-hung, vinyl replacement siding in single, paired, and triple configurations with vertical security bars on the lower story windows.



Figure 29. Front (east) facade and side (south) elevation of 621 Wales Street, looking northwest.

History

Overview of public housing in Saint Paul

Public housing in the United States has its roots in the New Deal, when the federal government first became directly involved in low-cost housing construction during the Great Depression. In 30 cities across the country, the Public Works Administration (PWA) cleared "slums" and constructed affordable housing complexes. These projects set the stage for those that followed, introducing designs that grouped two- to four-story buildings around central green spaces and incorporated communal recreation facilities.[24] In Minnesota, the first public housing efforts began with the passage of the Housing Act of 1937. This created a framework in which local public housing authorities could use federal loans to acquire land for low-cost housing.[25] The PWA constructed the 464-unit Sumner Field Homes, Minnesota's first public housing project, in Minneapolis in 1938.[26] These early efforts were largely derailed by the onset of World War II. Aside from temporary housing related to wartime industry, very little publicly financed housing was constructed during World War II. Combined with the sharp

[24] Marshall D. Anderson, "The History of Public Housing" (Housing and Redevelopment Authority of St. Paul, 1970), 1, Box 123.E.10.1B, Press Releases Folder, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[25] Mel Scott, *American City Planning Since 1890: A History Commemorating the Fiftieth Anniversary of the American Institute of Planners* (Berkeley, Calif.: University of California Press, 1971), 342.

[26] "MPHA History," *Minneapolis Public Housing Authority*, accessed May 10, 2019, https://mphaonline.org/about/agency-overview-2/history/.

decline in overall residential construction during the war, this created enormous pressure for affordable housing at the war's conclusion.[27]

In order to remedy the shortage, Congress passed the Housing Act of 1949, which provided the legal basis for slum clearance and public housing construction to be overseen by local governments with federal aid. In the meantime, Minnesota passed its own legislation in 1947 that enabled the creation of housing and redevelopment authorities.[28] With the passage of the 1949 act, Congress authorized 810,000 units of public housing to be constructed over a six-year period. Within one year, Saint Paul's Housing and Redevelopment Authority (HRA) had begun work on the John J. McDonough and Franklin Delano Roosevelt public housing projects (completed in 1952), which were to provide a total of 840 apartment units (see Figures 30 and 31). The McDonough projects consisted of 520 units in St. Paul's North End neighborhood, while the 320-unit Roosevelt homes were constructed in the Greater East Side (see map in Figure 32).[29] These projects set the pattern for future family public housing in Saint Paul, utilizing groupings of two-story "townhouse" style buildings laid out around outdoor gathering spaces and amenities such as playgrounds and community centers.[30]



Figure 30. McDonough Homes during construction in 1951.[31]

[27] Mason C. Doan, *American Housing Production, 1880-2000: A Concise History* (University Press of America, 1997), 49.

[28] Judith A. Martin and Antony Goddard, *Past Choices/Present Landscapes: The Impact of Urban Renewal on the Twin Cities* (Minneapolis: Center for Urban and Regional Affairs, 1989), 14–15, http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/C1021.pdf.

[29] "Management Offices," *Saint Paul Public Housing Agency*, accessed May 10, 2019, http://www.stpha.org/public-housing/management-offices.

[30] "History," *Saint Paul Public Housing Agency*, accessed May 10, 2019, http://www.stpha.org/about-sppha/history.

[31] Robert Lee Shoffner, *John J. McDonough Homes, No.125*, September 13, 1951, Box 123.E.10.2F, Folder "McDonough Homes," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.



Figure 31. Roosevelt townhomes in 1970 showing contrasting wall cladding and overhanging second story.[32]

With these projects completed, the HRA turned its attention to redeveloping the area around the State Capitol. The 1949 act had provided the framework for urban renewal, which was further expanded by the Housing Act of 1954.[33] While the Roosevelt and McDonough projects had been built on previously undeveloped land, urban renewal efforts in the mid-1950s focused on two redevelopment areas on either side of the State Capitol, known as the Western and Eastern Redevelopment Areas. Intended to clear "blighted" areas and replace them with mixed residential and commercial (Western) and high-density residential (Eastern) development, these two areas were the first federal urban renewal efforts in the state.[34] Both were cleared in the mid-1950s, and while Mt. Airy lay just north of the Eastern Redevelopment Area, it was soon targeted for redevelopment as well (see Figure 32). In addition to construction of 90 townhouse-style apartment buildings, the Mt. Airy project included the HRA's first high-rise, completed in 1959.[35]

[32] Robert Lee Shoffner, *Untitled Photograph*, November 1970, Box 123.E.10.2F, Folder "Roosevelt Homes," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[33] Martin and Goddard, *Past Choices/Present Landscapes*, 151–52; Scott, *American City Planning Since 1890*, 502.

[34] Martin and Goddard, *Past Choices/Present Landscapes*, 26–27.

[35] "Mt. Airy Hi-Rise."

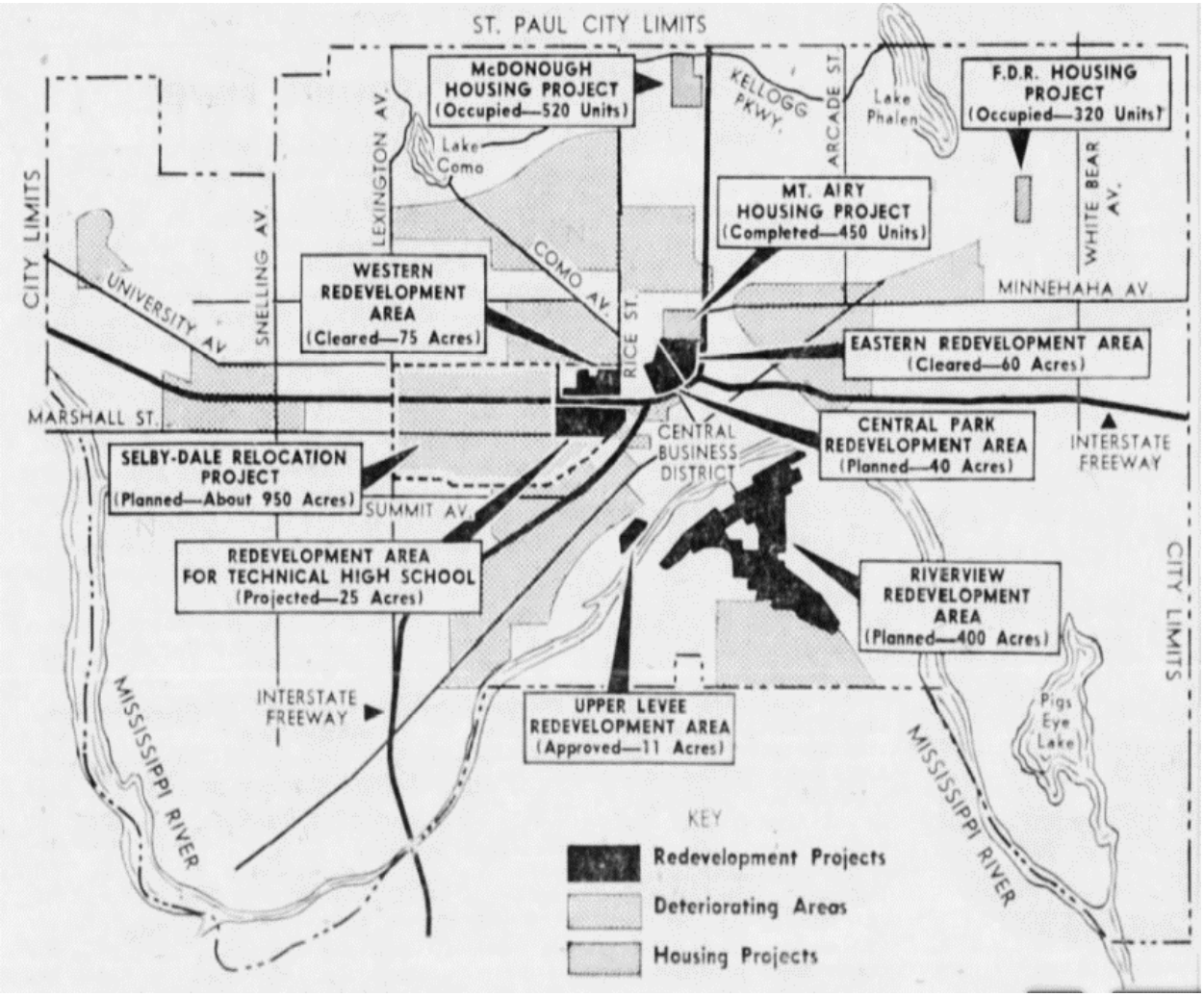

Figure 32. 1958 map showing various planned, approved, and completed HRA projects.[36]

The combined high-rise/low-rise concept saw only limited use following completion of Mt. Airy. The HRA, like many such agencies across the country, determined that high-rises were not suitable for families and subsequently built high-rises specifically designed for seniors and persons with disabilities. The two other projects that mixed senior citizen towers with family townhouses were constructed in the mid-1960s and included much smaller groupings of townhouses. These include the Central Apartments (554 West Central Avenue), a 144-unit high-rise accompanied by a mere six duplexes; and the HRA's last townhouse development at Dunedin Terrace (469 Ada Street), a group of 22, two-story, four-plex apartments accompanied by a 143-unit senior high-rise, completed in 1966.[37] Over the next decade, the HRA subsequently focused on standalone high-rise units for the elderly and persons with disabilities and scattered-site units for family use.[38]

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[36] Timothy Blodgett, "Renewal Slows in St. Paul," *Minneapolis Sunday Tribune*, August 10, 1958, E1.

[37] "Dunedin Hi-Rise," *Saint Paul Public Housing Agency*, accessed May 10, 2019, http://www.stpha.org/hi-rise/dunedin-hi-rise; "Management Offices."

[38] "History."

The St. Paul Public Housing Authority (SPPHA) was established by the state legislature in September 1977 specifically to oversee the city's public housing program. While the HRA retained its other redevelopment responsibilities, the construction and management of public housing developments was transferred to the new agency.[39] The SPPHA continues to manage 16 high-rises for the elderly and persons with disabilities as well as the townhouse developments and more than 400 scattered-site properties for a total of 4,274 public housing units.[40]

Mt. Airy

Sited atop one of Saint Paul's seven hills, the Mt. Airy neighborhood was originally platted in 1857 and was one of several areas away from "Lowertown" with large lots intended for upscale residences. The construction of the new railroad between Saint Paul and Saint Anthony soon filled the surrounding area with railroad shops, yards, and fuel storage sites and the hilltop did not develop according to this original vision of what City Planning Board director George H. Herrold described as "homes for entrepreneurs and professional people on wooded hills."[41] Instead, most buildings were small frame dwellings and the area was populated by a succession of European immigrant groups. The neighborhood gradually deteriorated, and by the 1930s consisted of "tumbled-down houses, apartments, and disreputable stores over and behind which people live in conditions approaching actual squalor."[42]

Following the passage of the U.S. Housing Act of 1937, Saint Paul's City Planning Board prepared a detailed study for its first slum clearance project.[43] Although the board's 1937 study initially examined six larger tracts, out of several possible sites for slum clearance and low-cost housing, city planners felt the Mt. Airy site was best suited for redevelopment. The board noted that Mt. Airy was a blighted area within walking distance of industrial employment, bounded by arterial streets and railroad land, which created natural boundaries that would "assist in keeping the identity of the new development" and presumably insulate surrounding neighborhoods from any perceived taint.[44] Additionally, the area had been zoned as light industrial since 1922 and did not have the restrictions found in other residential tracts considered for redevelopment.[45] Plans for a new housing development were prepared and the federal government approved a $4.25 million grant for the project (see Figure 33).

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[39] "PHA: History and Overview," *EmPHAsis (St. Paul Public Housing Authority Newsletter)*, 1979, 3.

[40] "History."

[41] George H. Herrold, "The Story of Planning St. Paul from the Beginnings to 1953," 1958, 92, P2667, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[42] George H. Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing* (Saint Paul, Minn.: City Planning Board, 1937), 1.

[43] "Agencies Seek Quick Action on Housing Plans," *Minneapolis Star*, September 22, 1937, 14.

[44] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*, 1.

[45] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*, 33.



Figure 33. Overview of proposed complex in 1937 with approximate boundary of current complex shaded in yellow.[46]

The 1937 plan called for widening Jackson, Minnehaha, and Mississippi Streets to avoid traffic cutting through the development.[47] Within the boundary itself, the design retained the prior street layout to make use of existing sewer and water mains. The use of natural topography was both economical and intentional. By siting buildings along cul-de-sacs that conformed to the existing land contours, the designers could minimize the amount of earthmoving required while also adhering to the design concepts at the forefront of planning at the time.[48] Several drawings show buildings with stepped massing and/or walkout "garden" levels intended to fit into the natural contour of the terrain (see Figures 34 and 35). In general, the individual buildings in the concept design materials appear similar to those constructed in Minneapolis at Sumner Field, and drawings depict small groupings of two-story, flat-roof, brick buildings with limited Art Deco details.

[46] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*.

[47] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*, 1.

[48] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*, 2.





Figures 34 and 35. Details from the 1937 plan showing apartment buildings designed to fit the natural topography of Mt. Airy.

The ambitious project was never realized, however, due in part to public opposition. Shortly before the real estate acquisition process began, the federal government abruptly withdrew the appropriation. The 1937 housing act did not require local housing authorities to consult with any other agencies or groups prior to submitting their plans for federal approval, and not all projects were welcomed in their communities.[49] When questioned by City Planning Board Director Herrold, federal authorities stated that the appropriation was withdrawn due to "too much opposition to Public Housing in St. Paul." Rather than face criticism, the Federal Housing Administration (FHA) elected to transfer the funds to projects in other cities "where Public Housing is welcome."[50] Although Minneapolis completed the Sumner Field project in 1938, public housing development in Saint Paul was unable to proceed until after World War II and the passage of the Housing Act of 1949.

Following the completion of the McDonough and Roosevelt projects, the HRA began preparations for a new public housing complex at Mt. Airy in 1955. Although the contract was initially expected to be awarded to Associated Architects and Engineers (designers of the McDonough project), the HRA instead selected the St. Paul firm of Walter Butler Co. to design the new project (research did not indicate the reason for this).[51] As initially drawn in 1956, the site plans included additional buildings at

[49] Scott, *American City Planning Since 1890*, 330.

[50] Herrold, "The Story of Planning St. Paul from the Beginnings to 1953," 92.

[51] "Butler Co. Voted Contract in St. Paul," *Minneapolis Star*, January 27, 1955.

the northeast corner, but 1961 plans for Interstate Highway 35E (I-35E) show the current configuration near the northeast corner, indicating the design of the complex was likely revised as planning for the Interstate Highway progressed.[52] Figure 36 shows the final layout of Mt. Airy as of July 1958. The original complex retained several pockets of existing residences that were simply excluded from the development. A community center (nonextant) shown on the site plan was constructed in 1958; it was likely intended to serve both Mt. Airy and the Eastern Redevelopment Area and was also utilized as a gymnasium by the adjacent Franklin School (690 Jackson Street, RA-SPC-10209) until 2012, when it was demolished. Completed in 1959 at a total cost of $5.5 million, Mt. Airy initially contained 448 dwelling units, and the first 10 families moved into the complex in September 1958.[53] Figures 37 and 38 show the construction of the complex, and Figures 39 and 40 show the original appearance of the buildings as documented in the mid-1960s.

[52] Walter Butler Co., "Mt. Airy Homes," 1"=100' (Saint Paul, Minn.: Walter Butler Co., December 20, 1956), N174, Box 24, Folder 7743.4, Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis; State of Minnesota Department of Highways, "Construction Plan for Grading, Frontage Roads, Trunk Highway No. 35E-390 between Glencoe St. and Cayuga Street," 1961, Minnesota Department of Transportation, Saint Paul, Minn.

[53] "St. Paul Housing Project Opens," *Minneapolis Star*, September 2, 1958.

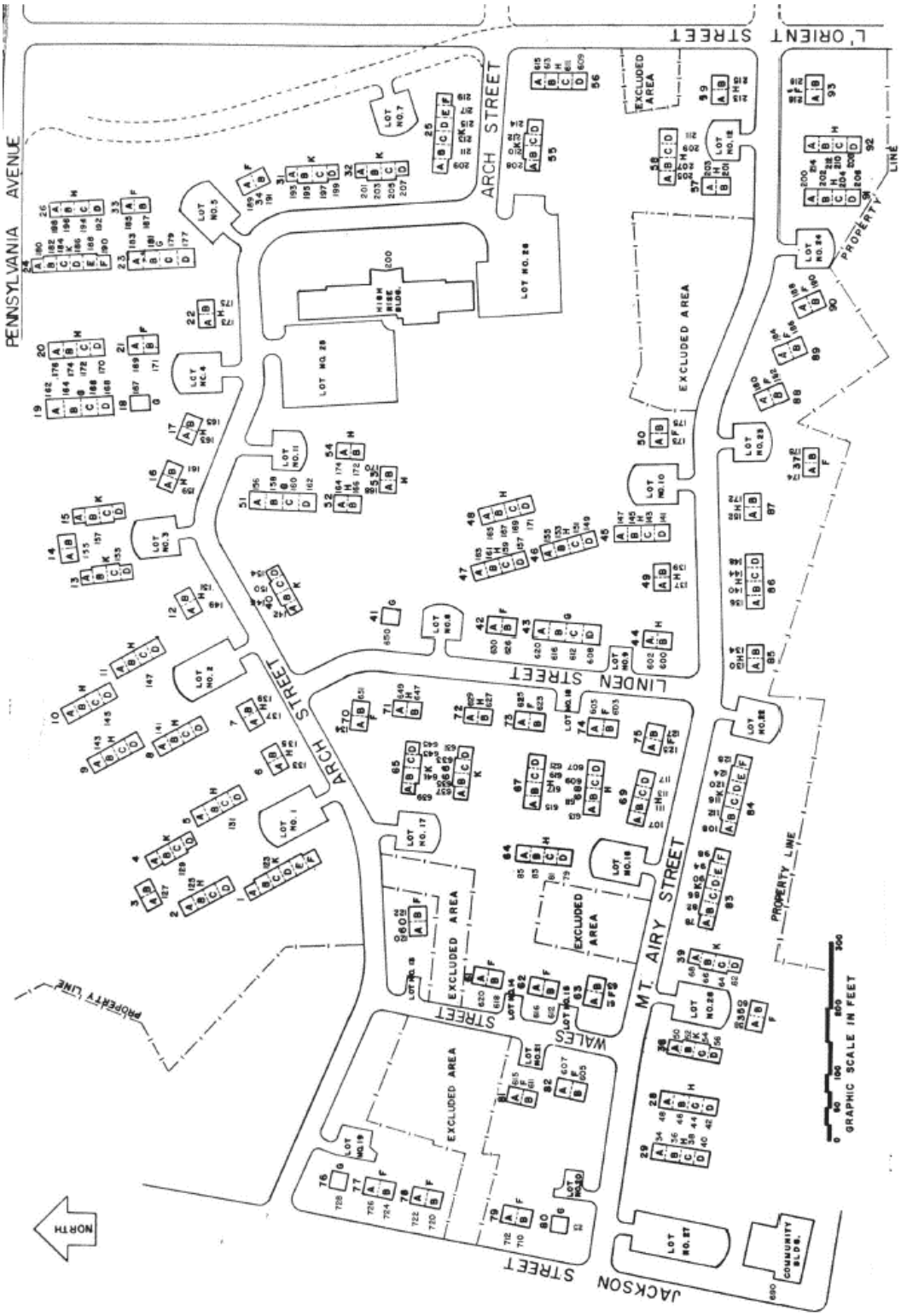

Figure 36. Site diagram prepared by the HRA in July 1958 showing the final layout of the complex with excluded areas of existing homes not acquired or demolished.[54]

[54] Housing and Redevelopment Authority of the City of Saint Paul, "House Numbers Diagram," July 11, 1958, Mt. Airy Project: Housing and Relocation Records, Nov. 1962-August 1966, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.



Figure 37. Two units nearing completion, showing original entry porches and wall treatments.[55]

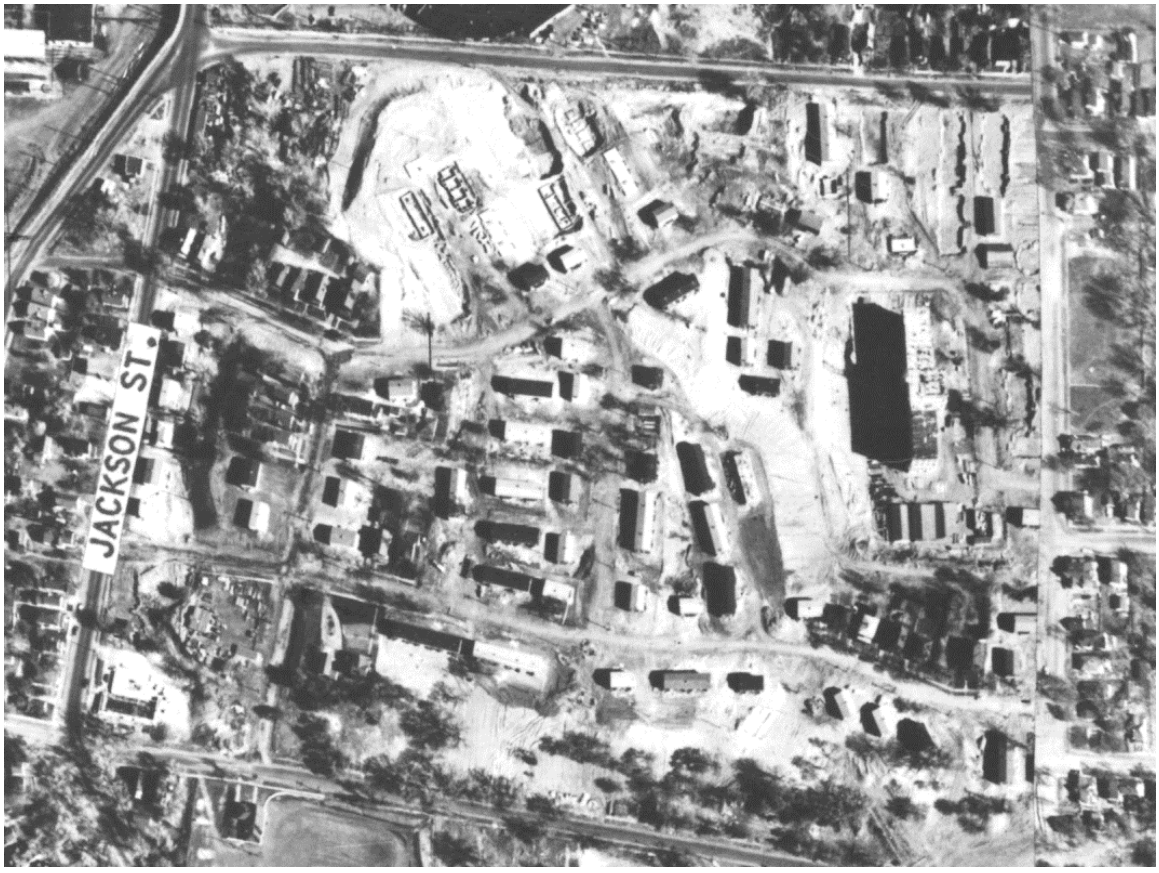

Figure 38. Aerial photograph from 1958 showing construction in progress.

[55] Norton & Peel, *Constructing Mt. Airy Housing Project, St. Paul, Negative #251454*, Photograph, black & white, April 3, 1958, NP 251454, Minnesota Historical Society, St. Paul, Minn.



Figure 39. Overview from the south end of the high-rise looking northwest towards Arch Street.[56]

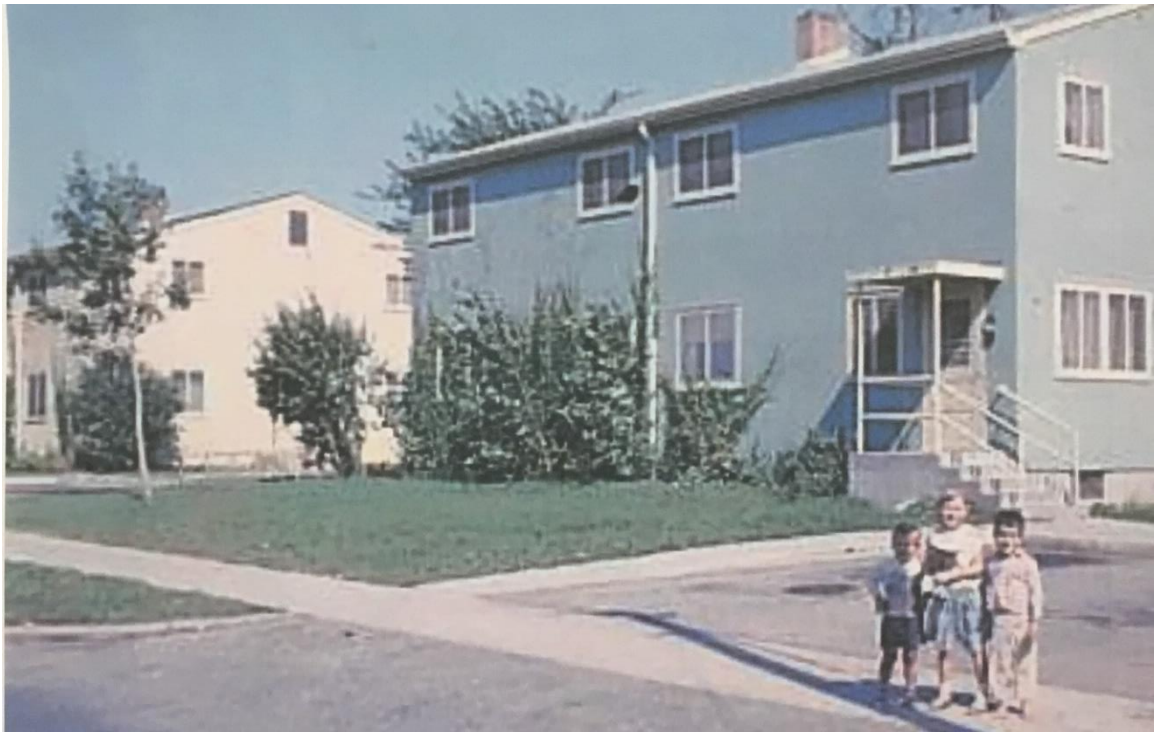

Figure 40. Photograph from 1966 showing original appearance of representative duplex building.[57]

While the McDonough and Roosevelt projects had consisted solely of two-story family apartments, Mt. Airy was planned to include a 10-story high-rise. The two-story townhomes at Mt. Airy included units ranging from two to five bedrooms, while the high-rise contained mainly one- and two-bedroom apartments and a small number of efficiency-style units. The smaller apartments in the high-rise were intended to be used by either the elderly or childless residents. Although subsequent high-rise buildings constructed by the HRA received special funding to include design features specifically for the elderly, Mt. Airy's high rise was constructed prior to the introduction of these features and was designed

[56] Robert Lee Shoffner, *Completed Garage, Mt. Airy*, November 30, 1964, Box 123.E.10.2F, Folder "Mt. Airy," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[57] *Untitled [Mt. Airy]*, Photograph, 1966, 2010.13.845, Ramsey County Historical Society.

generically for elderly and non-elderly, single-person or couple occupancy.[58] As of 1960, however, the 120 efficiency and one-bedroom units were set aside for the aged or persons with disabilities, the only such dedicated units in the city.[59]

In 1964, the HRA embarked on an expansion project intended to add 38 units. The expansion phase included the construction of six new buildings and the purchase and rehabilitation of 11 existing houses within the housing project boundary, located at the junction of Arch and Wales Streets near the present site of the community center (see Figures 41 and 42). Two new buildings were constructed in this area, while four others were added a short distance south of the high-rise, where the other remaining pocket of pre-1958 residences was acquired and demolished. Designed by Adkins Associates, Inc., the new units added in 1964 utilized a repeated "rowhouse" type of design.[60]



Figures 41 and 42. Examples of the existing residences acquired as part of the 1964 expansion (left) and 1966 aerial image showing those pre-1958 residential properties that were retained and incorporated into the complex in yellow (right).[61]

Playground equipment was included in the original landscaping contract for Mt. Airy, and while the 1956 site plan shows seven intended "tot lots," only two are evident in the 1966 aerial.[62] One was located at

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[58] Daniel Hafrey, "Special Housing Units for Aged May Be the Answer," *Minneapolis Morning Tribune*, 1956; Anderson, "The History of Public Housing," 2.

[59] "Housing for Aged Said Neglected in St. Paul," *Minneapolis Morning Tribune*, April 18, 1960.

[60] Adkins Associates, Inc. and Public Housing Administration, "Site Plan Diagram."

[61] *Housing Legislation of 1964; Hearings before a Subcommittee of the Committee on Banking and Currency, United States Senate, Eighty-Eighth Congress, Second Session, on S. 2468, and Other Pending Bills to Amend the Federal Housing Laws. February 19-March 3, 1964* (Washington D.C.: Government Printing Office, 1964), 510, http://hdl.handle.net/2027/uc1.a0000097444.

[62] Walter Butler Co., "Mt. Airy Homes."

the rear of the high-rise and the other on the east side of Wales Street. Between 1966 and 1974, a new playground with a large structure and decorative pavers was added to the play area on the east side of Wales Street (see Figure 43). This playground was replaced ca. 2015 by a new one constructed immediately to the north.



Figure 43. 1974 aerial image showing playground structure added immediately south of 622-628 Arch Street.

Other improvements to Mt. Airy were intended to improve adult residents' quality of life. In 1975 the complex received a $270,000 grant from the U.S. Department of Housing and Urban Development (HUD) for two-year program of improvement services.[63] Provided through the federal Target Projects Program (TPP), these services were intended to provide both physical improvements and increase social and educational services for residence.[64] Modifications to the residential units, intended to reduce vandalism, included unbreakable Lexan windows in doors, new deadbolt locks, window security screens, window-well grates, and privacy fences.[65] The same year, the HRA received a $365,000 TPP grant to construct a new community center in Mt. Airy.[66] Ground was broken the following year for the

[63] "St. Paul HRA to Get U.S. Grant," *Minneapolis Tribune*, April 15, 1975.

[64] *Mt. Airy: Looking Ahead*.

[65] *Mt. Airy: Looking Ahead*.

[66] An undated photograph in the Robert L. Shoffner files shows the Capitol Community Services sign on a stucco-clad foursquare residence that appears to be one of the pre-1958 residences that remained within Mt. Airy; several of these were razed to accommodate the community center. "HUD Approves Grant for St. Paul HRA," *Minneapolis Tribune*, July 26, 1975, 23; "Mount Airy Center to Open," *Minneapolis Tribune*, February 11, 1977.

building designed by Adkins-Jackels, Inc. and constructed by Adolfson and Peterson, Inc. The new center included 7,380 square feet of space including craft and meeting rooms, spaces for nursery and other community programs, and office space for Capitol Community Services, which had previously been housed in a former residence.[67] Development and planning for the building included residents, TPP staff, and staff of the various agencies slated to occupy office space.[68] In addition to Capitol Community Services, the new building housed the Mt. Airy Nutrition Center (a resident-owned cooperative food store), the Ramsey Action Program (Project Headstart), a branch of St. Paul Schools' nursery school program, and offices for Ramsey County Welfare, the Children's Home Society, the Girl Scout Council, and St. Mary's Church counseling services.[69]

A major renovation campaign in the mid-1990s dramatically changed the face of Mt. Airy and occurred over a several-year period, moving across the complex progressively from west to east (see Figure 44).[70] Exterior alterations included changes to rooflines with the addition of cross gables, installation of aluminum-wrapped wood trim and accent panels with steel siding, and removal and replacement of front and rear porches and exterior doors. Interior alterations preserved the floorplans but included replacement of interior doors and other cosmetic alterations.[71] A massive addition to the 1976 community center was designed by McMonigal Architects and completed in 1994.[72] The renovation campaign also added a large amount of additional parking, including a new 360-foot driveway on the east side of the properties that face Jackson Street and enlargement of the parking lot on the north side of Mt. Airy Street between Wales and Linden Streets. Parking lots adjacent to three clusters of buildings on the north side of Arch Street were also expanded, resulting in the removal of the courtyard playgrounds of 123 through 147 Arch Street.

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[67] "Neighborhood-Center Start," 28.

[68] *Mt. Airy: Looking Ahead*.

[69] *Mt. Airy: Looking Ahead*.

[70] Larry Millett, *AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and St. Paul* (St. Paul, Minn.: Minnesota Historical Society Press, 2007), 494.

[71] Dovolis Johnson & Ruggieri Inc. and Bauknight Associates Inc., "Mt. Airy Family Modernization," 1/4"=1' (Saint Paul, Minn., 1995), N227, Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis.

[72] "McMonigal Architects, Mt Airy, Community Center, Architecture, Interior Design."



Figure 44. Detail from 1994 aerial showing Linden Street. Properties on the west side have been updated with cross gable rooflines, while work is underway on the east side of the street.

Following the 1990s alterations, an exterior remodeling program began in 2015 and was still in progress as of May 2019. These alterations include removal of the stucco siding, metal siding, aluminum trim, wood substrate, roofing, soffit, and windows, and installation of new roofs, siding and vinyl trim, windows, and through-wall air conditioning sleeves.[73] One modern fourplex (71-77 Mt. Airy, Site #20 on the attached map) was added in 2014-2015, designed by Adsit Architecture and Planning (the firm also selected for modernization of McDonough Homes).[74]

Minority groups in public housing

In the post-World War II (postwar) period, a range of federal programs made it possible for millions of Americans to achieve the goal of homeownership, often in affordable tract housing in newly developing suburbs. These programs were heavily biased towards whites, and the policies used by both the FHA and Veterans Administration (VA) to guarantee mortgages actually required segregation of new housing developments. This had a profound impact, as it meant African Americans were explicitly

[73] "INVITATION TO BID – Mt. Airy Homes Exterior Modernization – Phase 1, Contract No. 15-107," *MN Spokesman-Recorder*, February 11, 2015, http://spokesman-recorder.com/2015/02/11/invitation-bid-mt-airy-homes-exterior-modernization-phase-1-contract-no-15-107/.

[74] "ADSIT Architecture and Planning," *ADSIT*, accessed April 19, 2019, http://adsitap.com/housing.php; "St. Paul Public Housing Agency: Highlights from Saint Paul, MN" (Public Housing Agency, St. Paul, 2013), http://www.stpha.org/images/about-pha/news_links_clphamemberprofile.pdf.

barred from the thousands of new suburban neighborhoods created after the war by developers who financed their projects through these agencies.[75]

The discriminatory practices of the FHA and VA in the postwar period continued to prevent many working-class and lower-middle-class African Americans from taking advantage of opportunities that enabled their white counterparts to become homeowners. Provisions of the Housing Act of 1949 created homeowner assistance programs that also enabled many white residents of public housing to purchase their own homes, but these too largely excluded African Americans. As a result of these policies, in the decades that followed, people of color continued to occupy an increasing percentage of public housing units in the core cities, while whites were able to purchase homes in the developing suburbs.[76]

In addition to more generalized economic discrimination, African Americans made up a disproportionate number of those affected by redevelopment projects and Interstate Highway construction in the 1950s and 1960s. Located west of the State Capitol, the Rondo neighborhood—bounded by Lexington Parkway, University Avenue, Rice Street, and Selby Avenue—was historically home to most of the city's African-American residents.[77] The neighborhood included the Western Redevelopment Area, cleared between 1954 and 1957, and further traumatized by construction of I-94 between 1956 and 1968.[78] In the 1950 census, African Americans made up less than two percent of Saint Paul's total population, but nearly 90 percent of the city's 5,665 African-American residents lived within the six census tracts that constituted the Rondo neighborhood (shaded in blue in Figure 45). [79]

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[75] Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America* (New York: Liveright Publishing, 2017), 70–71.

[76] Wilhelmina A. Leigh and Margaret O. Mitchell, "Public Housing and the Black Community," *The Review of Black Political Economy* 17, no. 2 (January 1, 1981): 111.

[77] "Rondo Neighborhood, St. Paul," *MNopedia*, accessed May 9, 2019, http://www.mnopedia.org/place/rondo-neighborhood-st-paul.

[78] "Summary Relocation Report for Eastern and Western Redevelopment Projects, March 1958" (Housing and Redevelopment Authority of St. Paul, 1958), 1, Box 105.G.2.5B, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.; "Rondo Neighborhood, St. Paul."

[79] *1950 United States Census of Population*, vol. 3 (U.S. Bureau of Census, 1950), 15–17.

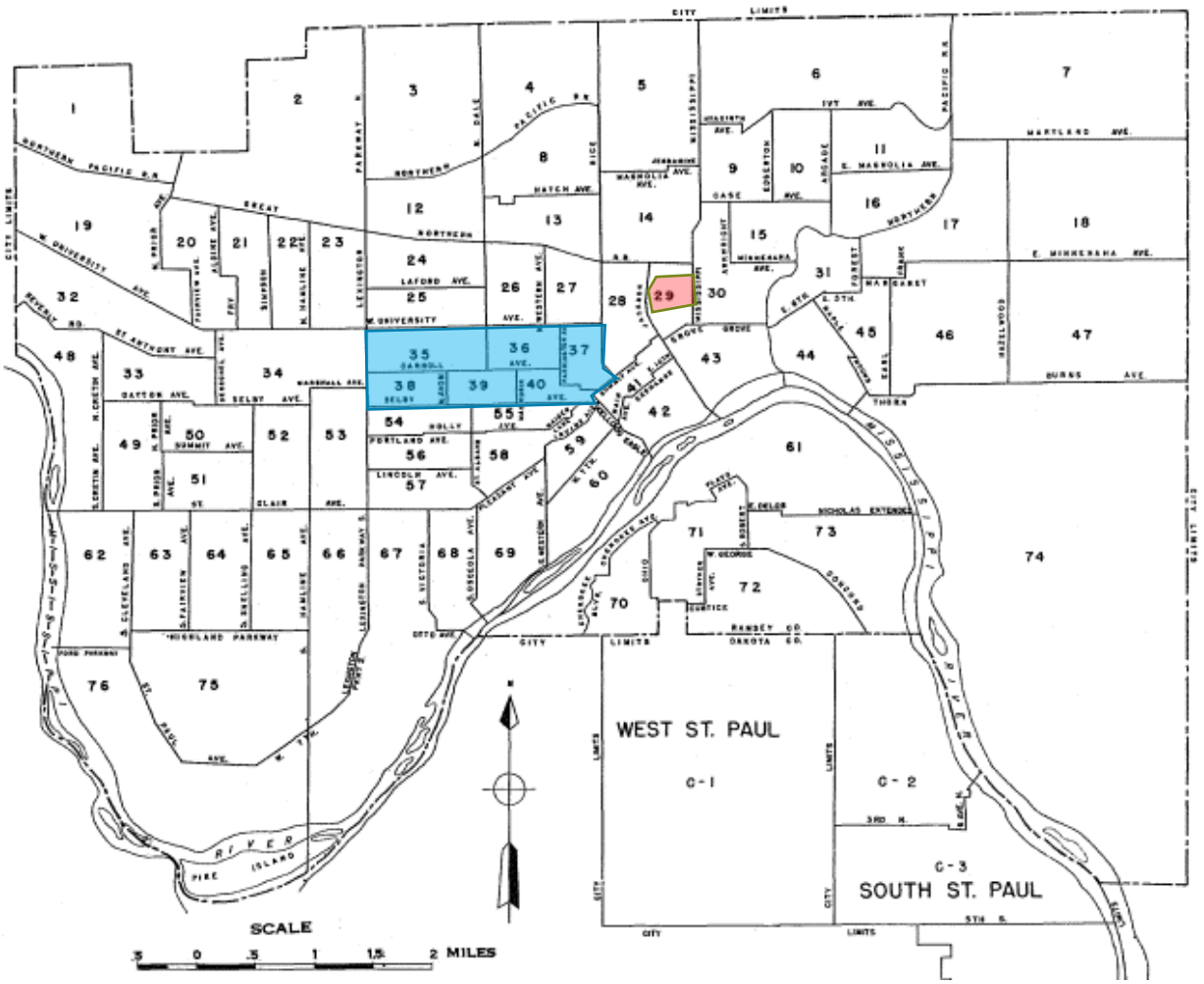

Figure 45. Map of 1950 census tracts showing the Rondo neighborhood in blue and Mt. Airy in pink.

In comparison, the census tract containing Mt. Airy (Tract 29) and the Eastern Redevelopment Area had an African-American population of just over two percent, roughly comparable to the citywide average in 1950.[80] Data from the HRA's 1958 relocation studies showed that the clearance of the Western Redevelopment Area had displaced a combined total of 15 African-American families to the Roosevelt and McDonough projects prior to 1958, while the remainder had relocated to other areas within the Rondo neighborhood (see Figure 46). By 1960, however, relocation efforts for the Western Redevelopment Area were complete, Mt. Airy had recently opened, and I-94 construction was underway. The 1960 census shows that the overall population of Tract 29 had been nearly halved since 1950 (due to clearance efforts), but the number of African-American residents had more than tripled, accounting for 16 percent of its population.[81] At that time, this census tract consisted almost entirely of Mt. Airy and the vacant land to the south, which had been cleared for the Eastern Redevelopment Area project. The population statistics can therefore be construed to closely reflect the demographics of the public housing complex and the comparatively high percentage of African American residents of Mt. Airy.

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[80] *1950 United States Census of Population*, 3:15–17.

[81] *US Censuses of Population and Housing: 1960; Census Tracts; Minneapolis-St. Paul Standard Metropolitan Statistical Area* (U.S. Bureau of Census, 1960), 33.

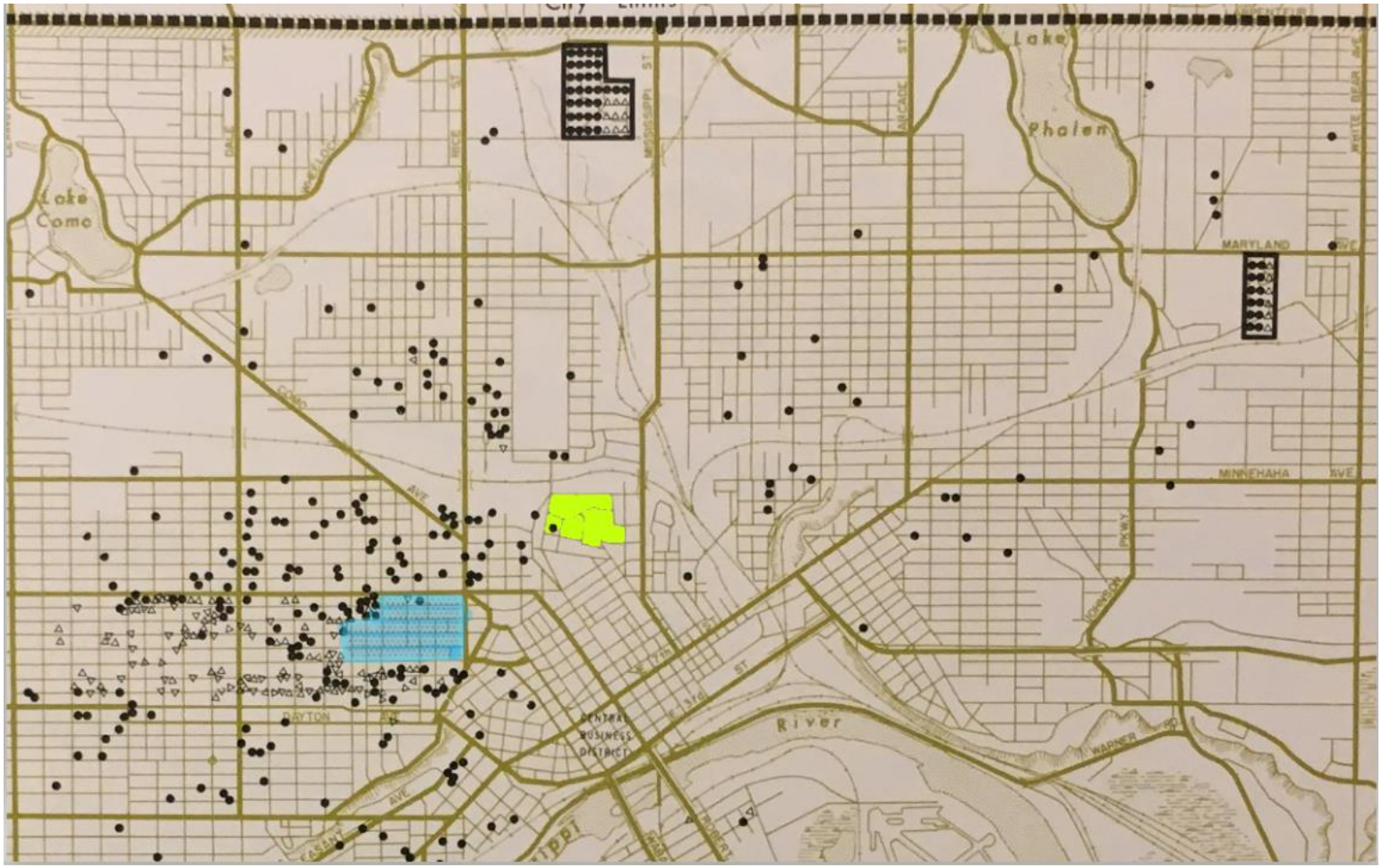

Figure 46. 1958 map showing new residences of families relocated from the Western Redevelopment Area (shown in blue). Black circles represent white families, while white triangles represent non-white families. The future Mt. Airy location is shown in yellow.[82]

[82] "Map of Location of New Residence" (Housing and Redevelopment Authority of St. Paul, 1958), Box 105.G.2.5B, Summary Relocation Report for Eastern and Western Redevelopment Projects, March 1958, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

Mt. Airy's African American population appears to have remained roughly the same through the 1960s, as the 1970 statistics for the same census tract show very little change and the percentage of African Americans was almost five times the citywide average.[83] By 1967, the HRA viewed this as a cause for concern. Of the 292 occupied units at Mt. Airy, African American residents occupied 69 units, accounting for almost 24 percent of the total. In comparison, African Americans represented only two percent of the units in Roosevelt (eight units) and five percent at McDonough (31 units), both of which were larger complexes than Mt. Airy. At the time, the HRA stated that this was due to the system by which tenants were selected from the waiting list. Applicants offered a unit in a particular project could turn it down without penalty if they wished to live in a different unit. The HRA's proposed solution to this "growing concentration" of African Americans was to penalize applicants who turned down a unit in one project by moving them to the bottom of the waiting list. While it is unknown whether the concentration of African Americans was due to white applicants' refusal to live in Mt. Airy or African-American applicants' preference to live there, the HRA indicated that the latter scenario was the case and intended to "try to persuade minority applicants to give consideration to the other projects" moving forward.[84] Given the proximity to the Rondo neighborhood and Selby-Dale relocation project area, African Americans may simply have preferred to live closer to what remained of Saint Paul's African American neighborhood.

Mt. Airy's African American population remained substantial, prompting claims by the Saint Paul School Board that the HRA was "concentrating minorities" in the McDonough and Mt. Airy projects in 1975.[85] By that time, Mt. Airy was also one of three areas in Saint Paul where many Native Americans lived (most resided either in Summit Hill, Mt. Airy, or Dayton's Bluff). Nevertheless, this concentration was not of the magnitude of the Phillips neighborhood in Minneapolis, and St. Paul's Native American population generally resided in neighborhoods with a broader mix of people of color.[86] From 1975 onward, Hmong refugees began to arrive in Saint Paul and resided in low-income housing complexes; Hmong immigration to Minnesota accelerated rapidly after the passage of the U.S. Refugee Act in 1980.[87] The private Liberty Plaza development (located at 290 Arundel Street in Saint Paul) was controlled by Dayton Avenue Presbyterian Church, sponsor of some of first Hmong families to arrive in

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[83] The census tract boundaries were slightly reduced in the 1970 census, although this is likely due to construction of I-35, which eliminated several residential blocks on the east side of L'Orient Street. Between 1960 and 1970 the tract grew from 2,147 to 2,242 residents and saw a net loss of 37 white residents and a net gain of 8 African-American residents. *US Censuses of Population and Housing: 1960; Census Tracts; Minneapolis-St. Paul Standard Metropolitan Statistical Area*, 33; *1970 Census of Population and Housing; Census Tracts; Minneapolis-St. Paul Standard Metropolitan Statistical Area* (U.S. Bureau of Census, 1970), 29.

[84] "Housing Plan Would Cut Negro Groupings," *Minneapolis Star*, October 4, 1967, 7C.

[85] "School Tax Rate Is Cut in St. Paul," *Minneapolis Star*, July 9, 1975.

[86] Julie L. Davis, *Survival Schools: The American Indian Movement and Community Education in the Twin Cities* (U of Minnesota Press, 2013).

[87] "Hmong Timeline," *Minnesota Historical Society*, accessed May 9, 2019, https://www.mnhs.org/hmong/hmong-timeline.

Minnesota.[88] Although the earliest Hmong residents tended to reside in Liberty Plaza, many families subsequently moved to Mt. Airy, McDonough, or Roosevelt.[89]

Architecture

The Mt. Airy Complex contains buildings constructed in several different phases. The initial construction phase includes the majority of the housing units and the high-rise, which were designed by the Walter Butler Company. The units added in the 1964 expansion were designed by Lonnie Adkins, and the community center added in 1976 was designed by Adkins's firm (then known as Adkins-Jackel Associates) after his death.

Walter Butler Company

The forerunner of this Saint Paul construction company was involved in the building of the State Capitol and was one of the Twin Cities' prominent contractors in the mid-twentieth century.[90] Originally founded as Butler Brothers by Walter Butler in 1877, the contractor gradually expanded into the architecture, engineering, and planning fields.[91] Walter was succeeded by his son Robert Butler, who ran the firm until his death in 1955. Grandson Walter Butler joined the company in 1948 and became its head in 1954.[92] At that time, Saint Paul architect William Ingemann was hired and was shortly thereafter named vice president and chief architect of the company in 1955.[93] Ingemann is best known for his work in the 1920s and 1930s; however; archival research did not indicate that he was directly involved in the 1950s design of Mt. Airy. He retired from Walter Butler in 1961.[94]

From its nineteenth-century roots in mill, elevator, and powerhouse construction, Butler Brothers branched out into mining operations, and the Butler family interests eventually created the Walter Butler Company.[95] As such, the firm served as the superstructure contractor for the Sumner Field Homes project in 1937.[96] The Highland Village Apartments (845 Cleveland Avenue South in Saint Paul) are an

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[88] Reed Ueda, ed., *America's Changing Neighborhoods: An Exploration of Diversity through Places [3 Volumes]* (Santa Barbara, Calif. and Denver, Colo.: ABC-CLIO, 2017), 887; "Developed Properties," *Twin Cities Housing Development Corporation*, accessed May 13, 2019, https://tchdc.org/properties/developed-properties.

[89] Chia Youyee Vang, *Hmong in Minnesota* (Minnesota Historical Society, 2009).

[90] Val Björnson, *The History of Minnesota* (N.p.: Lewis Historical Publishing Company, 1969), 847.

[91] Walter Butler Co., *City of Spooner, Wisconsin, Master Plan Report* (Prepared for the City of Spooner, 1964), http://hdl.handle.net/2027/uiug.30112121408329.

[92] "Obituary, Walter Butler," *St. Paul Pioneer Press*, May 11, 2006, https://www.legacy.com/obituaries/twincities/obituary.aspx?n=walter-butler&pid=17721687&fhid=4255.

[93]Although Lathrop states that Ingemann did not join the firm until 1958, a newspaper article from 1955 documents his appointment as chief architect and vice president. "Business Highlights," *Minneapolis Star*, November 8, 1955, 31.

[94] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 110.

[95] Björnson, *The History of Minnesota*, 847.

[96] Christine Curran, Jeffrey A. Hess, and Charlene K. Roise, "Sumner Field Homes, Building A-13, 900-914 North Emerson Avenue, Minneapolis, Hennepin County, MN, HABS MINN, 27-MINAP, 34B," September 1997, Historic American Buildings Survey, http://cdn.loc.gov/master/pnp/habshaer/mn/mn0500/mn0577/data/mn0577data.pdf.

excellent example of the firm's own apartment complex design. Completed in 1940, the complex consists of more than 30 red-brick Colonial Revival apartment buildings grouped around grassy courtyards and circular driveways (see Figure 47).[97]



Figure 47. Low-angle view of the Highland Village Apartments. Image from Google Maps.

In the postwar period, the architecture and engineering firm designed a range of Modern municipal and institutional buildings, including the 1967 State Employees Office Building (390 Robert Street, RA-SPC-6902, see Figure 48) in Saint Paul and the 1968 Rodney A. Briggs Library at the University of Minnesota-Morris (600 E 4th St., Morris, Minnesota, part of a National Register-listed historic district; see Figure 49).[98]

[97] Millett, *AIA Guide to the Twin Cities*, 536–37.

[98] Mead & Hunt, Inc., *Neighborhoods at the Edge of the Walking City* (Prepared for Historic Saint Paul, City of Saint Paul Heritage Preservation Commission, and Ramsey County Historical Society, 2011); National Register of Historic Places, West Central School of Agriculture and Experiment Station Historic District, Stevens County, Minnesota, 7:28, National Register #02001707.



Figure 48. State Employees Office Building; Google Street View image.



Figure 49. Briggs Library, University of Minnesota-Morris, c.1970.[99]

Lonnie Adkins, Adkins-Johnson, Adkins-Jackels Associates

Born in 1924, St. Paul-based architect Lonnie O. Adkins formed the firm of Adkins-Johnson, Inc. with partner Reuben Johnson in 1958. The firm was successively known as Adkins, Johnson, and Mikutowski Associated (1959-1960), Adkins Associates, Inc. (1961-1965), and Adkins-Jackels

[99] *Rodney A. Briggs Library*, photograph, c 1970, 1arc062, University of Minnesota, Morris, https://contentdm.morris.umn.edu/digital/collection/archives/id/905/.

Associates, Inc. (1966-1973) and is now known as the Adkins Association, Inc.[100] Adkins was a prominent figure in the African American community in the 1960s, serving as chairman of the Saint Paul Urban League and speaking out about discrimination in the real estate market, including his own thwarted attempts to buy a home outside the Rondo neighborhood.[101] Adkins was named a member of the board of trustees of the National Urban League in 1969.[102]

Although research indicated that Adkins's firm designed many churches in Twin Cities suburbs, his body of work includes other examples of affordable housing. In 1969, Adkins was brought in to work with the Midwest Improvement Association (MIA), a firm incorporated by several prominent members of the Twin Cities' African American community (including newspaper owner Cecil Newman and Rev. Stanley King), where he oversaw the redevelopment of a portion of the Grant Park urban renewal area in North Minneapolis.[103] Designed by Adkins-Jackels Associates, the project included a privately developed affordable housing complex, completed in 1970. The 17-acre Cecil Newman Plaza was developed as part of the MIA's project intended, in the words of Rev. Stanley King, to "provide economic, as well as color integration to the area." Construction of the complex was also planned to include special instruction programs to train African Americans in the building trades.[104] Adkins subsequently formed Forty Acres Inc. with Rev. Stanley King and William E. English, and in August 1971, the group planned another development as part of the Model City urban renewal project along 4th Avenue South between 32nd and 34th Streets.[105] Adkins died unexpectedly in October 1971 and the project does not appear to have been completed.[106] Adkins also designed an important fixture in Saint Paul's African American community in 1969; established in 1929, the Hallie Q. Brown Community House relocated to the new facility designed by Adkins at 270 North Kent Street in 1970. The large, modern building also housed the Martin Luther King Community Center, as well as the Penumbra Theater from 1976 onward.[107]

Evaluation

Mt. Airy was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

Mt. Airy was evaluated under *Criterion A* for potential significance in the areas of Ethnic Heritage and Social History. Although Mt. Airy was historically home to a larger percentage of African Americans than other Saint Paul public housing projects, it has been a racially diverse community with both white

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[100] "History," *The Adkins Association, Inc.*, accessed May 8, 2019, http://www.adkinsassoc.com/.

[101] "On 8th Try, Negro Buys St. Paul Home," *Minneapolis Morning Tribune*, June 19, 1964.

[102] "U.S. Group Appoints Area Man," *Minneapolis Star*, August 12, 1969.

[103] Finlay Lewis, "Midwest Is Given Continuation as Developer in Grant Park Area," *Minneapolis Tribune*, August 22, 1969.

[104] "Renting Starts for First of Newman Plaza Units," *Minneapolis Star*, October 12, 1970, 16.

[105] "Unit Backs Developer for Model Cities Site," *Minneapolis Tribune*, July 30, 1971, 6C.

[106] "Obituary, Lonnie Adkins," *Minneapolis Tribune*, October 20, 1971.

[107] "Accord Reached on King Center," *Minneapolis Star*, August 5, 1969.

and non-white residents since its construction. Research did not indicate that the complex itself played a prominent role in the African American community. While some residents may have been displaced from the Rondo neighborhood due to construction of I-94, neither the archival material of the Saint Paul HRA nor that of the Rondo Oral History Project indicates that Mt. Airy was planned specifically to accommodate this population. Community programs were intended to serve all residents of Mt. Airy and were typical of those instituted throughout the city's public housing projects. Mt. Airy was not notable for large populations of any other ethnic or racial minority groups in the 1950s, 1960s, and 1970s. It was one of several areas where Native American and Hmong residents lived, although it did not play a prominent role in either of these communities within Saint Paul. The property therefore does not demonstrate significance in the area of Ethnic Heritage.

Mt. Airy was the third public housing project constructed by the Saint Paul HRA, nearly a decade after the 1949 Housing Act paved the way for the 520-unit McDonough project and 320-unit Roosevelt project, both of which were in the planning stages by 1950.[108] McDonough represents the HRA's first and largest effort to meet the demand for affordable public housing in the postwar period. As the third project in the city, the Mt. Airy complex does not represent an early or individually important attempt to provide low-cost housing, and later political developments such as the Ramsey County Citizens Committee for Economic Opportunity that attempted to empower low-income citizens and public housing residents were not specific to any particular project. Mt. Airy therefore does not demonstrate significance with the broader trajectory of public housing in the area of Social History. The complex is therefore recommended not eligible under *Criterion A: History*.

Criterion B

Evaluation of Mt. Airy also considered *Criterion B: Significant Person*. Efforts to identify significant persons and community leaders included review of historic newspapers, transcripts of the Rondo Oral History Project interviews, and other secondary sources related to ethnic/racial minorities and economically disadvantaged groups. Research also included a review of HRA/PHA literature and identification of individuals who represented Mt. Airy on the Ramsey County Citizens Committee for Economic Opportunity. Research indicates that architect Lonnie Adkins was a prominent member of Saint Paul's African American community during the struggle for civil rights, including his eight-year service as president of the Saint Paul Urban League, and additional investigation may confirm that Adkins is a significant figure. However, other properties such as his home (extant, 2137 Juno Avenue in Saint Paul), office, or another of his many extant buildings—such as the Hallie Q. Brown/Martin Luther King Community Center—would better convey an association with him under *Criterion B* than the six infill buildings within Mt. Airy.[109] Similarly, his work on Cecil Newman Plaza is a more complete example of an affordable housing project designed wholly by Adkins, and the project specifically included measures intended to further racial justice. Research did not yield evidence to indicate that Mt. Airy is significant for an association to any known significant persons. Therefore the Mt. Airy complex is recommended not eligible under *Criterion B: Significant Person.*

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[108] "St. Paul Housing Project to Be Named for F.D.R.," *Minneapolis Star*, August 31, 1950, 12.

[109] "Obituary, Lonnie Adkins."

Criterion C

The Mt. Airy complex was also evaluated under *Criterion C* in the areas of Community Planning and Development and Architecture. Mt. Airy's overall design was typical of low-rise developments for low-income families, as embodied by two earlier complexes in Saint Paul. Although the site provided topographical advantages over McDonough and Roosevelt, the design generally conforms to the nineteenth-century street layout and the buildings constructed in 1958 utilized similar generic forms that lacked even the minor architectural details, such as contrasting wall materials and overhanging upper stories, found at the other two sites. While the earlier 1937 plan for Mt. Airy included buildings with stepped massing designed to fit the topography itself, the design ultimately constructed in 1958 used simpler, repetitive forms that were not individually adapted to the site (aside from the placement of entrance stairways). The complex therefore does not reflect any significant design achievements, but instead displays a series of generic postwar forms laid out on a nineteenth-century street plan with minor influences of 1930s-era, multi-family housing design evident in the low-rise clusters along the north side of Arch Street. In contrast, Dunedin Terrace utilized an innovative design by Buetow & Associates that incorporated a four-armed footprint echoed in both the extending arms of the high-rise and in the plan of the fourplex townhomes (see Figures 50 through 52).

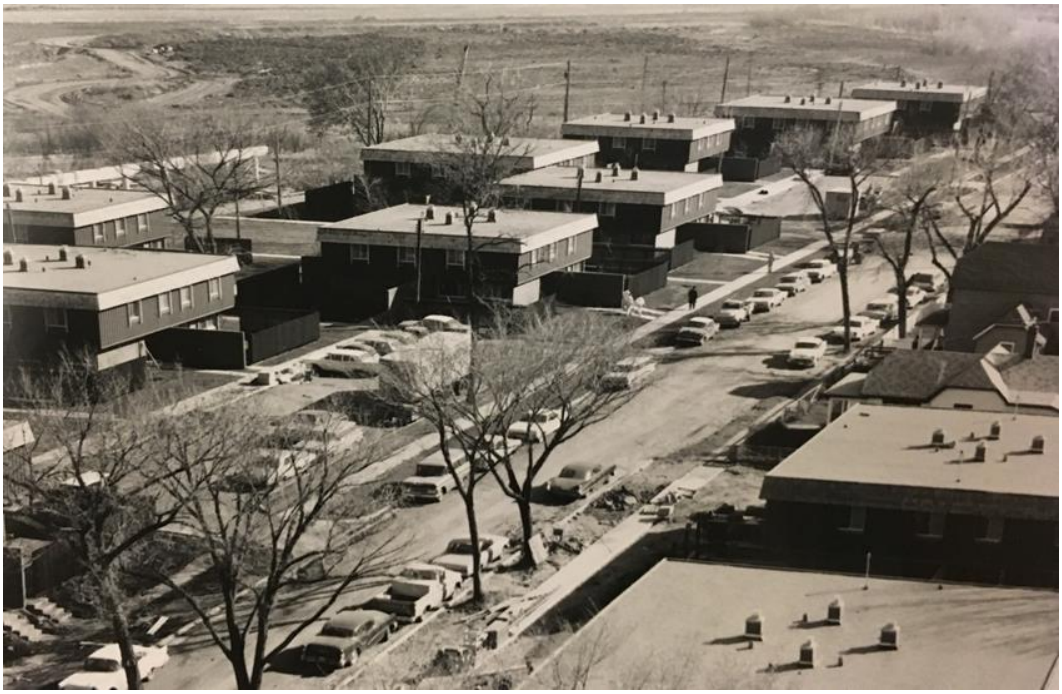
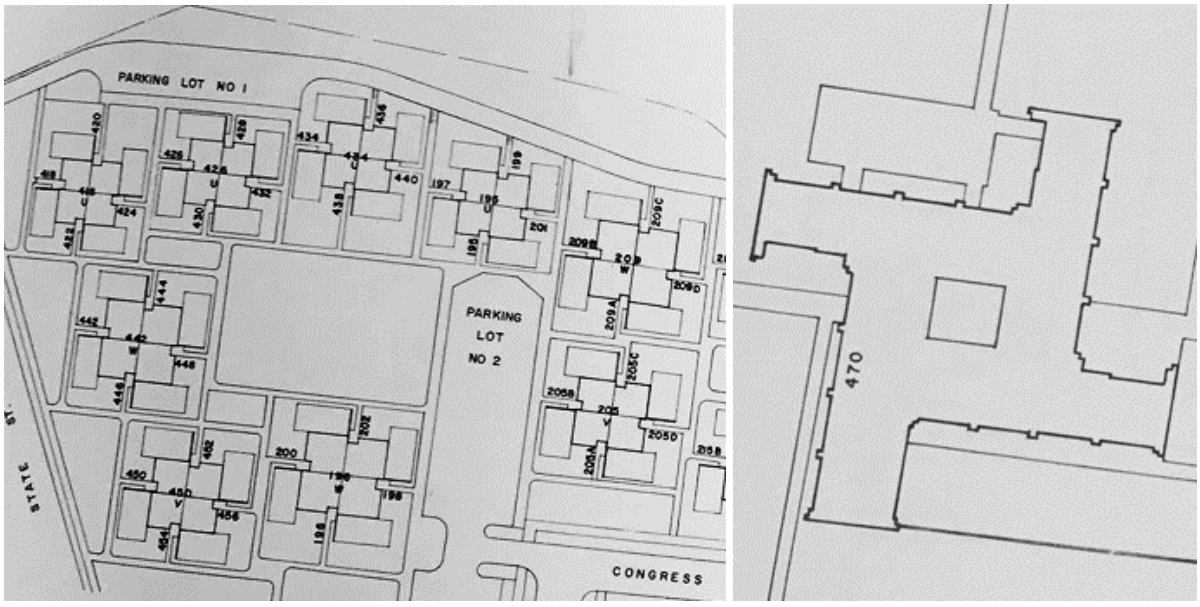


Figure 50. Photograph of Dunedin Terrace fourplexes as viewed from the high-rise.[110]

[110] Robert Lee Shoffner, *Untitled Photograph*, October 29, 1965, Box 123.E.10.2F, Folder "Dunedin Terrace," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.



Figures 51 and 52. Site plan showing fourplex townhomes (left) and high-rise (right) at Dunedin Terrace.[111]

Mt. Airy does differ from predecessors McDonough and Roosevelt in its inclusion of the high-rise, but this aspect of the design alone is not significant within the larger trends of public housing design in Saint Paul. The high-rise was initially intended as a mixed senior-citizen and family residential tower, and the combination of high- and low-rise apartment buildings on a single site had already been debuted elsewhere to lukewarm reception by the early 1950s (such as Louis Kahn's Mill Creek project in Philadelphia, completed in 1954). The high-rise/low-rise combination was subsequently utilized to a limited degree at Central (1964), which consisted of a 144-unit senior high-rise and six low-rise duplex units, and Dunedin Terrace (1966), which included a 143-unit senior high-rise and 22 low-rise four-plex units. In both cases, the high-rises were specially designed as senior-specific towers, unlike Mt. Airy, which simply had a portion of its generic smaller units set aside for seniors and persons with disabilities. The Central and Dunedin high-rises also possess greater architectural interest (and award-winning design, in the case of Central) (see Figures 53 and 54).[112] Mt. Airy therefore did not set a larger pattern for combined high-rise/low-rise developments. The PHA subsequently elected to construct standalone high-rises for senior citizens. The Mt. Airy high-rise also does not embody any of the senior-specific design features later incorporated in the other PHA high-rises, and the concept of high-rise/low-rise combination developments appears to have been abandoned entirely after Dunedin Terrace. The Mt. Airy high-rise is not evaluated individually in this document; if the project's Study Area is finalized or adjusted to include the high-rise, an individual evaluation of that property may be necessary.

[111] *Site Plan Diagram*, 1965, Box 123.E.10.2F, Folder "Dunedin Terrace," Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[112] "Central Hi-Rise," *Saint Paul Public Housing Agency*, accessed May 10, 2019, http://www.stpha.org/hi-rise/central-hi-rise.



Figures 53 and 54. Dunedin (left) and Central (right) high-rises.[113]

As a complex, Mt. Airy does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. Review of the known works of the architectural firms of Walter Butler Co. and Adkins Associates did not indicate that the complex as a whole is significant as the work of a master. While research did not provide sufficient evidence to determine whether either firm is considered a "master" in St. Paul, the buildings that make up the 1958 Mt. Airy complex and 1964 expansion do not appear noteworthy within either firm's body of work. Although William Ingemann's name appears on site plans as Walter Butler Co.'s chief architect, no evidence was found to indicate that Ingemann was directly involved in its design and the buildings are architecturally undistinguished. Therefore the Mt. Airy complex is recommended not eligible under *Criterion C* in the areas of Architecture and Community Planning and Development.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Mt. Airy complex does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

Because Mt. Airy does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

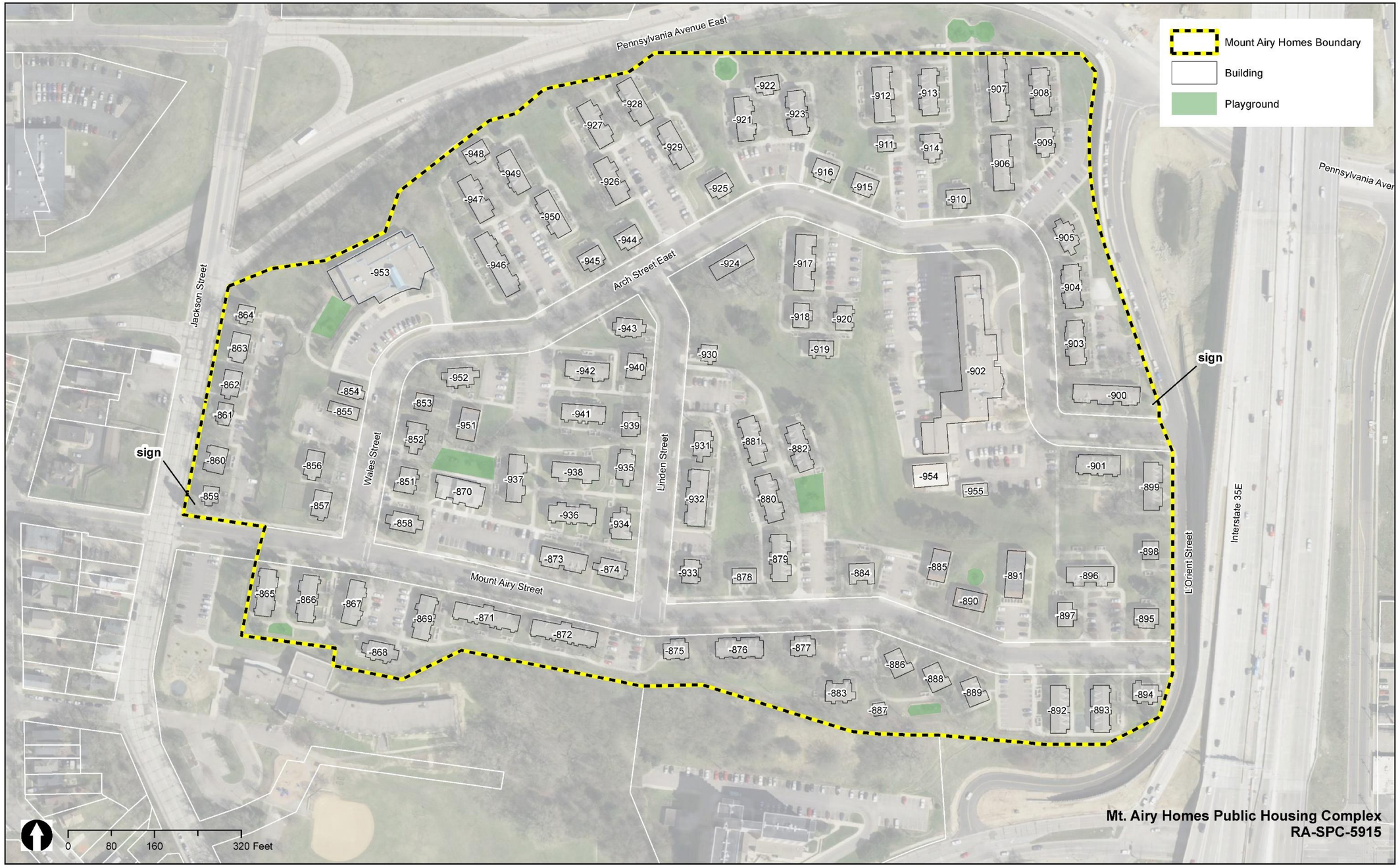
[113] "Central Hi-Rise"; "Dunedin Hi-Rise."

Recommendation

Mt. Airy is recommended not eligible for the National Register.

Location map





NOTE: ALL RESOURCES ARE LABELLED WITH THE LAST THREE DIGITS OF THEIR INVENTORY NUMBER. THE COMPLETE NUMBER FORMAT IS RA-SPC-10###

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Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10851	Duplex Apartment Building	612-616 Wales Street	E	1958	ca. 2015 composite siding	
RA-SPC-10852	Duplex Apartment Building	618-620 Wales Street	E	1958	ca. 2015 composite siding	
RA-SPC-10853	Two-unit Rowhouse Apartment Building	630-632 Wales Street	M	1964		

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10854	House (converted to duplex)	627 Wales Street	n/a	ca.1910		
RA-SPC-10855	House (currently used as a single-unit building)	621 Wales Street	n/a	ca.1910		
RA-SPC-10856	Duplex Apartment Building	611-615 Wales Street	B	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10857	Duplex Apartment Building	605-607 Wales Street	B	1958	ca. 2015 composite siding	
RA-SPC-10858	Duplex Apartment Building	61-65 Wales Street	B	1958	ca. 2015 composite siding	
RA-SPC-10859	Single-unit Building	25 Mount Airy Street	A	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10860	Duplex Apartment Building	710-712 Jackson Street	D	1958	ca. 2015 composite siding	
RA-SPC-10861	Single-unit Building	Ca. 716 Jackson Street	n/a	1994	ca.1995 stucco siding	
RA-SPC-10862	Duplex Apartment Building	720-722 Jackson Street	B	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10863	Duplex Apartment Building	724-726 Jackson Street	B	1958	ca. 2015 composite siding	
RA-SPC-10864	Single-unit Building	728 Jackson Street	A	1958	ca. 2015 composite siding	
RA-SPC-10865	Four-unit Apartment Building	34-40 Mount Airy Street	F	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10866	Four-unit Apartment Building	42-48 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10867	Four-unit Apartment Building	50-56 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10868	Duplex Apartment Building	58-60 Mount Airy Street	B	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10869	Four-unit Apartment Building	62-68 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10870	Four-unit Apartment Building	71-77 Mount Airy Street	n/a	c.2014		
RA-SPC-10871	Six-unit Apartment Building	78-96 Mount Airy Street	J	1958	ca. 2015 composite siding	

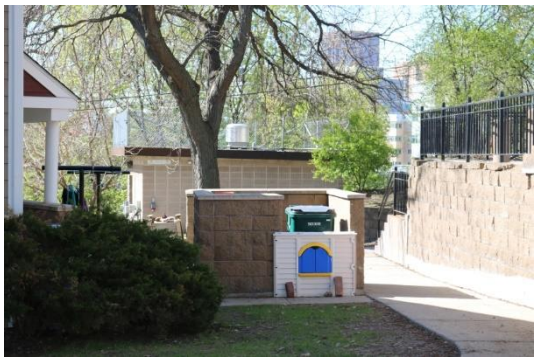
Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10872	Six-unit Apartment Building	108-124 Mount Airy Street	J	1958	ca. 2015 composite siding	
RA-SPC-10873	Four-unit Apartment Building	107-117 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10874	Duplex Apartment Building	123-125 Mount Airy Street	B	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10875	Duplex Apartment Building	130-134 Mount Airy Street	C	1958	ca. 2015 composite siding	
RA-SPC-10876	Four-unit Apartment Building	136-148 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10877	Duplex Apartment Building	152-172 Mount Airy Street	C	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10878	Duplex Apartment Building	137-139 Mount Airy Street	C	1958	ca. 2015 composite siding	
RA-SPC-10879	Four-unit Apartment Building	141-147 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10880	Four-unit Apartment Building	149-163 Mount Airy Street	F	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10881	Four-unit Apartment Building	157-163 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10882	Four-unit Apartment Building	165-171 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10883	Duplex Apartment Building	174-178 Mount Airy Street	D	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10884	Duplex Apartment Building	173-175 Mount Airy Street	D	1958	ca. 2015 composite siding	
RA-SPC-10885	Four-unit Rowhouse Apartment Building	181 A-D Mount Airy Street	M	1964		
RA-SPC-10886	Duplex Apartment Building	180-182 Mount Airy Street	E	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10887	Utility Building	176 Mount Airy Street	n/a	ca.1990	Only partially visible from public right of way	
RA-SPC-10888	Duplex Apartment Building	184-186 Mount Airy Street	E	1958	ca. 2015 composite siding	
RA-SPC-10889	Duplex Apartment Building	188-190 Mount Airy Street	E	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10890	Four-unit Rowhouse Apartment Building	183-189 Mount Airy Street	M	1964		
RA-SPC-10891	Six-unit Rowhouse Apartment Building	191 A-F Mount Airy Street	M	1964		
RA-SPC-10892	Four-unit Apartment Building	200-206 Mount Airy Street	F	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10893	Four-unit Apartment Building	208-214 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10894	Duplex Apartment Building	216-218 Mount Airy Street	E	1958	ca. 2015 composite siding	
RA-SPC-10895	Duplex Apartment Building	213-215 Mount Airy Street	C	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10896	Four-unit Apartment Building	205-211 Mount Airy Street	F	1958	ca. 2015 composite siding	
RA-SPC-10897	Duplex Apartment Building	201-203 Mount Airy Street	C	1958	ca. 2015 composite siding	
RA-SPC-10898	Two-unit Rowhouse Apartment Building	599-601 L'Orient Street	M	1964		

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10899	Four-unit Apartment Building	609-615 L'Orent Street	F	1958	ca. 2015 composite siding	
RA-SPC-10900	Six-unit Apartment Building	209-219 Arch Street	J	1958	ca. 2015 composite siding	
RA-SPC-10901	Four-unit Apartment Building	208-214 Arch Street	G	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10902	High Rise	200 Arch Street	n/a	1959	Original plans note 176 units, but St. Paul PHA website lists 153 units as of 2019	
RA-SPC-10903	Four-unit Apartment Building	201-207 Arch Street	G	1958	ca. 2015 composite siding	
RA-SPC-10904	Four-unit Apartment Building	193-199 Arch Street	G	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10905	Duplex Apartment Building	189-191 Arch Street	B	1958	ca. 2015 composite siding	
RA-SPC-10906	Four-unit Apartment Building	179 A-D Arch Street	H	1958	ca.1995 stucco siding	
RA-SPC-10907	Six-unit Apartment Building	181 A-F Arch Street	J	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10908	Four-unit Apartment Building	183 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10909	Duplex Apartment Building	187-189 Arch Street	B	1958	ca.1995 stucco siding	
RA-SPC-10910	Duplex Apartment Building	175-177 Arch Street	C	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10911	Single-unit Building	167 Arch Street	A	1958	ca.1995 stucco siding	
RA-SPC-10912	Four-unit Apartment Building	169 A-D Arch Street	H	1958	ca.1995 stucco siding	
RA-SPC-10913	Four-unit Apartment Building	171 A-D Arch Street	F	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10914	Duplex Apartment Building	173 A-B Arch Street	E	1958	ca.1995 stucco siding	
RA-SPC-10915	Duplex Apartment Building	163-165 Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10916	Duplex Apartment Building	159-161 Arch Street	C	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10917	Four-unit Apartment Building	156-162 Arch Street	H	1958	ca.1995 stucco siding	
RA-SPC-10918	Duplex Apartment Building	164-166 Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10919	Duplex Apartment Building	168-170 Arch Street	C	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10920	Duplex Apartment Building	172-174 Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10921	Four-unit Apartment Building	153-A-D Arch Street	G	1958	ca.1995 stucco siding	
RA-SPC-10922	Duplex Apartment Building	155 A-B Arch Street	C	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10923	Four-unit Apartment Building	157 A-D Arch Street	G	1958	ca.1995 stucco siding	
RA-SPC-10924	Four-unit Apartment Building	142-154 Arch Street	G	1958	ca.1995 stucco siding	
RA-SPC-10925	Duplex Apartment Building	149-151 Arch Street	C	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10926	Four-unit Apartment Building	141 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10927	Four-unit Apartment Building	143 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10928	Four-unit Apartment Building	145 A-D Arch Street	F	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10929	Four-unit Apartment Building	147 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10930	Single-unit Building	650 Linden Street	A	1958	ca.1995 stucco siding	
RA-SPC-10931	Duplex Apartment Building	626-630 Linden Street	B	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10932	Four-unit Apartment Building	608-620 Linden Street	H	1958	ca. 2015 composite siding	
RA-SPC-10933	Duplex Apartment Building	600-602 Linden Street	C	1958	ca. 2015 composite siding	
RA-SPC-10934	Duplex Apartment Building	603-605 Linden Street	E	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10935	Duplex Apartment Building	623-625 Linden Street	B	1958	ca. 2015 composite siding	
RA-SPC-10936	Four-unit Apartment Building	607-613 Linden Street	F	1958	ca. 2015 composite siding	
RA-SPC-10937	Four-unit Apartment Building	79-85 Linden Street	F	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10938	Four-unit Apartment Building	615-621 Linden Street	F	1958	ca. 2015 composite siding	
RA-SPC-10939	Duplex Apartment Building	627-629 Linden Street	C	1958	ca. 2015 composite siding	
RA-SPC-10940	Duplex Apartment Building	647-649 Linden Street	C	1958	ca. 2015 composite siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10941	Four-unit Apartment Building	631-637 Linden Street	G	1958	ca. 2015 composite siding	
RA-SPC-10942	Four-unit Apartment Building	639-645 Linden Street	G	1958	ca.1995 stucco siding	
RA-SPC-10943	Duplex Apartment Building	651 Linden/134 Arch Street	B	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10944	Duplex Apartment Building	137-139 Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10945	Duplex Apartment Building	133-135 Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10946	Six-unit Apartment Building	123 A-F Arch Street	J	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10947	Four-unit Apartment Building	125 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10948	Duplex Apartment Building	127 A-B Arch Street	C	1958	ca.1995 stucco siding	
RA-SPC-10949	Four-unit Apartment Building	129 A-D Arch Street	G	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10950	Four-unit Apartment Building	131 A-D Arch Street	F	1958	ca.1995 stucco siding	
RA-SPC-10951	Four-unit Rowhouse Apartment Building	622-628 Arch Street	M	1964		
RA-SPC-10952	Duplex Apartment Building	120-122 Arch Street	B	1958	ca.1995 stucco siding	

Inventory No.	Name	Address	Type	Year Built	Notes	Frames
RA-SPC-10953	Community Center	91 Arch Street	n/a	1976		
RA-SPC-10954	Garage	200 Arch Street	n/a	ca.1980		
RA-SPC-10955	Garage	200 Arch Street	n/a	ca.1975		

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APPENDIX E5. PRODUCE EXCHANGE BUILDING (RA-SPC-6330)

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Produce Exchange Building

SHPO Inventory Number: RA-SPC-6330
Address: 523 Jackson Street
City: Saint Paul

The Produce Exchange Building was previously determined eligible by Minnesota State Historic Preservation Office (MnSHPO) staff. The purpose of this Phase II Evaluation is to confirm eligibility of the property through a brief context and verification of integrity. Much of the information, including the description, is drawn from details included in Landscape Research LLC's "Evaluation of Historical Significance Produce Exchange Building."[114]

This document was completed at a time when repositories were closed. As such, research was limited to previous reports, research completed for the Rush Line Bus Rapid Transit Project, and easily accessible online sources. The Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU), in consultation with MnSHPO, confirmed that interior access was not required for this evaluation unless substantive alterations to the exterior suggested the property was no longer eligible for inclusion in the National Register of Historic Places.

Description

The Produce Exchange Building is located at 523 Jackson Street, at the northwest corner of the intersection of Jackson Street and 10th Street East in an urban block of downtown Saint Paul. Built in 1915, the building is sited near the northern edge of downtown. The surrounding urban blocks are developed with multi-story commercial or mixed-use buildings, dating from the early-twentieth-century to the present. The urban street grid is orientated on a southwest to northeast axis following the course of the Mississippi River (see Figure 1).

The building's immediate block is bounded by Jackson Street to the northeast, 10th Street East to the southeast, Robert Street North to the southwest, and 11th Street East to the northwest. The L- plan building occupies approximately 75 percent of the square 0.55-acre parcel. The remaining portion is a paved parking lot at the northwest corner. Vehicular access to the parking area is provided through a drive-through bay on the 10th Street (southeast) elevation. The building is constructed to the lot line on each elevation. A mid-century credit union (RA-SPC-11134) abuts the parcel to the northwest and single-story mid-century commercial building is located to the southwest of the parcel.

[114] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," April 2002.



Figure 1. Aerial image of the subject property. Note the building extends to the lot lines with the exception of the paved parking lot at the northwest corner that is accessible via a drive-through bay on the 10th Street elevation. Image via Google Maps.

The Produce Exchange Building is a three-story, brick, L-plan, Commercial-style building with a reinforced-concrete and iron column structural system. The building is mixed-use, with retail storefronts on the first story and residential units on the two upper stories. The Jackson Street (northeast) and 10th Street (southeast) elevations both serve as primary facades and are clad in dark brown common bond brick. The Jackson Street elevation has eight bays and the 10th Street elevation has nine. The building has four secondary elevations: two are interior and face the paved parking at the northwest corner of the parcel, and two are exterior facing the lot lines. All four are utilitarian and clad in tan common bond brick. The roof is flat and covered in a modern bituminous membrane with metal coping.

The bays are asymmetrical and delineated by brick pilasters. Gable pediments are located at outside and center bays, the pilasters of which have a decorative motif. A corbeled belt course is located above the third story near the roof line. The storefronts are delineated by the pilasters and are modern aluminum; the variations are discussed in more detail below. Fenestration at the upper stories is generally replacement, one-over-one, single-hung sash. The window openings appear to be unaltered and have stretcher course brick lintels and header sills (see Figure 2).



Figure 2. Produce Exchange Building, view facing west. The storefronts on the primary elevations are modern, and windows on the upper stories are also replacement.

The northeast (Jackson Street) elevation has eight bays. Seven modern aluminum tripartite storefronts with individual recessed single-leaf doors span the first story. The southern corner features a recessed storefront entrance with a cast-iron column. The sixth bay from the southern corner houses an entrance to the upper-story residential units that is sheltered by a modern arched portico. The bulkhead of each storefront unit is aluminum with a concrete sill at grade; four of the storefronts have awnings. Modern signs project out above the above the first and last storefronts and a flagpole is attached at the center of the elevation. The upper stories of each bay have a group of three windows, except the third from the south, which has a single window. Iron tie rods are affixed to each pilaster at the brick spandrel level, some of which have circular hooks (see Figure 3).



Figure 3. Looking southwest at the Jackson Street (northeast) elevation.

The 10th Street (southeast) elevation has nine bays. The first story has three entrances, with replacement aluminum doors and windows with transoms. The storefront windows appear to be in the original window openings on this elevation with brick header sills matching the upper window openings. The fourth bay from the south corner has a modern paired aluminum entry door with transom that provides access to the upper-story residential units. The fifth bay consists of a first-story vehicular drive-through that provides access to the rear parking area (see Figure 4). The seventh bay has a roll-up style, multi-light, metal-frame door and single-leaf aluminum entry door with a sidelight and transom. The two westernmost bays form a single retail space and have a single-leaf entry door and transom, and one-over-one single-hung sash windows that match the upper stories. Several of the storefronts have awnings, and two modern signs are affixed at the west. Fenestration on the upper stories varies by bay, with between one and four windows in each. A single third-story window appear to have been infilled with brick; a historic photograph from 1938 shows this condition must have been an early alteration to the building or as built (see Figure 5). On the interior face of the drive-through, a modern roll-up door and aluminum frame door provide access to the interior. The opposite side has no entrances, and is also utilitarian brick, though with an ashlar water table.



Figure 4. Looking northwest at the southeast elevation, which fronts 10th Street. Note the drive-through vehicular entrance that provides access to the rear parking lot.



Figure 5. 1938 photograph of the Produce Exchange Building.[115]

The southwest (side) elevation is devoid of ornamentation and fenestration is limited to two replacement, one-over-one windows centered on the second and third stories. Painted signs on the brick surface near the roofline read “Produce Exchange Bank – Loans – Personal – Auto – Real Estate” and “Town View Apts. - 153 E. 10th St” (see Figure 6). The northeast (side) elevation is similar to the southwest elevation. It lacks ornamentation and fenestration is limited to replacement fixed-frame windows at the second and third stories. Small sections of the tan brick have been painted and a modern sign is affixed near the roofline (see Figure 7).

[115] Charles P. Gibson, *Produce Exchange Bank, 519 Jackson, Saint Paul, Negative #1131-B*, Photograph, black & white, 1938, MR2.9 SP3.1P p26, Minnesota Historical Society, Saint Paul, Minn.



Figure 6. Southwest (side) elevation, view facing northeast. Note the tan brick and limited fenestration, with painted signage along the roofline.



Figure 7. Northeast (side) elevation, view facing southeast. The subject building is constructed to the lot line, closely abutting the adjacent credit union building.

The interior side elevations are tan brick and face the paved parking area at the northwest corner of lot. The northwest-facing interior elevation has a modern wood deck and stair that provides access to the two single-leaf doors with transoms at either end. The westernmost door is located one-half story above that at the east and appears to provide access to an original interior stairwell. Fenestration consists of one-over-one replacement sash and a single fixed pane window (see Figure 8).



Figure 8. Northwest-facing interior elevation, view facing southeast.

The southwest-facing interior elevation has door and window openings of varying sizes and types, including replacement one-over-one and fixed pane. First-story door and window openings have been infilled and downsized with concrete block. There are two entrances with replacement single-leaf doors. The upper stories feature one-over-one replacement windows (see Figure 9).



Figure 9. Southwest-facing interior elevation, view facing east. Window and door openings on the first story have been altered, and portions of the brick have been infilled with concrete block.

Alterations

The Produce Exchange Building has remained largely intact since its construction in 1915. Exterior alterations include the replacement of storefront windows and entrances and upper-story windows. A historic photograph from 1938 suggests metal awnings that originally extended along portions of the Jackson and 10th Street elevations have been removed and modern awnings and signs have been introduced. A limited number of window and door openings on the interior-facing rear elevations have been infilled or downsized with concrete block. The wood deck is a recent addition. The 2002 evaluation noted alterations to the awnings, storefronts, and window sash. It ultimately concluded the property overall had "a good level of historic integrity."[116] Google Streetview shows no substantive changes from 2009 to today, but the awnings, storefronts, and windows have different configurations than they did in 2002, suggesting replacements of the non-original features.

Neither this evaluation nor the 2002 evaluation include discussion of the interior.

History

The Produce Exchange Building was associated with Saint Paul's produce industry. The term "produce industry" pertains to the growing and trading of fruits and vegetables as well as other farm products, such as eggs. The industry includes the physical selling of produce at local markets but also the associated commodity, or raw material, trade. Commission houses, also known as trading houses, refer to firms that purchase and sell physical commodities and/or futures for other businesses or individuals; in this case, it refers to produce growers and wholesalers. Produce commission houses serve as intermediaries for growers to facilitate trade in a foreign location. Firms provide several services for their clients, including serving as agents for growers and easing the transportation process. The physical market, at times referred to as "markethouse" or "market hall," consists of a space, either enclosed or open-air, where goods are sold (produce, in this case).

Development of the Produce Industry in Saint Paul

Produce markets were established in cities throughout Minnesota during the early days of European settlement in the nineteenth century. Prior to the city's incorporation in 1854, Saint Paul had several small produce markets where farmers from the surrounding areas could bring their crops to sell. These initial marketplaces had minimal organization and regulations, which resulted in higher costs, reduced competition, and a lack of quality standards.[117]

During the later decades of the nineteenth century, the city of Saint Paul grew exponentially and several railroad lines and roads were constructed, expanding the city's transportation network.[118]

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[116] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building."

[117] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 5.

[118] Research did not indicate that a major arterial roadway or railroad line connected to or was directly adjacent to Saint Paul's physical produce market. The expansion of the city's transportation network, however, was an important factor in the city's growth as a major produce growing/shipping location within the United States from the late nineteenth into the early twentieth century.

Concurrently, the produce industry experienced substantial expansion as a result of increased agricultural output and access to transportation.[119] By the early twentieth century, Saint Paul had emerged as a major produce market in the United States, especially for the upper Midwest region. As a 1903 *Saint Paul Globe* article states, "In proportion to its population St. Paul stands almost without a peer among the green fruit markets of the United States. Everything in green fruits comes to St. Paul in its respective season and comes in large quantities."[120] In the overall industry, the primary products were green (not fully ripened) fruit, particularly apples; butter and eggs; and potatoes, the trade of which went through the produce commission houses within the city.[121]

Throughout the late nineteenth and early twentieth centuries, the produce sold within the market came in part from the numerous truck farming operations that surrounded Saint Paul in Ramsey County communities such as Gladstone and White Bear Township, as well Washington and other surrounding counties. The proximity of Saint Paul, with its produce market and transportation network, made truck farming profitable in these surrounding rural areas.[122] Truck farms were typically smaller farms (usually less than 20 acres) that grew produce for sale in the surrounding area. Because truck farms often specialized in perishable crops, they were often located close to markets and relied on local transportation networks, like railroads and highways, to transport their goods to market quickly. Several surrounding dairies also sold the products in Saint Paul.[123]

Saint Paul not only provided a physical market for the sale of local produce but served as a major distribution center for numerous products to states across the country, in large part due to its transportation network of roads and railroads. The city's commission houses had access to the established rail network from their location on 3rd Street (now Kellogg Boulevard) near Union Depot. Saint Paul became a major distribution center for butter and eggs. As a 1903 *Saint Paul Globe* article states, "Hardly a state in the Union but is compelled to turn to Minnesota for at least part of its butter and eggs, and the St. Paul commission men get at least a fair share of the business."[124] Similarly, Minnesota was a major potato producer and much of this crop was sold and shipped to southern states via Saint Paul. Produce from other states, such as fruit from California, was also shipped to Saint Paul and sold in the market.[125] In the early twentieth century, the overall produce industry shifted from

[119] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 5.

[120] "The Produce Commission Interest of St. Paul," *St. Paul Globe*, August 30, 1903.

[121] Green fruit refers to fruit, of any verity, that is not fully ripe; "The Produce Commission Interest of St. Paul."

[122] Brenda Rudberg, "Truck Farming in Maplewood," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood; *Metro Gold Line Bust Rapid Transit Project - Supplement Report 1 Phases I and II Investigation: Architecture/History*, January 2020, 19.

[123] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study* (City of Maplewood Heritage Preservation Commission, August 2014), 12.

[124] "The Produce Commission Interest of St. Paul."

[125] "The Produce Commission Interest of St. Paul."

predominantly retail to wholesale, reflecting the overarching growth from strictly a local to a regional industry.[126]

The massive amount of business created by the Saint Paul produce market was in large part funneled through the city's commission houses. The commission brokers who worked for these firms served as an intermediary and sold produce to grocers and wholesalers. The city's respective commission houses handled thousands and at times millions of dollars of produce trade annually.[127] Most were members of the Saint Paul Produce Exchange. Established in 1893, the exchange primarily served as a "bureau of information and co-operation" for members.[128] The exchange monitored prices and markets as well as crop and weather conditions. Additionally, it offered a place for the exchange of ideas and suggestions. At the turn of the twentieth century, the Produce Exchange had 33 member commission houses, with examples including A.H. Roake Fruits and Produce, Palmer & Roller, and B. Presley Co. [129] The commission houses became one of the most important industries in Saint Paul, on par with the railroads and banking. As noted in a 1903 *Saint Paul Globe* article, "The commission business is one of the most important factors in the commercial life of St. Paul." Rival commission houses were located in other American cities, including nearby Minneapolis. According to the Minnesota SHPO inventory database, the city had a produce exchange building that was located at 600 1st Avenue North (HE-MPC-0142, nonextant). The inventory database search did not find any other produce exchange buildings, or associated buildings, in the state. The project team searched the National Register of Historic Places (National Register) database and identified two other examples of listed produce exchange buildings (one in Massachusetts and the other in Missouri), as well as additional commission houses listed as contributing resources to larger historic districts in Michigan, Missouri, Virginia, and Wisconsin.[130]

Produce Market Locations within Saint Paul

The physical location of the produce market within Saint Paul has changed several times throughout its history, but it has always remained in the downtown area. Pioneer citizen Vital Guerin constructed an early brick market at the intersection of 7th and Wabasha Streets in 1853 (see Figure 10). That same year, the still unincorporated City of Saint Paul passed an ordinance limiting produce sales to Guerin's Market, referred to as a "markethouse." When the City incorporated the following year, it took on

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[126] Rosemary J. Palmer, "The St. Paul Farmer's Market - A 130-Year-Old Tradition," *Ramsey County History* 17, no. 2 (1982): 6–11.

[127] "The Produce Commission Interest of St. Paul"; Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 9.

[128] "The Produce Commission Interest of St. Paul."

[129] "The Produce Commission Interest of St. Paul."

[130] Although these properties represent produce exchange and commission house buildings, the specifics and level of detail provided in the Nomination forms did not result in additional relevant contextual information to assist with this evaluation. Both individual properties are listed under National Register *Criterion A*; however, the history of commerce in their respective locations does not provide relevant information regarding the upper Midwest region's produce industry.

oversight of the market.[131] In response to increased produce demand, this two-story building was replaced by the enclosed Saint Paul Market Hall building in 1881. Designed by architect Abraham Radclifee, the building provided space for wholesale, retail, and civic functions, including a meeting space for produce buyers and sellers, public retail booths, restaurants, and entertainment spaces on the second floor (see Figure 11).



Figure 10. 1853 public market constructed by Vital Guerin and later operated by the city.[132]

[131] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 5.

[132] Palmer, "The St. Paul Farmer's Market - A 130-Year-Old Tradition," 5.



Figure 11. Rendering of the Saint Paul Market Hall, built in 1881.[133]

Increased demand rendered the 1881 market obsolete only 10 years later, resulting in the opening of additional supplemental market halls within the city.[134] The City approved the construction of a new market at the turn of the twentieth century to be located at the fringe of the central business district in a predominantly residential area that was transitioning into a commercial and industrial district. Occupying a full city block bounded by E. 10th and 11th Streets and Jackson and Temperance Streets, the new Saint Paul Produce Market opened in 1902 (see Figure 12). No longer housed in an enclosed building, the new market consisted of open iron and wood frame sheds covered by corrugated roofs. The market design allowed farmers to pull into stalls and sell directly from their wagons or trucks. When it opened in 1902, the market had 314 stalls and 80 wagon spaces, accommodating 400 sellers.

[133] *New Market, Seventh and Wabasha, Saint Paul, Negative #55502*, Photograph, black & white, 1883, MR2.9 SP3.1M m4, Minnesota Historical Society, Saint Paul, Minn.

[134] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 6.



Figure 12. Saint Paul Produce Market ca. 1902 with rows of stalls. [135]

Commission Houses

The opening of the market at Jackson and 10th Streets marked a shift in Saint Paul's produce industry.[136] Some adjacent buildings, such as the Methodist Episcopal Church at 157 9th Street East (nonextant), were converted to warehouses and the commission houses began moving to the area during the first years of the twentieth century. Like the market, the commission houses had outgrown their previous buildings, which were centered on 3rd Street, where the increased demand within the industry created congestion and crowding along the street (see Figure 13). By 1915, almost every major commission house was conducting business in the new produce district. The move permitted the commission brokers, wholesalers, and farmers to be in one central area, which made business easier for everyone involved. At their new location, commission houses retained a connection to the railroad network via the nearby freight depots on 11th Street.[137]

[135] Charles P. Gibson, *Farmers Market, Jackson and Tenth, Saint Paul, Negative #34487*, Photograph, black & white, ca 1902, MR2.9 SP3.1M p216, Minnesota Historical Society, Saint Paul, Minn.

[136] In some instances, including on the Sanborn fire insurance map, the produce market is referred to as the vegetable market.

[137] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 9.

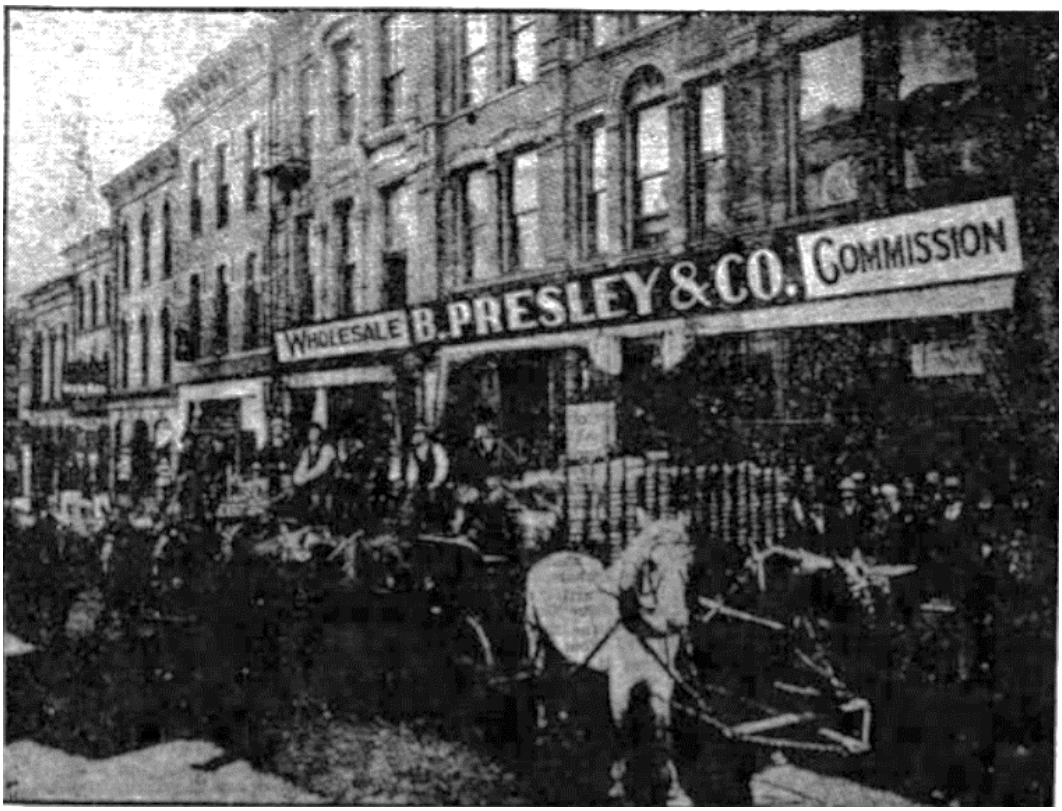

Figure 13. 1903 photograph of the early produce commission houses concentrated on 3rd Street in downtown Saint Paul, prior to the move to the new produce district.[138] Note the congestion on the street, which was the result of high demand in the industry.

Within the new produce district, the commission houses were located within new two- and three-story brick buildings that provided year-round office and storage space for firms. Developed by the Sperry Realty Co. and Christian Hanson Realty, the buildings included refrigeration, fruit ripening rooms, and elevators. Multiple bays were located at street level, with warehouse space above. These commission houses were concentrated on Jackson and 11th Streets in what became known as commission rows.[139] Specifically, four commission houses surrounded the produce market, each occupied by multiple brokerage firms. The subject Produce Exchange Building was known as Commission Row #1. Commission Row #2 consisted of two buildings (nonextant) on opposite sides of 11th Street, and the fourth commission house (also nonextant) was referred to as "Market Place." It was sited on the northern edge of the produce market, between Jackson and Temperance Streets (see Figures 14 and 15).[140]

[138] "The Produce Commission Interest of St. Paul."

[139] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 10.

[140] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 10–12.

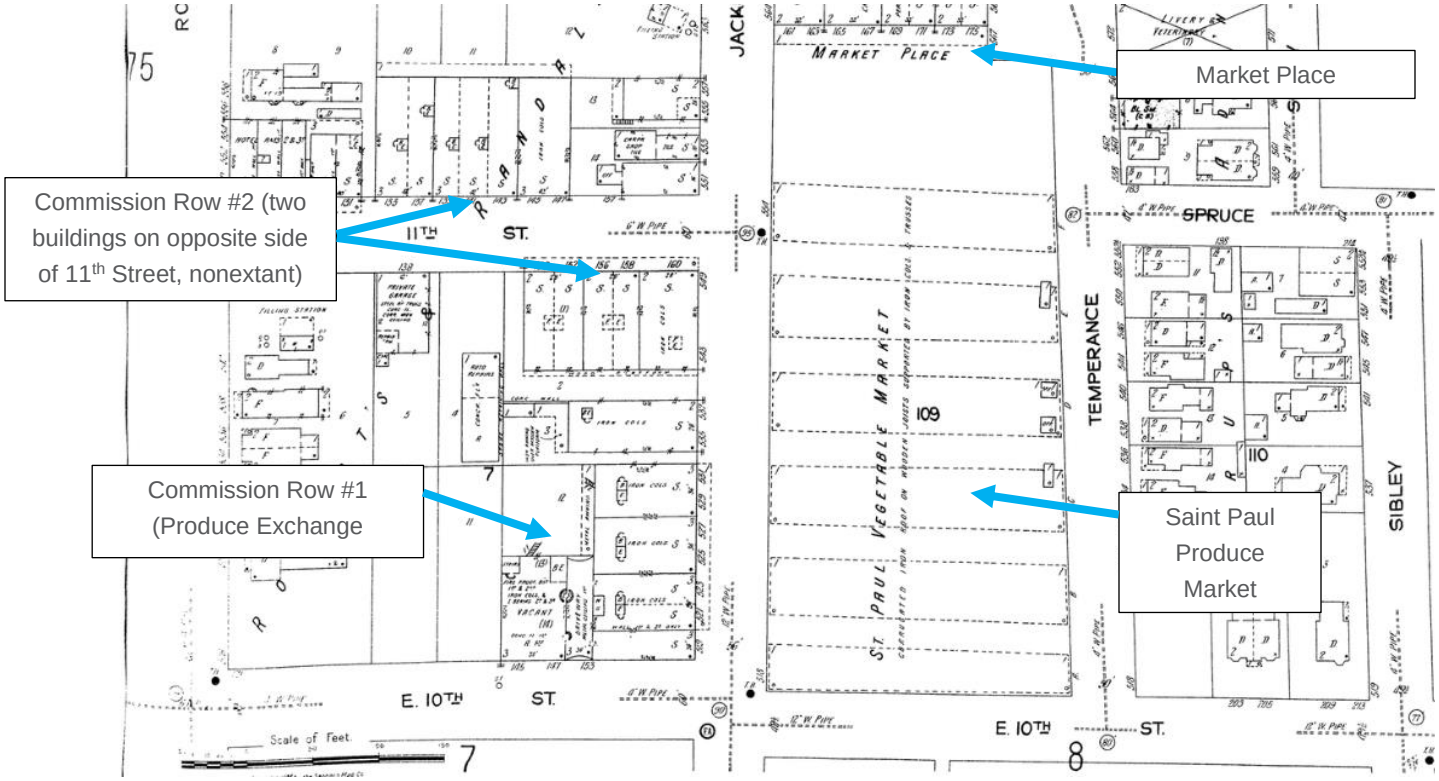

Figure 14. 1926 Sanborn fire insurance map showing the produce district in downtown Saint Paul, including the Saint Paul Produce Market (referred to as the St. Paul Vegetable Market on the map) and adjacent commission rows.[141]

[141] "St. Paul, Minn., 1926 - Revised 1939," 1:600 (New York: Sanborn Map Company, 1939), 77; Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 10.



Figure 15. Saint Paul Produce Market in 1949 with rows of stalls utilized by truck farmers. The Produce Exchange Building, also referred to as Commission Row #1, is present in the background at the left.[142]

Produce Exchange Building

Built in 1915, the Produce Exchange Building was developed by the Christian Hanson Realty Company. Research did not identify an architect for the building. The first story housed the Produce Exchange Bank (later the Produce State Bank), as well as commercial stalls associated with the occupant produce commission firms. Warehouse space was located in the upper floors (see Figure 16). Produce firms continued to occupy the building until the late 1940s, when other retail businesses, such as an air conditioning shop and liquor store, began to replace some of the earlier produce firms. The building's tenants continued to change in the following decades, including the warehouse spaces that were shared by new tenants. In the 1960s, residential units were added, and by 1973, portions of the upper floors were converted to office use. Town View Apartments is painted on the building; however, research, including a newspaper search, did not reveal when the building's residential units became known by that name. It is not the current name of the residences within the building. The Produce State Bank remained at its corner location within the building until ca. 1985. The building continued to house a mix of residential and commercial use until ca. 2002, when it was vacated for renovation, which resulted in office and commercial space on the first story and condos on the second and third stories.[143]

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[142] Philip C. Dittes, *City Market, St. Paul, Negative #97840*, Photograph, black & white, September 10, 1949, MR2.9 SP3.1M p283, Minnesota Historical Society, Saint Paul, Minn.

[143] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 10–11.

Research did not uncover additional information on the renovation and any resulting changes to the building.[144]



Figure 16. 1938 photograph of the Produce Exchange Building, with commercial stalls on the first story along the Jackson Street elevation and office and warehouse space above.[145]

Changes to the Produce Industry

Saint Paul's produce industry emerged as a major regional industry during the late nineteenth and early twentieth centuries. In the ensuing decades, however, the industry began to shift and ultimately decline. Beginning in the 1920s, the produce market shifted from "primarily a concentration and diversion market to primarily a receiving market."[146] The volume of produce in the overall market declined from the 1930s to 1950s, as a larger percentage of crops were diverted to processing, and fewer crops were shipped out of state. Consequently, the number of brokerage firms also began to decline. By 1958, there were no firms centered on the sale and shipment of locally grown produce.[147] Contributing to the local decline was the post-World War II suburbanization, which converted surrounding agricultural land to residential suburbs, thereby reducing regional agriculture production. Shopping was also moving away from downtown cities to new suburban shopping centers. Consequently, the downtown produce district began to change. In the 1960s, construction of Interstate Highway 94 reduced the size of the Saint Paul Produce Market and eliminated the northernmost stalls. Demand continued to decline throughout the 1970s and the market was ultimately razed in 1982 and relocated to 5th and Wall

[144] Joe Kimball, "A Fresh Role for Veggie Building," *Star Tribune*, November 1, 2002.

[145] Gibson, *Produce Exchange Bank, 519 Jackson, Saint Paul, Negative #1131-B*.

[146] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 14.

[147] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 14.

Streets.[148] With the loss of the market, the area was largely redeveloped and, with the exception of the Produce Exchange Building, the early twentieth century commission houses were razed.[149]

Evaluation

The Produce Exchange Building was evaluated by Landscape Research LLC in 2002 and recommended eligible for the National Register under *Criterion A* for its association with Saint Paul's produce market and early immigrant communities, and under *Criterion C* for its "preservation of a significant building type."[150] This Phase II Evaluation confirms significance under these criteria, as discussed in more detail below, and considers integrity based on the existing conditions, and any visible changes to the building since it was first evaluated in 2002.

Criterion A

To be eligible under *Criterion A*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of Saint Paul. Saint Paul's produce industry emerged as a one of the most important during the late nineteenth and early twentieth centuries. The market and associated commission houses not only provided the means for the sale of local produce grown by farmers around the city, but became a major trading and distribution center for the upper Midwest. As the industry grew during the late nineteenth into the early twentieth century, it outgrew its early locations in downtown Saint Paul and moved to what became the new produce district centered around the intersection of 10th and Jackson Streets. Within this produce district, the Produce Exchange Building was a prominent feature as one of the main commission houses that supported the nearby market and contributed to the overall industry. Although much of the produce district is nonextant, the building continues to represent the one-time major industry in the city and wider region. It also illustrates the industry's move to this part of downtown in the early twentieth century. As such, the Produce Exchange Building is significant under National Register *Criterion A* in the area of Commerce. The period of significance begins in 1915, when the building was constructed, and continues to the late 1940s, when the industry was declining and non-produce businesses began occupying the building. Research did not indicate exactly when the building occupants began to change. As such, for the purposes of this evaluation the period of significance will end in 1949. As noted in the 2002 evaluation, the Produce Exchange Building housed a number of commission broker and dealer firms that were founded by members of Saint Paul's Italian and Jewish communities. The limited research completed for this evaluation did not focus on this area of significance, but the building may have additional significance under *Criterion A* for its association with the city's early immigrant communities.

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[148] Palmer, "The St. Paul Farmer's Market - A 130-Year-Old Tradition," 6–11; Saint Paul Farmer's Market, "Farmer's Market History," *Saint Paul Farmer's Market*, 2020, https://www.stpaulfarmersmarket.com/history.

[149] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 14.

[150] Landscape Research LLC, "Evaluation of Historical Significance: Produce Exchange Building," 5.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history. The building was not previously identified as having significance under *Criterion B*, and limited research did not reveal an association between the Produce Exchange Building and a significant individual in the history of Saint Paul, Ramsey County, or the state of Minnesota. As such, the Produce Exchange Building does not have significance under *Criterion B.*

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. The Produce Exchange Building is an example of an early-twentieth-century commission house, and the 2002 evaluation identified it as an example of a significant building type. Its utilitarian design reflects its initial use in the produce industry with prominent bays on the primary elevations that housed stalls and storefronts for vendors and second- and third-story office warehouse space (now residences). Additionally, the drive-through entrance provided access to the rear for loading of goods into the building and it was located immediately adjacent to the Saint Paul Produce Market. Research did not indicate an architect for the building; therefore, it is unlikely to be the work of a master. The building is not an excellent example of a particular style and does not have high artistic value.

The Produce Exchange Building is significant under *Criterion C* in the area of Architecture as an example of an early-twentieth-century commission house. Under this criterion, the period of significance is 1915, the year of construction.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. The building was not previously identified as having significance under *Criterion D*, and based on limited research, the Produce Exchange Building does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

The Produce Exchange Building retains a high degree of integrity. It remains in its original location at the corner of 10th and Jackson Streets in downtown Saint Paul, and thus retains integrity of location. Although the building continues to be sited within an urban area surrounded by commercial properties, the integrity of setting has been slightly diminished by the loss of the adjacent Saint Paul Produce Market and nearby commission houses. The building no longer houses businesses associated with the produce industry, but commercial businesses continue to occupy the first floor. Therefore, the building retains sufficient integrity of association.

The building's exterior design has remained largely intact since its construction in 1915. Some alterations have been made to the first-story storefronts, and the upper stories have been converted to

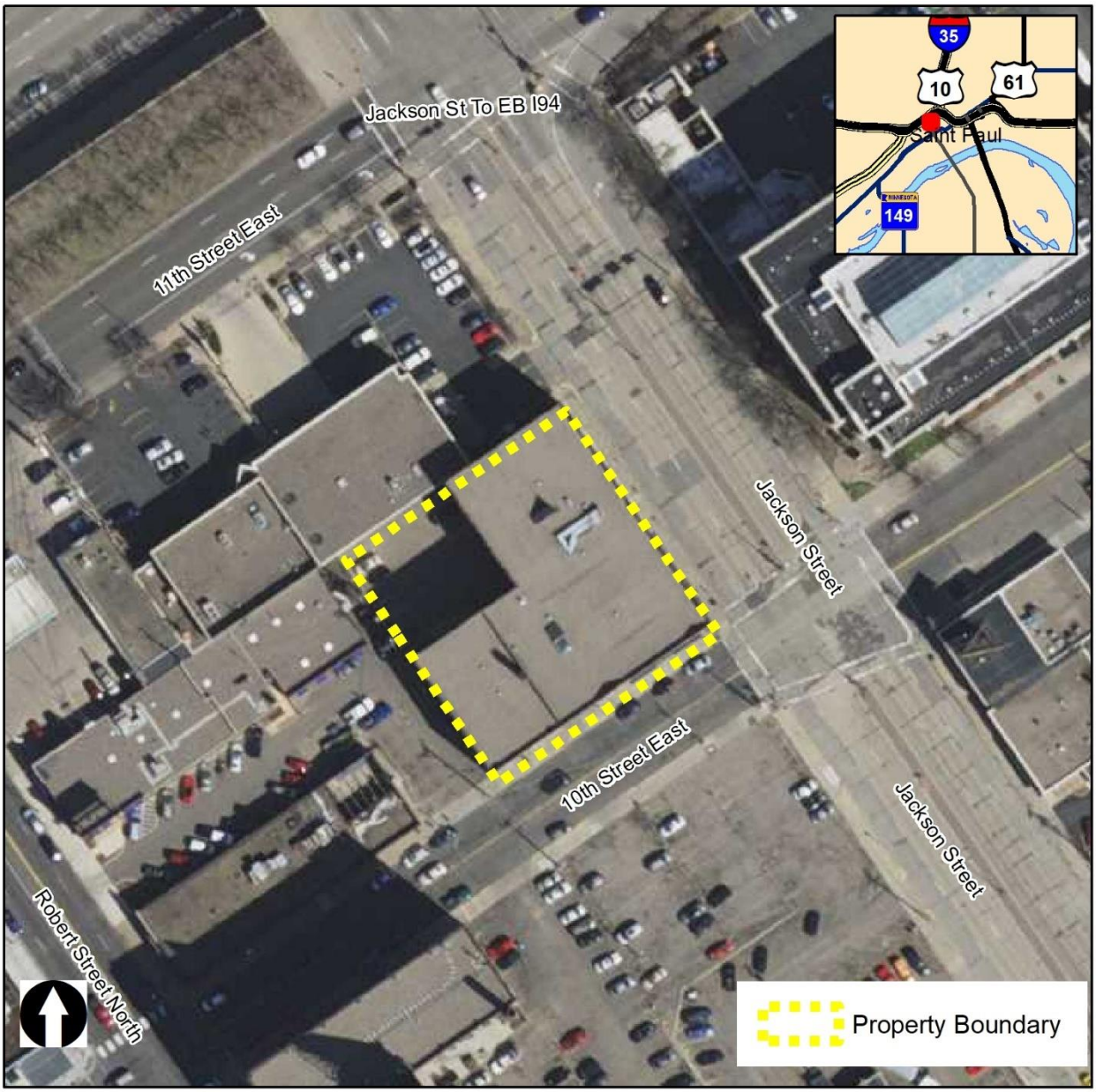
residential units. Other small changes have been made, such as the removal of a fire escape on the Jackson Street elevation and the addition of a deck on the rear elevation. The windows, storefronts, and awnings are recent replacements of the non-original features present on the building in 2002. However, the historic opening sizes have been maintained on the main facades. Some fenestration has been altered on the interior-facing rear elevations. Overall, the building continues to exemplify its original design. Therefore, it retains overall integrity of design, materials, workmanship, and feeling. Overall, the Produce Exchange Building retains sufficient integrity to convey its significance under National Register *Criteria A* and *C*.

Recommendation

The Produce Exchange Building was previously confirmed and remains eligible for the National Register under *Criterion A* in the area of Commerce as it represents the prominence of the produce district within the Saint Paul's larger produce industry during the early twentieth century. The recommended period of significance extends from 1915, with construction of the building, to 1949, when the building began to house other industries. The building is also eligible under *Criterion C* in the area of Architecture as an example of an early-twentieth-century commission house. Under *Criterion C*, the period of significance is 1915, the year the Produce Exchange Building was constructed. The historic boundary corresponds to the legal parcel and includes the building and associated parking lot.

The character-defining features include the following: the three-story utilitarian design with commercial storefronts (formerly commercial stalls) on the first story and warehouse space above (now residences); brick exterior cladding; multiple distinct bays on the Jackson and 10th Street elevations; simple one-over-one window configurations on the upper stories; painted signs on the brick; and the drive-through on the 10th Street elevation that allows access to the interior parking lot.

Map



RA-SPC-6330

Produce Exchange Building
523 Jackson Street

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APPENDIX E6. PHASE II EVALUATION: FRANKLIN ELEMENTARY SCHOOL (RA-SPC-10209)

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Franklin Elementary School

SHPO Inventory Number: RA-SPC-10209
Address: 690 Jackson Street
City: Saint Paul

Description

Franklin Elementary School (Franklin School), now the Mt. Airy Boys and Girls Club, is located at 690 Jackson Street in Saint Paul, northeast of the intersection of Jackson Street and University Avenue East. The parcel is located atop one of the city's original hills and has an overall downward slope from north to south. Sited within a mixed residential and commercial area, the irregularly shaped school property is bounded by Jackson Street on the west, University Avenue East on the south, the Valley Apartment building on the east, and the Mt. Airy Homes Public Housing Complex (Mt. Airy, RA-SPC-5915) on the north. Trees are located along much of the western parcel line and at the northeast corner. A metal chain link fence lines a portion of the property, specifically along the south and west boundaries. The school building is sited near the northern parcel line with a playground and playing fields, which comprise most of the property, located to the south. A driveway extends from Jackson Street to parking areas near the western edge of the property, south of the school's main entrance. An additional parking lot, which is accessed from East Mt. Airy Street, is located at the northwest corner of the property. A paved pedestrian walkway leads from this parking lot to an entrance on the rear (north) elevation. Additional paved walkways are located around the school, with one leading to Mt. Airy to the north (see Figure 1).

The two-story Franklin School was constructed in 1963.[151] It has a poured-concrete foundation and a flat roof with a parapet wall. Walls are clad in brown, common-bond brick (see Figure 2). The building's design responds to the site topography as it is constructed into a hill. Its elongated and irregular slight S-plan follows the hill's contours (see Figure 3). The building has two visible stories on the front (south) facade and one on the rear (north) elevation. It is comprised of five "blocks" or building units, including an entrance block, aligned along the angled east-west contour of the hill (see Figure 4). Recessed bays between the eastern three blocks demarcate the slight change in alignment on the front facade. The offset, irregular entrance block (second block from the west), is an addition built in 2000 (see Figure 5). The entrance block addition extends the entire width of the building and filled a void space in the original building design. The remaining four blocks house the classroom and office spaces. The eastern

[151] City of Saint Paul, "Building Permit No. 42970," November 15, 1962, Ramsey County Historical Society, Saint Paul, Minn.; Jim Cesnik, "St. Paul's Bond Issue Bears Fruit," *Minneapolis Star*, February 7, 1963; Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools" 3, no. 1 (November 1962).

two classroom blocks are a slightly later 1964 addition.[152] A gymnasium was added to the rear elevation in 2000.[153]



Figure 1. Current Google aerial of the Franklin School property depicting the location of the school building (circled in red), and associated parking lots, playground, and playing fields.

[152] Research did not specify which sections of the school date to 1963 and which make up the 1964 addition; however, based on dimensions given on the permits and location of entrances, it is most likely that the western half of the school was built first and the eastern half of the school is the 1964 addition. City of Saint Paul, "Building Permit No. 50335," November 22, 1963, Ramsey County Historical Society, Saint Paul, Minn.; Jene Sigvertsen, ed., *From the Past to the Present an Inventory of Saint Paul Public School Facilities* (Saint Paul, Minn.: Saint Paul Public Schools, n.d.), 94.

[153] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.



Figure 2. Franklin School, front (south) facade, looking north/northwest. Note the two visible stories and recessed bays between the eastern classroom blocks.

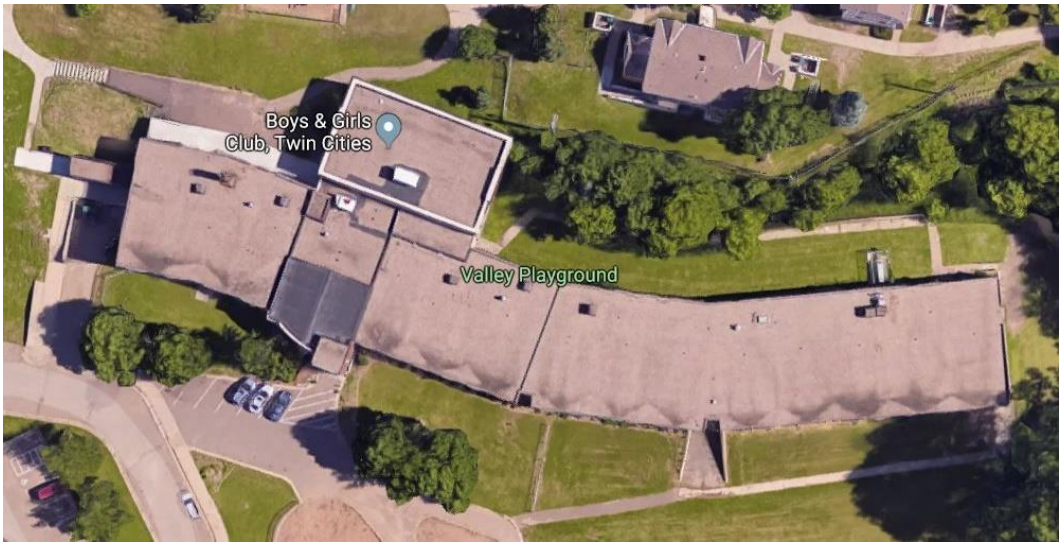

Figure 3. Current Google aerial photograph of the Franklin School depicting the slight S-curve.

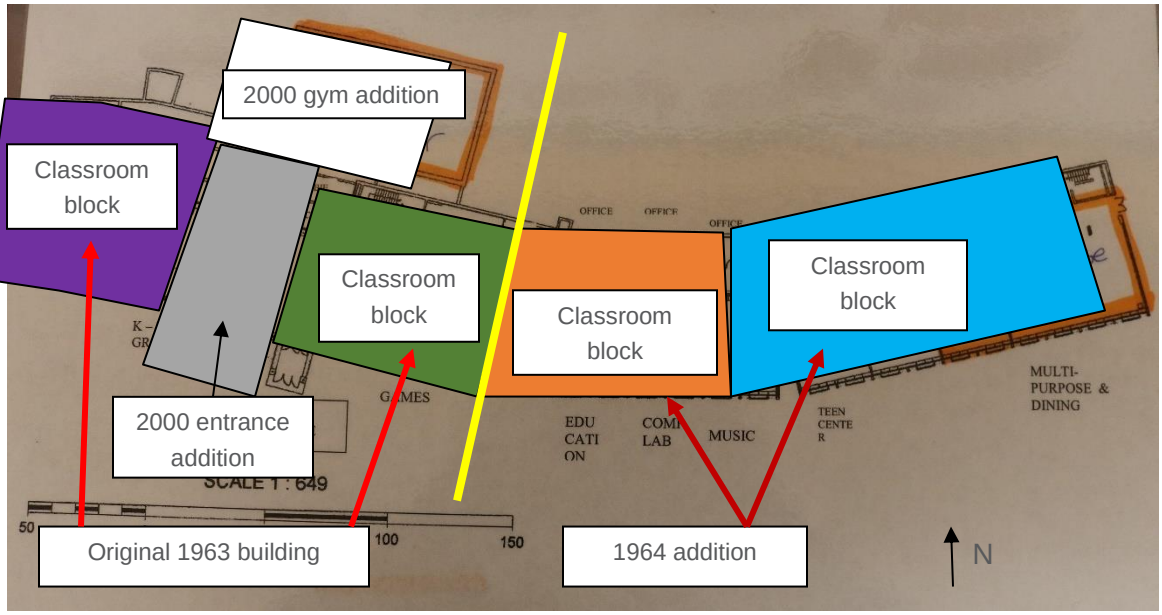

Figure 4. Diagram of the building illustrating the original building and later additions, as well as the distinct "blocks."



Figure 5. 2000 entrance block addition, looking north-northeast.

The front (south) facade has multiple, single and paired, two-story window bays along the four classroom blocks (see Figures 6 and 7). Each window bay consists of two vertically stacked, two-part windows (fixed-over-awning) separated by metal spandrel panels (see Figure 8). Between the window bays are two-story brick wall panels that appear as wide columns. A double-leaf entrance is also located on the westernmost classroom block (separate from the two-story entrance block addition). The irregular, two-story entrance block addition projects slightly from the facade at an angle. It is clad in brown brick, multi-colored concrete block, and vinyl, and has a flat roof with metal coping. Fenestration on the addition consists of the main entrance with three single-leaf glass doors and two- and three-part metal windows. Single-leaf metal doors that provide access to the basement are located between the eastern two blocks. Concrete wingwalls extend out from the entrances along the hill.



Figure 6. Front facade of westernmost classroom block, with first-story entrance and 2000 two-story entrance block addition, looking northeast.



Figure 7. Front facade of eastern three classroom blocks with multiple window bays, looking north.



Figure 8. Typical full-height window bays on the front facade, separated by column-like brick wall panels, looking northeast.

The simple side (east) elevation has a single, offset, full-height entrance bay with a double-leaf entrance on the first story and a multi-light, fixed, sash metal window on the second. Metal spandrel panels are located above and below the window. The entrance is located on the lower level. It is accessed by a concrete walkway with stairs at either end of the elevation. These stairs lead to the playing fields to the south and rear elevation on the north. A two-tiered concrete planter is located between this upper staircase and the east elevation. The upper tier of the planter wraps around to the rear elevation (see Figure 9).

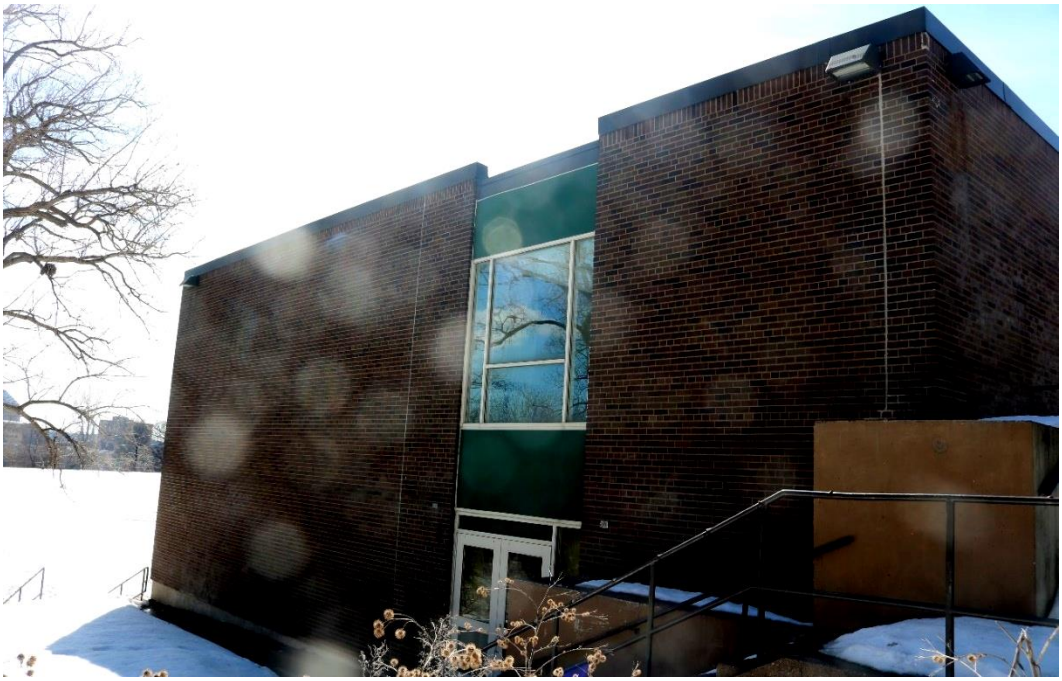

Figure 9. Side (east) elevation with single, full-height entrance bay and concrete walkway and planter, looking southwest.

The side (west) elevation is similar to the east elevation with a single, offset, full-height entrance bay (see Figures 10 and 11). An enclosed metal walkway, which originally connected to a recreation center (nonextant), projects from the first story of the bay, and a multi-light metal window with metal spandrel panels is located at the second story. The enclosed walkway has multi-paneled metal walls and a flat roof with metal fascia. A single-leaf metal entrance with a transom window is located at the west end. A concrete sidewalk, with staircase, leads from this entrance to the parking lot to the south. A small concrete loading dock extends along the south side of the walkway and is accessed by a concrete staircase at the east end.



Figures 10 and 11. Side (west) elevation with projecting enclosed walkway, staircase, and loading dock, looking east (left) and northeast (right).

Similar to the front facade, the rear (north) elevation is comprised of distinct blocks, although their distinctions are less pronounced. The only visual demarcations are narrow, full-height recessions at each change in wall orientation. Unlike the front, this elevation has been divided into defined east and west segments by the 2000 gymnasium addition that projects from the rear wall. Overall, the rear elevation has fewer window bays than the front; however, the full-height bays have the same two-part windows (fixed-over-awning) with metal spandrel panels. Secondary entrances are located on this elevation, as are metal exhaust grates and vents.

Extending along the north elevation from the east end to the gymnasium addition, fenestration consists of a double-leaf metal door with side lights and metal panels; a paired window bay; a single-leaf metal door with metal transom; and three paired windows bays (see Figure 12). West of the gymnasium, aligned from east to west, are two single window bays and a staff entrance (originally the main entrance) with two double-leaf metal doors. A sign that reads “Boys & Girls Club of the Twin Cities” is mounted above the entrance (see Figure 13). A paved walkway leads from this entrance to the parking lot to the northwest of the building.



Figure 12. Rear (north) elevation east of the gymnasium addition with full-height paired window bays and secondary entrances, looking southeast. Note the narrow vertical recessed bay (encircled in red) that denotes the different blocks of the building.



Figure 13. Rear (north) elevation west of the gymnasium addition with staff entrance, looking southeast. Note the paved walkway at the left that leads to the parking lot northwest of the building and to Mt. Airy to the north.

The taller, one-story, rectangular, concrete-block gymnasium addition is connected to the rear elevation by a one-story hyphen. The hyphen is clad in corrugated metal with a single-leaf entrance with side lights on both the east and west elevations. The gymnasium has a flat roof with a corrugated metal parapet wall and a full-height brick wall on both the east and west elevations. The Boys & Girls Club logo and signage that read “Boys & Girls Clubs of the Twin Cities” is located on the west wall, near the roof line (see Figure 14).



Figure 14. The 2000 gymnasium addition at the rear (north) elevation, looking east.

A playground with modern equipment and playing fields, known as the Valley Play Area, is located south of the school building (see Figure 15). The baseball field has a chain-link backstop and benches for players that are bordered by a concrete knee wall. Wood benches, picnic tables, a pergola, and raised garden beds are located west and north of the backstop.



Figure 15. Playground, benches, and baseball field located immediately south of the Franklin School.

Interior

The first- and second-floor plans of the Franklin School are nearly identical. Interior walls are concrete block and a corridor runs the length of the building. The offset corridor allows for deeper classroom spaces, which are located south of the corridor (see Figure 16). Bathroom, office, and storage spaces are located to the north. The classroom entrances along the corridor are framed with projecting endwalls (see Figure 17). Typical classroom spaces have two windows. Built-in closets are located next to the door and recessed areas that originally incorporated a sink area, now removed, are located at the north end of each room (see Figure 18). Individual classrooms were originally the same size and

distinct from each other. Some interior classroom walls have since been removed to create larger classroom spaces. The school also has a music room and a lunch room on the second story, which also has additional offices on the south side of the main corridor. There are no larger communal or large group teaching areas in the building.

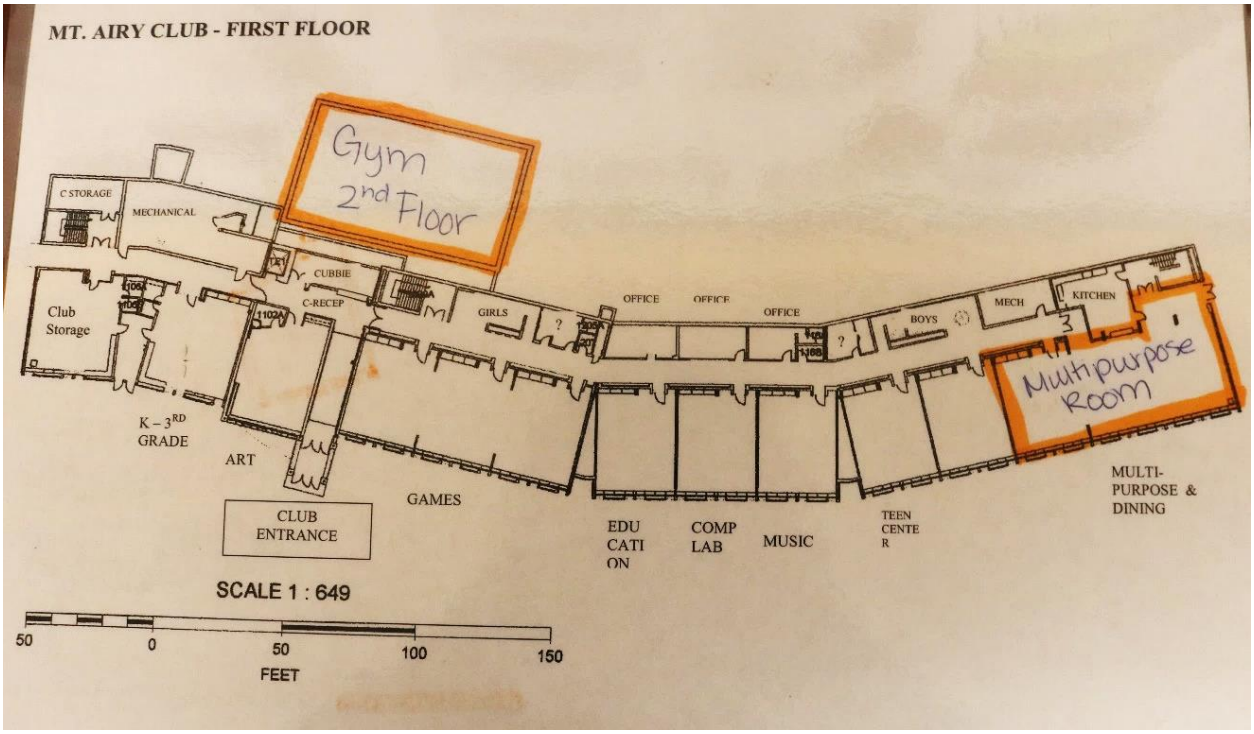

Figure 16. Current Franklin School floorplan. Note the removal of some walls between classrooms to create larger spaces.[154]

[154] Mt. Airy Boys & Girls Club, “Mt. Airy Club - First Floor Plan,” n.d., Mt. Airy Boys & Girls Club, Saint Paul, Minn.



Figure 17. Second-story hallway of the Franklin School. Note the projecting end walls at each classroom door.



Figure 18. Typical classroom space with concrete-block walls, closets, and recessed area that formerly had a sink.

Alterations

The Franklin School has been somewhat altered since its construction in 1963. Originally the school consisted of two blocks connected by an enclosed walkway (see Figure 19). The original entrance was on the north elevation and accessed by the parking lot northwest of the school. The void between these blocks was filled in 2000 by the entrance block addition (see Figure 4). With the construction of the

entrance addition, the main entrance was shifted from the north elevation to the south elevation. The school's footprint was nearly doubled by the 1964 addition of the eastern two blocks.[155] The southern parking lot was added between 1980 and 1991, and later expanded in 2000 with the construction of the entrance and gymnasium additions.[156] A playground was also constructed between 1980 and 1991, and the playing fields have been slightly changed periodically since 1966, including moving the baseball field locations.[157] The Valley Recreation Center that was attached to the west elevation of the school since the early 1960s was removed in 2010. That same year, ownership of the school transferred to the Boys & Girls Club. Changes made to the interior as part of the change in ownership include the removal of some classroom walls and sinks. Overall the interior spaces have been minimally altered.[158]

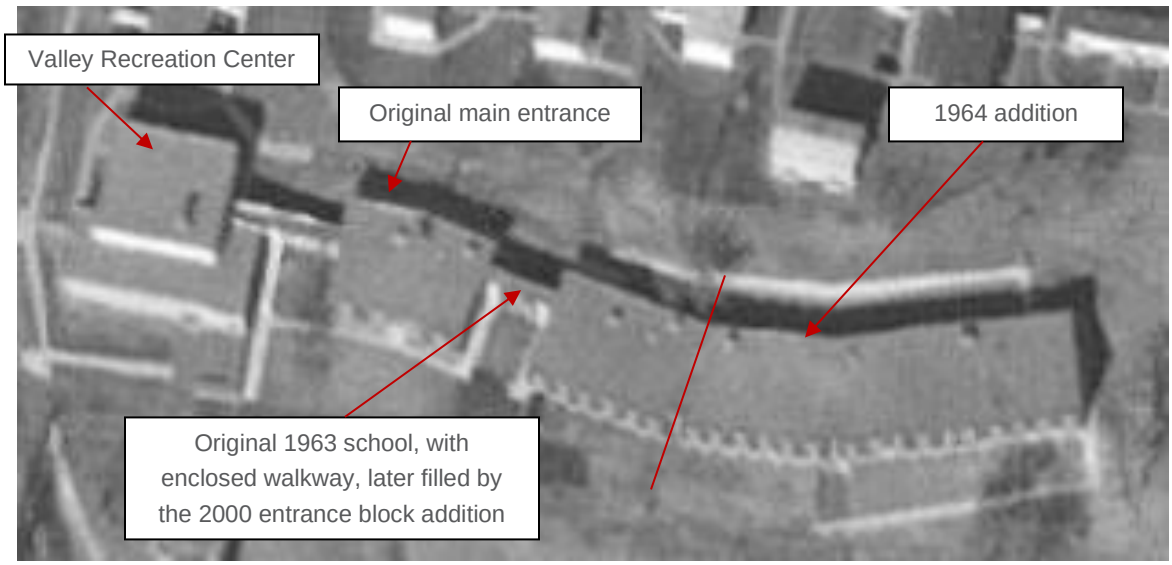

Figure 19. 1966 aerial of the Franklin School depicting the original school and main entrance, 1964 addition, and adjacent Valley Recreation Center.[159]

[155] City of Saint Paul, "Building Permit No. 50335."

[156] "Aerial Photograph, St. Paul, Minn., 1980," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com; "Aerial Photograph, St. Paul, Minn., 1991," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com; "Aerial Photograph, St. Paul, Minn., 2003," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com.

[157] "Aerial Photograph, St. Paul, Minn., 1980"; "Aerial Photograph, St. Paul, Minn., 1991"; "Aerial Photograph, St. Paul, Minn., 2003"; Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.

[158] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.

[159] U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., GS-VBOX, Roll 2 Frame 7" (U.S. Geological Survey, November 2, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgus.gov.

History

Neighborhood history

Franklin School is located within the Mt. Airy neighborhood of Saint Paul.[160] The neighborhood was historically adjacent to the Westminster Railroad Junction (located to the east, RA-SPC-5618), Great Northern Railroad Shops (located to the north), and Capitol Heights neighborhood (located to the west, atop one of the seven hills that characterize the topography of the city. The neighborhood was originally platted in 1857 and was one of several areas away from Saint Paul's "Lower Town" with large lots intended for upscale residences. Railroad construction, however, filled much of surrounding area with railroad shops, yards, and fuel storage sites, and the hilltop did not develop according to this original upscale residential vision.[161] Instead, the area developed largely in the late nineteenth and early twentieth centuries with mostly small frame dwellings inhabited by a succession of European immigrant groups, many of which worked for the nearby railroads and industries.[162] A section of the Mt. Airy neighborhood, at the location of the subject property, remained undeveloped into the 1920s and became the Valley Playground (also referred to as the Valley Play Area), a Saint Paul Parks Department property, by 1936 (see Figure 20). The playground had a building on the site from at least the 1930s.[163] An earlier school with the same name, Franklin School, served the neighborhood's youth. The 1924 building (nonextant) was approximately six blocks south of the subject property, at Sibley Street.[164]

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[160] Capitol Heights is the historic neighborhood name while the term Mount Airy was used beginning in the 1930s (and possibly earlier). The Mt. Airy neighborhood is roughly bounded by Pennsylvania Avenue on the north, Jackson Street on the west and Interstate-35E on the south and east.

[161] Herrold, "The Story of Planning St. Paul from the Beginnings to 1953," 92.

[162] Jane McClure, "Mount Airy Homes," *Saint Paul Historical*, 2018, http://saintpaulhistorical.com/items/show/158.

[163] "Aerial Photograph, Ramsey County, 5-3," 1923, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-12-108.jpg; "Valley Booster Club," *Minneapolis Tribune*, February 25, 1936, 11.

[164] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*.

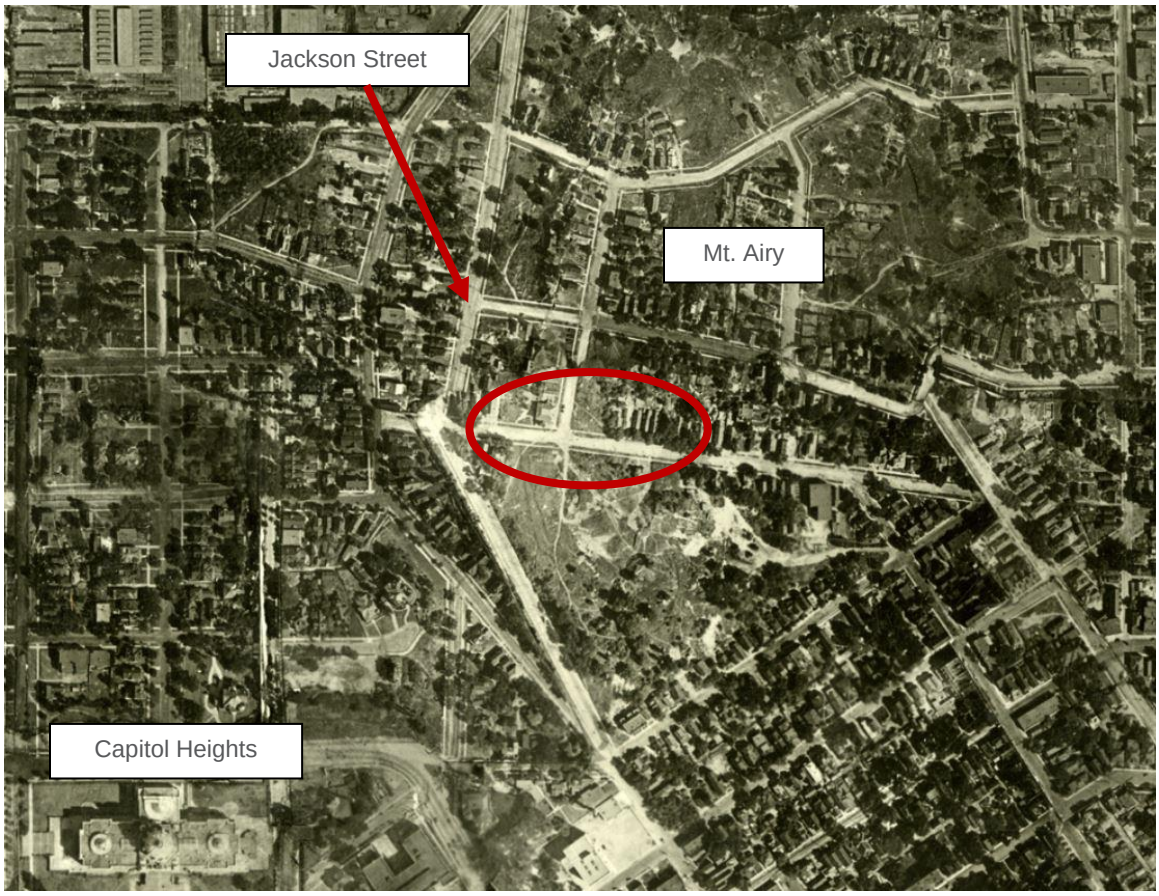

Figure 21. 1923 aerial photograph of the school site, encircled by the red oval, within the Mt. Airy neighborhood. The adjacent Capital Heights neighborhood is located west of Jackson Street.[165]

Through the early twentieth century, the Mt. Airy neighborhood gradually deteriorated. By the 1930s, it consisted of "tumbled-down houses, apartments, and disreputable stores over and behind which people live in conditions approaching actual squalor."[166] As a result, the area was targeted for urban renewal. A plan was devised to remove a substantial number of houses in the neighborhood and replace them with a low-cost public housing project, to be known as the Mt. Airy Housing Project.[167] The ambitious project, which included the subject property, was not realized in its original form at that time due to public opposition that resulted in the loss of federal funding.[168] A later, smaller, modified plan for the project was ultimately constructed between 1958 and 1959 (RA-SPC-5915).[169] Mt. Airy was located immediately to the north of the subject property, which was not included in development plans for the project.

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[165] "Aerial Photograph, Ramsey County, 7-2," 1923, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-12-108.jpg.

[166] Herrold, *The St. Paul Housing Project: A Plan for Slum Clearance and Low-Cost Housing*, 1.

[167] St. Paul City Planning Board, *Saint Paul Housing Project: Proposed Slum Clearance and Low-Cost Housing Project for Saint Paul, Minnesota* (Saint Paul, Minn.: Citizens Housing Committee, 1935 1933).

[168] Herrold, "The Story of Planning St. Paul from the Beginnings to 1953," 92.

[169] "St. Paul Housing Project Opens."

Capitol Approach Plan

The site that became the Franklin School was part of a larger urban renewal effort around the State Capitol that began in the 1940s. The neighborhood area around the State Capitol, known as Capitol Heights, had slowly changed throughout the initial decades of the twentieth century. Originally characterized by large, grand houses occupied by the city's elite, the neighborhood transformed as a consequence of the new State Capitol construction in 1905.[170] Architect Cass Gilbert's plan for the Capitol originally included large landscaped approaches that extended south to the intersection of Smith Avenue and Dodd Road. The state initially refused to fund the extensive plan but ultimately began purchasing some land around the Capitol in 1912. As a result, institutional buildings, including state office buildings and schools, were slowly constructed near the Capitol in subsequent years, demolishing some grand homes.[171] Consequently, upper-class residents slowly left for other parts of the city, notably Summit Hill, and many of the large, upper-class residences were subdivided into boarding houses.[172]

In 1944, the Saint Paul City Planning Board developed a smaller, modified Capitol Approach Plan. The state legislature funded the project, which included a memorial to Minnesota war veterans, in 1945. The project, which resulted in the State Capitol Mall, was finished almost 10 years later in 1954.[173] Congruently, plans were being made for Interstate Highway construction in the area. Construction on both Interstate Highway 35E (I-35E) and I-94 began in the 1960s and was completed by the early 1970s.[174]

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[170] Larry Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities* (Minneapolis: University of Minnesota Press, 2011), 47–51; Linda A. Cameron, "Minnesota's First State Capitol," *MNopedia*, September 6, 2017, http://www.mnopedia.org/structure/minnesotas-first-state-capitol; Linda A. Cameron, "Minnesota's Second State Capitol," *MNopedia*, February 27, 2018, http://www.mnopedia.org/structure/minnesotas-second-state-capitol.

[171] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment* (St. Paul, Minn.: St. Paul Housing and Redevelopment Authority., 1950), 8, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.; Gary Phelps, *History of the Minnesota State Capitol Area* ([Saint Paul, Minn.]: The Capitol Area Architectural and Planning Board, 2001), 7–21.

[172] Phelps, *History of the Minnesota State Capitol Area*, 7–21; Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*, 47–54.

[173] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 8; Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*; "Aerial Photograph, St. Paul, Minn., 1947," *Historic Aerials by NETROnline*, accessed July 11, 2018, historicaerials.com; "Aerial Photograph, St. Paul, Minn., 1957," *Historic Aerials by NETROnline*, accessed July 11, 2018, historicaerials.com.

[174] Patricia Cavanaugh, *Politics and Freeways: Building the Twin Cities Interstate System* (Center for Urban and Regional Affairs (CURA) and Center for Transportation Studies (CTS) at the University of Minnesota, October 2006), 14, 34–35.

Completion of the State Capitol Mall and additional surrounding government buildings catalyzed the demolition of the remaining grand homes in the immediate area in the 1950s and 1960s.[175] While some additional apartments, boarding houses, and single-family houses were built for area workers as part of the Capitol Approach Plan, it resulted in a net loss of housing in the neighborhood.[176] As a consequence, the Saint Paul Housing and Development Authority (HRA) decided to study the entire area surrounding the State Capitol in terms of housing conditions and existing land uses. The study would then be used to make an overarching future land-use plan for the entire area around the Capitol building and approach.[177] The resulting expansion of the Capitol Approach Plan was intended to provide additional housing to offset units lost as part of the approach construction. It sought to take advantage of the increased property value created by redevelopment rather than allow surrounding slum areas to blight the newly developed Capitol area.[178]

The HRA completed an initial study for the overarching plan in 1950. It recommended boundaries for the overall Capitol Redevelopment Area, which included redevelopment of two areas with rundown housing. Located immediately east and southwest of the capitol, these areas were referred to as the Eastern Redevelopment Area, which included the subject property, and the Western Redevelopment Area (see Figure 22).[179] Each area was bordered by existing features, such as major roads, and each was to have an elementary school, playground, and community facilities.[180]

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[175] Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*; "Aerial Photograph, St. Paul, Minn., 1947," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, St. Paul, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com.

[176] Millett, *Once There Were Castles: Lost Mansions and Estates of the Twin Cities*, 47–54; St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 1.

[177] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 8.

[178] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 1.

[179] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 8.

[180] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 18.

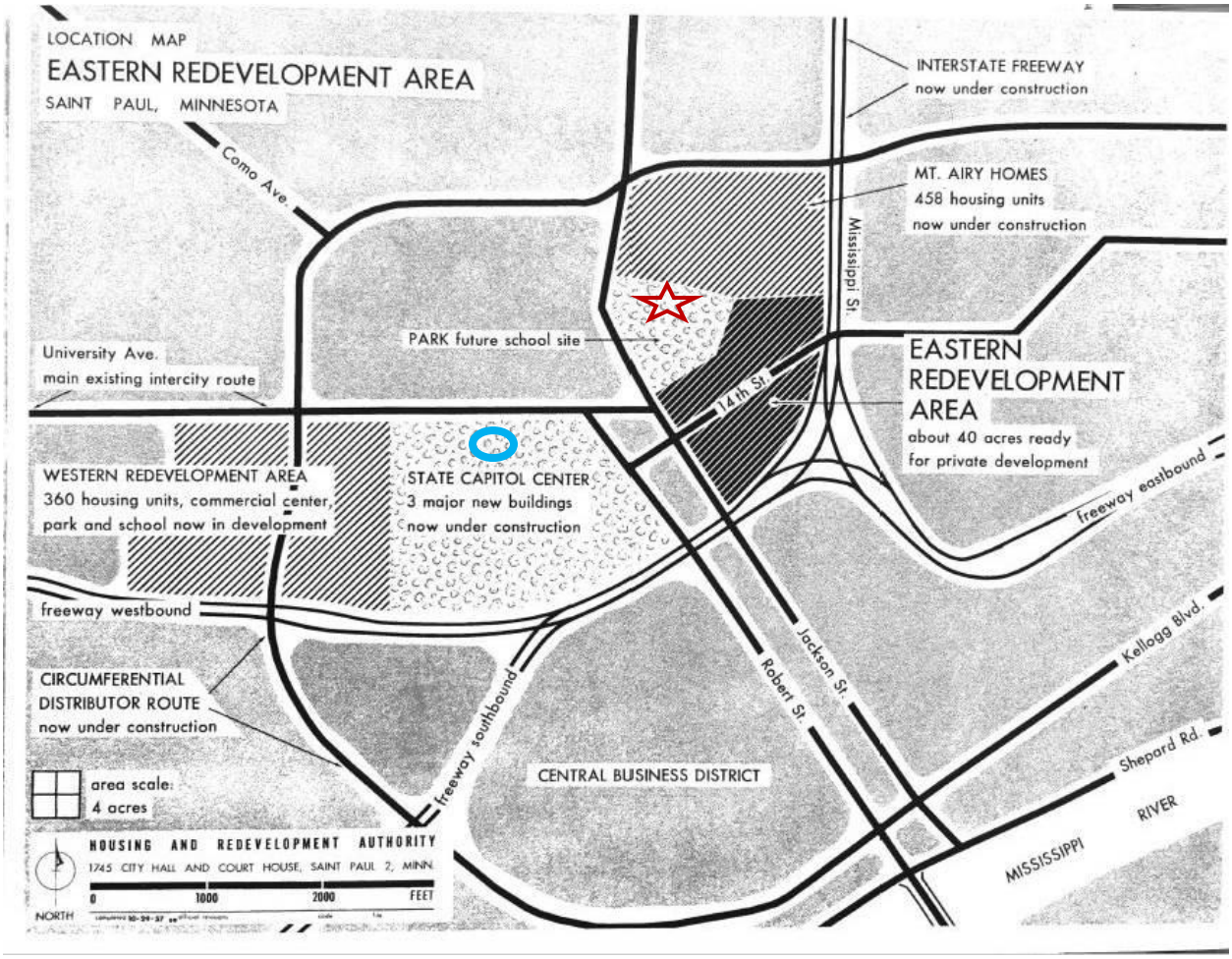

Figure 22. Conceptual plan for the Capitol Redevelopment Area, including the Eastern Redevelopment Area of which the Franklin School was a part. The red star denotes the location of the Franklin School within the plan and the blue circle denotes the approximate location of the Capitol building.[181]

Eastern Redevelopment Area

After completion of the initial Capitol Redevelopment Area study, the HRA created detailed plans for the Eastern and Western Redevelopment Areas. A 1954 plan for the 55-acre Eastern Redevelopment Area, which was to be bounded by Jackson and Valley Streets as well as the new I-35E and I-94, included 10 acres of low-density housing, 13.9 acres of high-density housing, 3.1 acres of commercial areas, and 10.6 acres of public use (school site and a public park including the existing Valley Playground) (see Figures 23 and 24). Although the conceptual plans for each redevelopment area included a school site, the HRA further noted that the Eastern Redevelopment Area would be cut off from the existing, earlier, Franklin School by the proposed Interstate Highway. As such, the HRA proposed that a new school site be reserved on the existing playground within the Eastern Redevelopment Area. This school, which became the subject Franklin School, was intended to serve not only the Eastern Redevelopment Area, but neighborhoods to the west and north, such as Mt.

[181] St. Paul Housing and Redevelopment Authority, "Location Map Eastern Redevelopment Area," October 29, 1957, Eastern Area: Maps October 1957 and October 1959, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

Airy.[182] The overall redevelopment project was financed by a combination of federal loans and grants as well as local grants-in-aid. Property acquisition within the Eastern Redevelopment Area was first authorized in April 1954 and the area was largely cleared by 1957.[183]

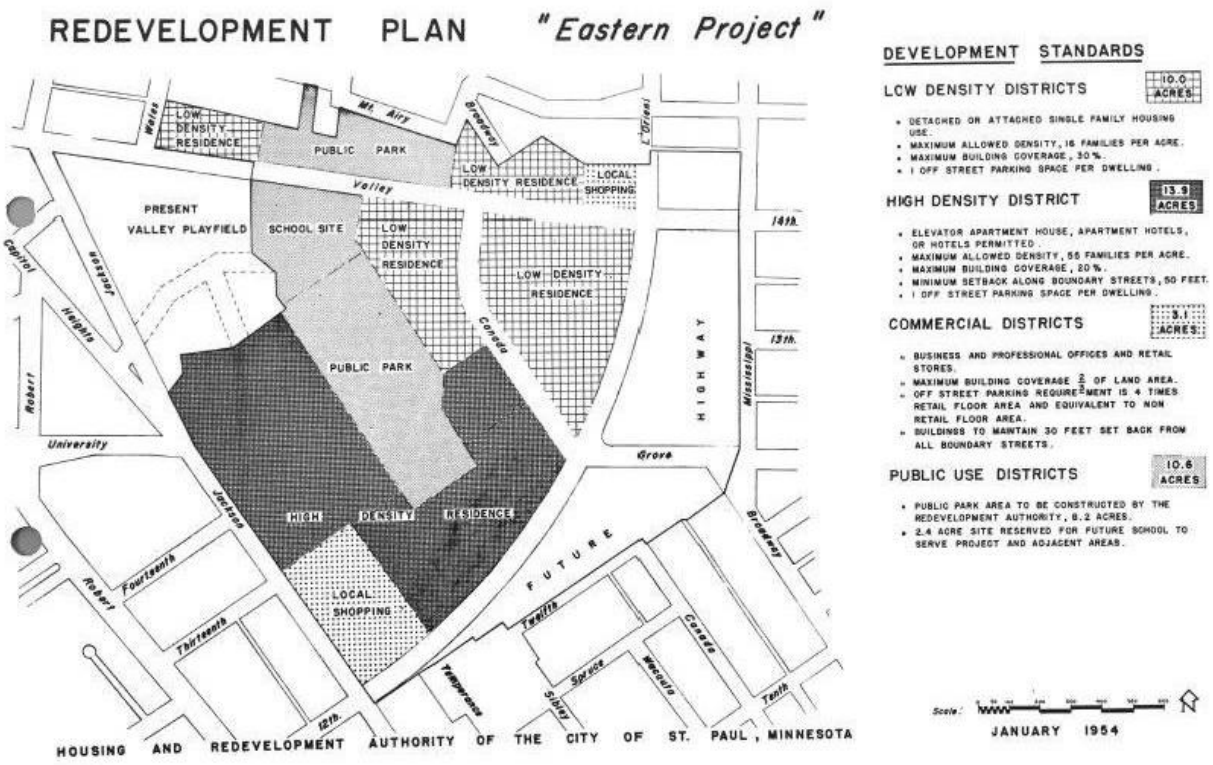

Figure 23. 1954 plan of the Eastern Redevelopment Area.[184]

[182] St. Paul Housing and Redevelopment Authority., *Preliminary Study Capitol Redevelopment*, 39.

[183] Housing and Redevelopment Authority of the City of Saint Paul, "Redevelopment - Rebuilds St. Paul," 1954, Summary of St. Paul Redevelopment Program, 1954, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.; "Aerial Photograph, St. Paul, Minn., 1957."

[184] Housing and Redevelopment Authority of the City of Saint Paul, "Redevelopment - Rebuilds St. Paul."

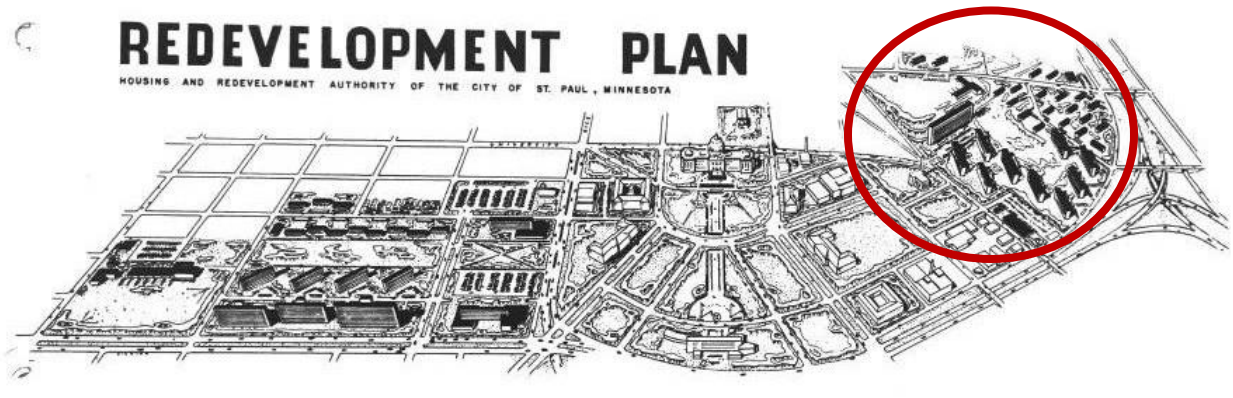

Figure 24. 1954 aerial depiction of the entire Capitol Redevelopment Area plan. Note the Eastern Redevelopment Area on the right, circled in red, with housing and a park.[185]

As the 1950s ensued, changes were made to the Eastern Redevelopment Area plan. By the end of the decade, the plan no longer included housing. The city instead intended to allocate the area for highway right-of-way, a new Ancker Hospital (named St. Paul Ramsey Hospital Complex, now Regions Hospital, RA-SPC-10200), a new Mt. Airy School, and an expansion of the Valley Playground (see Figure 25).[186] The plan also included the extension of 15th Street as part of University Avenue and alteration of the project boundary with the adjacent Mt. Airy housing project.[187] The plan originally included land north of Valley Street that ultimately largely became a part of Mt. Airy. Although research did not explicitly reveal why plans changed, a 1957 HRA letter indicated that additional redevelopment land would be taken for the construction of the adjacent Interstate Highway. The change in Interstate alignment and its relationship with Eastern Redevelopment Area may have been the impetus for the change. This same letter also referenced the closure of Valley Street east of Jackson Street for additional parkland within the redevelopment area.[188]

In 1960, the HRA decided to provide additional public housing throughout the city, including two high-rise buildings in the Eastern Redevelopment Area for young families and the elderly. Ultimately, only one high-rise for elderly housing was realized in Valley Apartments, which is located southeast of the subject site.[189] The final plan for the Eastern Redevelopment Area was completed in 1963-1964, including construction of the hospital, Valley Apartments, and Franklin School. University Avenue was also extended along 15th Street.

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[185] Housing and Redevelopment Authority of the City of Saint Paul, "Redevelopment - Rebuilds St. Paul."

[186] *Plan for Public Educational, Recreational and Cultural Facilities, St. Paul Minnesota*, 1960, 108.

[187] "New Capitol Area Plans Near Reality," *Minneapolis Sunday Tribune*, December 27, 1959, 2.

[188] Chapman, B., "Housing and Redevelopment Authority of the City of St. Paul - Memo," July 22, 1957, Eastern Area: Plan Revisions., Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[189] "St. Paul Plans 706 Public Housing Units," *Minneapolis Morning Tribune*, May 11, 1960, 24; "Low Rent Public Housing," *Minneapolis Star*, May 19, 1960, 6; "Elderly Housing," *Minneapolis Star*, April 4, 1963, 41.

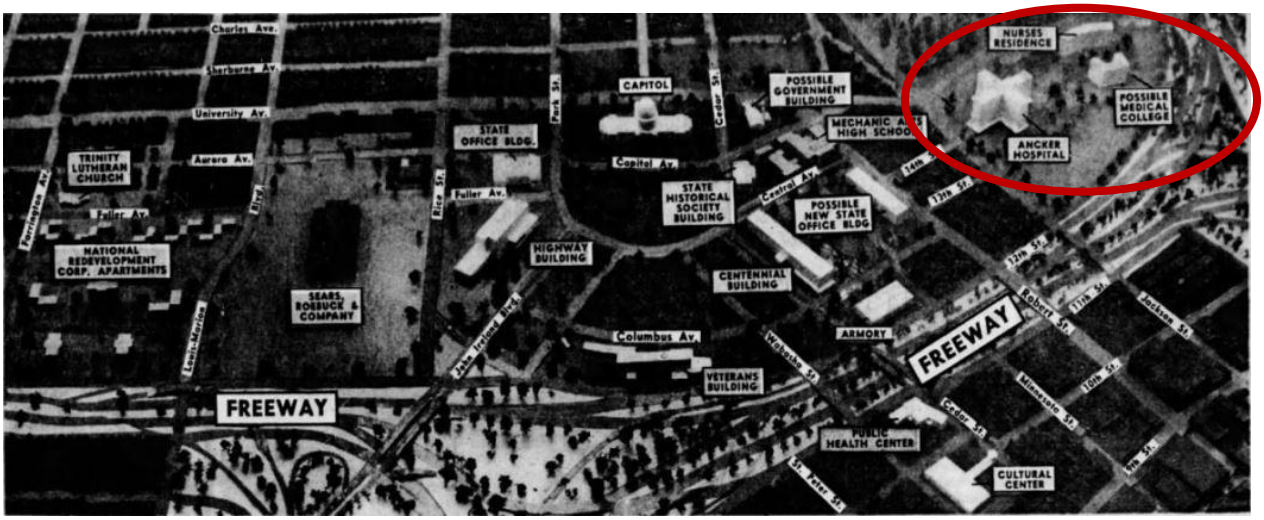

Figure 25. 1960 map depicting plans for the Capital Redevelopment Area. A portion of the East Redevelopment Area is shown at the right, circled in red. Note the depiction of the hospital instead of housing.[190]

Franklin School

Named after Founding Father Benjamin Franklin, the Franklin School, initially referred to as the Mt. Airy School in newspapers and district documents, was completed in 1963, replacing the previous Franklin School located to the south.[191] In addition to being a component of the Eastern Redevelopment Area, the new school was one of 16 school projects financed through a $23.5-million public-school bond issue that was approved by Saint Paul residents in 1959. These projects included a combination of new elementary, junior, and high schools, as well as school additions throughout the city.[192] The increase in school funding and planning was a response to the increasing student population in the Saint Paul School District throughout the 1950s into the early 1960s. During the decade between 1951 and 1961, the total student population rose from 36,164 to 43,283, with additional increases occurring into the 1960s.[193]

Planning for the subject school began in 1961, with construction commencing on the original 190-foot by 56-foot building in 1962.[194] One year later, at the end of 1963, a permit was issued for a 198-foot by

[190] "Capitol Plan," *Minneapolis Star*, April 21, 1960, 13.

[191] Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools," November 1962; Cesnik, "St. Paul's Bond Issue Bears Fruit."

[192] Cesnik, "St. Paul's Bond Issue Bears Fruit," 6B.

[193] Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools" 3, no. 3 (April 1963).

[194] Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools," November 1962.

58-foot addition to the newly constructed school.[195] The addition was completed in 1964.[196] Both the 1963 school and the 1964 addition were designed by the architectural firm of Buetow & Associates. Gene Wagner Construction Co., Inc. was responsible for construction of the original building while G.A. Anderson and Son, Inc. built the addition.[197] Research did not reveal whether the school design included a planned later addition or if the 1964 addition was designed independently from the original 1963 portion of the school. According to aerial photographs, the original school consisted of two blocks connected by an enclosed walkway. The school's original enclosed walkway is now the 2000 entrance addition, which filled the recessed void. It is unclear if there was an entrance on the walkway. Based on current building entrances, it appears the original main entrance was located on the north elevation, accessed by the parking lot northwest of the school.

Concurrently with school construction, a new Valley Recreation Center (owned by the Saint Paul Parks and Recreation Department) was built on the site, replacing the previous park building (see Figure 26). Completed sometime between 1959 and 1966, the recreation center connected to the school via an enclosed walkway. The gymnasium within the recreation center was used by both the community and the school.[198] Research did not indicate whether the school and recreation center were jointly planned or subsequently connected via the walkway after construction. It is known that Franklin School students utilized the recreation center gymnasium until 2000, when the school's gymnasium addition was constructed.[199] Although the two buildings were connected and both the wider community and students used the Valley Recreation Center, research did not indicate that the overall building was considered a community-school. Gaining popularity in the late 1960s and early 1970s, the community-school concept sought to integrate community and school programs, services, and spaces. Schools were not used solely for child education but also adult education, year-round recreation, and cultural activities with buildings accessible on nights and weekends and during the summer to support these activities.[200] Although the wider community certainly used the Valley Recreation Center, research did not provide evidence to suggest that the public had access to or utilized the school building. Current plans for the school (see Figure 16) did not suggest that specific spaces were intended for use by the public. The Valley Recreation Center alone appears to have space dedicated for community use.

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[195] City of Saint Paul, "Building Permit No. 50335."

[196] "Firm Gets Scholl [Sic] Job," *Minneapolis Star*, November 6, 1963, 11C. As mentioned earlier, research did not specify which sections of the school date to 1963 and which make up the 1964 addition; however, based on dimensions given on the permits and location of entrances, it is most likely that the western half of the school was built first and the eastern half of the school is the 1964 addition.

[197] City of Saint Paul, "Building Permit No. 42970"; City of Saint Paul, "Building Permit No. 50335."

[198] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.

[199] Mt. Airy Boys & Girls Club Staff, Interview with Mead & Hunt, Inc., March 18, 2019.

[200] Graves, *School Ways: The Planning and Design of America's Schools*, 9, 30–31.

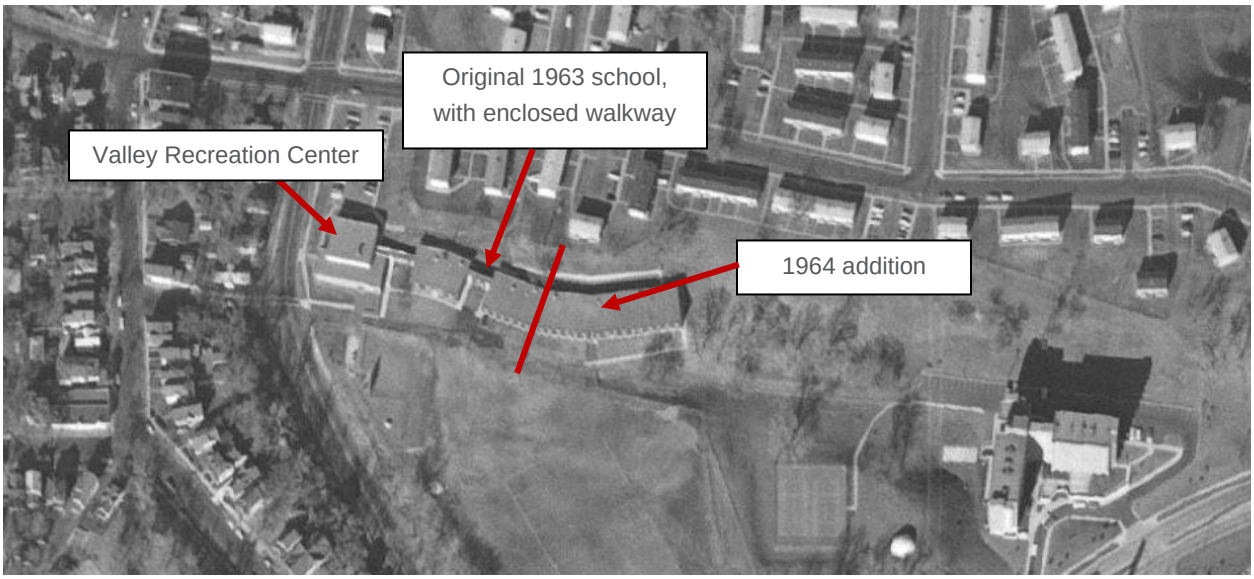

Figure 26. 1966 aerial view of the Franklin School property marking the 1963 and 1964 sections of the building and adjacent Valley Recreation Center.[201]

Franklin School opened on January 1, 1964.[202] The addition was completed later that year in 1964.[203] The need for an addition so soon after initial construction likely stemmed from the fact that the school was originally planned as a primary school with only grades K-3, but was soon changed to an elementary school with grades K-6.[204] Research did not reveal exactly why it changed to an elementary school but it can be presumed that there was a need to serve additional students. The school remained the Franklin School until 1985, when it became the Franklin Music Magnet, a specialty school in the Saint Paul School District (see Figures 27 and 28). It continued under that name until 2010, when the Saint Paul School Board moved students to North End Elementary (now the Saint Paul Music Academy) and leased the building to the Boys & Girls Club.[205]

[201] U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., GS-VBOX, Roll 2 Frame 7."

[202] "Firm Gets Scholl [Sic] Job," 11C.

[203] "Firm Gets Scholl [Sic] Job," 11C.

[204] Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools," November 1962.

[205] Doug Belden, "St. Paul School Board Votes to Close Franklin School Site, Trading It to the City in Exchange for the East Side Community Center," *Pioneer Press*, April 18, 2011, https://www.twincities.com/2011/04/18/st-paul-school-board-votes-to-close-franklin-school-site-trading-it-to-the-city-in-exchange-for-the-east-side-community-center/.



Figure 27. 1990 photograph of the Franklin School north elevation. Note what appears to be the main entrance on the elevation, which has since been converted into a staff entrance.[206]

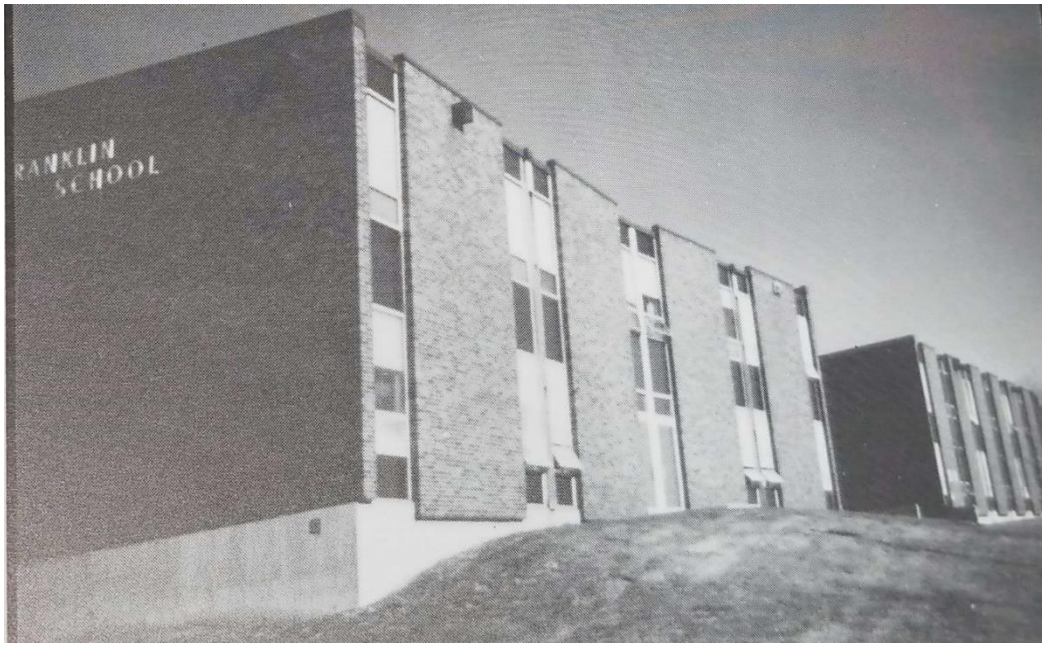

Figure 28. 1990 photograph of the Franklin School south elevation. Note the lack of the entrance addition and parking lot. [207]

As previously discussed, the school has been slightly altered since the 1960s.[208] The southern parking lot was added between 1980 and 1991 and expanded in 2000 with the construction of the entrance and

[206] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94A.

[207] Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94A.

[208] According to *From the Past to the Present an Inventory of Saint Paul Public School Facilities,* an addition was constructed in 1966. Additional research did not confirm the validity of this claim. The source may have been referring to the addition completed in 1964. U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., GS-

gymnasium additions. At that time, the main entrance was shifted from the north elevation to the south elevation. Additionally, a playground was also constructed between 1980 and 1991. The open playing field south of the school has been slightly changed periodically. Alterations include the moving of baseball field locations.[209] In 2010, the recreation center was razed due to asbestos, and the entire school property was transferred to the to the Boys & Girls Club.[210] The Boys & Girls Club made interior alterations, specifically the removal of some walls between classrooms to create large spaces and the removal of the sink within each classroom.[211]

Saint Paul Public School District and desegregation

The Franklin School was initially identified as a possible early magnet school within the Saint Paul School District. As the magnet school concept was associated with the issue of racially segregated schools, this evaluation of the Franklin School aims to understand the school's, as well as the district's, history regarding desegregation. The following is a summary of the Saint Paul Public School District's involvement with the issue of school desegregation from the 1950s through the 1980s. As school desegregation is a large overarching topic, this summary does not attempt to provide an exhaustive discussion of the topic. Rather, it focuses on information pertaining to elementary schools in order to place the Franklin School within that context.

The Franklin School is part of the Saint Paul School District, which encompasses the entire city. Shortly after its construction, the school was identified as having a high minority student population amongst the district's elementary schools. District endeavors to desegregate its schools have evolved since the landmark 1954 Supreme Court case Brown vs. Board of Education made racial segregation in public schools illegal. Prior to the 1950s, individual school populations within the school district reflected the socioeconomic and racial makeup of the neighborhoods they served.[212] Like school districts nationally, the Saint Paul School District was slow to address school desegregation in the 1950s and early 1960s, claiming that disproportionate student populations in schools merely reflected their surrounding

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VBOX, Roll 2 Frame 7"; Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.

[209] "Aerial Photograph, St. Paul, Minn., 1980"; "Aerial Photograph, St. Paul, Minn., 1991"; "Aerial Photograph, St. Paul, Minn., 2003"; Sigvertsen, *From the Past to the Present an Inventory of Saint Paul Public School Facilities*, 94.

[210] Belden, "St. Paul School Board Votes to Close Franklin School Site, Trading It to the City in Exchange for the East Side Community Center"; "A Brief History of Saint Paul Public Schools," *Saint Paul Public Schools*, accessed August 8, 2018, http://www.spps.org/site/default.aspx?DomainID=1247.

[211] Mt. Airy Boys & Girls Club Staff, Interview with Mead & Hunt, Inc.

[212] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study" (Council of Metropolitan Area Leagues of Women Voters, January 1991), 36, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

neighborhoods.[213] Consequently, minority students were concentrated in certain schools. [214] For example, in 1964, three elementary schools—Maxfield, McKinley, and Hill—served 76 percent of the district's African American student population. Respectively, these schools had a 93, 70, and 28 percent minority student population. In comparison, Franklin School had a 16 percent minority population. Although lower than some schools, the Franklin School was still considered to be a high minority school within the district.[215]

Local action on desegregation did not begin until 1964, when the Saint Paul Board of Education adopted a desegregation policy (amended in 1967) and appointed a Citizens Committee to study racial imbalances in schools.[216] Concurrently, in 1964, a group of parent activists formed Parents for Integrated Education (PIE). PIE's main initiative centered on financing the transportation of minority students, initially 75 students from McKinley and Maxfield Elementary Schools, to all-white schools in Highland Park.[217] The group enabled the transportation of an increasing number of students in subsequent years until the 1968-1969 school year, when the district assumed the responsibility of busing students. The group remained active in the ensuing years and initiated Project ADAPT–Appreciation of Differences Among People and Things, which was co-sponsored by the school district and provided multicultural curriculum materials to elementary students. Project ADAPT involved volunteers giving weekly, hour-long presentations to classrooms, as requested by teachers. Additionally, in the late 1960s, the district changed some individual school boundaries to increase racial balance and paired select schools having high minority populations with those having high non-minority populations in order to mix students of different races together. Racial mixing was accomplished by instructing select grades in one school and remaining grades in the other.[218] Research did not reveal whether the Franklin School boundary was changed at this time or if it was one of the paired schools.

The district began its major desegregation initiative in the 1970s as a result of a 1970 lawsuit. The Saint Paul Commission on Human Rights sued the Saint Paul School District with the aim of eliminating the racial and socioeconomic isolation of students within the district. Consequently, Superintendent Dr. George Young agreed to create a desegregation plan and make substantial progress on its

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[213] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 36.

[214] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 36.

[215] Citizen Committee Of The Saint Paul School District, "Trends in the Saint Paul Public Schools" 4, no. 2 (June 1964).

[216] Independent School District 625, "Desegregation/Integration Plan For The St. Paul Public Schools," August 1984, 2, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.; Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 8; St. Paul Board of Education, "Desegregation - Integration Plan For Independent School District 625," May 1976, 5, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[217] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 8.

[218] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 8.

implementation by the 1971-1972 school year, thereby ending the case. The district subsequently produced a study entitled “An Introduction to Long Range Planning for the St. Paul Public Schools.” Written with public input, the study laid out the basic concepts of the city’s desegregation plan. The plan proposed an overall approach that aimed to integrate schools in a manner that allowed all students to participate in district programs or ways of teaching, such as team teaching or individual instruction, on a voluntary basis.[219] It pertained to all schools and grades K-12 and consisted of a range of components, including ADAPT and an Affirmative Action Policy.[220]

Learning centers

A major component of the desegregation plan was the creation of the Learning Center Program.[221] Developed by Superintendent Young, learning centers were intended to “solve the racial and socio-economic isolation of children as well as the unequal educational opportunities for most children throughout the district.”[222] The centers had two basic purposes: to provide both unique learning experiences and integration.[223] Created for both elementary and secondary schools, each learning center had a cross section of district students, thus allowing students to have learning experiences not provided in their home schools, while working and learning with students from various backgrounds. There were initially four types of learning centers, each with a different curriculum: World Languages/World Cultures, Aesthetic Environmental, Environmental Inquiry, and Career Exploration and Development. The centers were located within available space in schools or in external rented space. Additional learning center types, such as the Black Culture Resource Center, opened in subsequent years. Although participation was voluntary, over 95 percent of district students participated in the Learning Center Program. [224] Research did not indicate that a learning center was ever located within the Franklin School.

The overarching organizational structure of the Learning Center Program involved structuring the district’s 64 elementary schools into eight clusters, which were named after astrological signs and planets. Each cluster had one elementary school with a high minority population, along with learning centers. Individual students were assigned a home school within a specific cluster and selected which learning centers within the cluster they wanted to participate in, two in total, each for a quarter of the year. Each cluster then divided students into sections by grades based on their chosen learning centers, thereby mixing the students from the various schools. Specific grades from all schools in a respective cluster were then scheduled to go to the learning centers at the same time, thus allowing for student mixing. Schedules varied among the different clusters; for example, some clusters had students

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[219] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 6, 34.

[220] Council of Metropolitan Area Leagues of Women Voters, “Metropolitan School Desegregation and Integration Study,” 9.

[221] Council of Metropolitan Area Leagues of Women Voters, “Metropolitan School Desegregation and Integration Study,” 8.

[222] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 7.

[223] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 10–11.

[224] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 9.

attend learning centers every other day while another every third day. Although the district identified eight clusters, not all clusters were organized in 1971-1972. The Mercury Cluster was organized at that time, becoming the first cluster for the district, and included the first learning centers. The Mercury Cluster served as a model for the district in its establishment of learning centers. The Gemini Cluster followed, organizing and providing learning centers for the last half of the 1972-1973 school year.[225] Franklin School became a part of the Saturn Cluster. Research materials did not state exactly when learning centers were established within the Saturn Cluster.

Community involvement

Community participation was a critical aspect of the district's implementation of its desegregation plan. Eight Area Advisory Committees were organized within the district, one for each cluster, which became the same clusters as those organized for the Learning Center Program. Each committee reviewed the overall desegregation plan between 1971 and 1972 and provided recommendations. In 1972, a city-wide umbrella advisory committee was created to provide additional recommendations on the desegregation plan. It was also instrumental in the passage of a bonding measure in the fall of 1972 that financed the district's school building consolidation program. Occurring concurrently with the desegregation plan, the building consolidation program involved the rehabilitation or closing of multiple dilapidated schools. Ultimately the program resulted in the reduction of elementary schools in the district from 64 to 43.[226]

The advisory committee created for the Saturn Cluster became particularly concerned with desegregation within the cluster. Specifically, the committee sought ways to desegregate the Franklin School, which had the highest minority student population in the cluster. In 1972, the advisory committee, along with members of school staff and the larger community, created a pilot program that decentralized the elementary school organization within the cluster. The program created multiple instructional alternatives, including highly individualized teaching programs and graded, contained instruction, one executed within each elementary school in the cluster. The program was tested to understand the effectiveness regarding internal desegregation within the cluster. This organization is explained in more detail in subsequent paragraphs.[227]

Formalization of the desegregation plan

The Saint Paul School District's initial desegregation plan was tested and commented on throughout the district during the first years of the 1970s. The plan, which changed titles to the *Desegregation – Integration Plan for Independent School District 625*, was formalized from 1974-1975. At that time, district clusters were formally organized (the number of clusters was reduced from eight to seven due to the reduction in the number of schools) (see Figure 29). Corresponding with the original 1971 plan, each cluster represented a cross-section of the district's student population and had a Cluster Community Advisory Board that participated "in planning and decision-making about desegregation, educational

[225] St. Paul Board of Education, "Desegregation - Integration Plan For Independent School District 625," 9–10.

[226] Independent School District 625, "Desegregation/Integration Plan For The St. Paul Public Schools," 3.

[227] St. Paul Board of Education, "Desegregation - Integration Plan For Independent School District 625," 35.

programming, facility planning and other issues," including location of learning centers. It also helped determine learning center locations and assisted with alternative school programs. Along with the formal organization of the district clusters, Superintendent Young provided specific individualized desegregation plans for 11 schools found to be out of compliance with State Board of Education regulations on desegregation.[228]

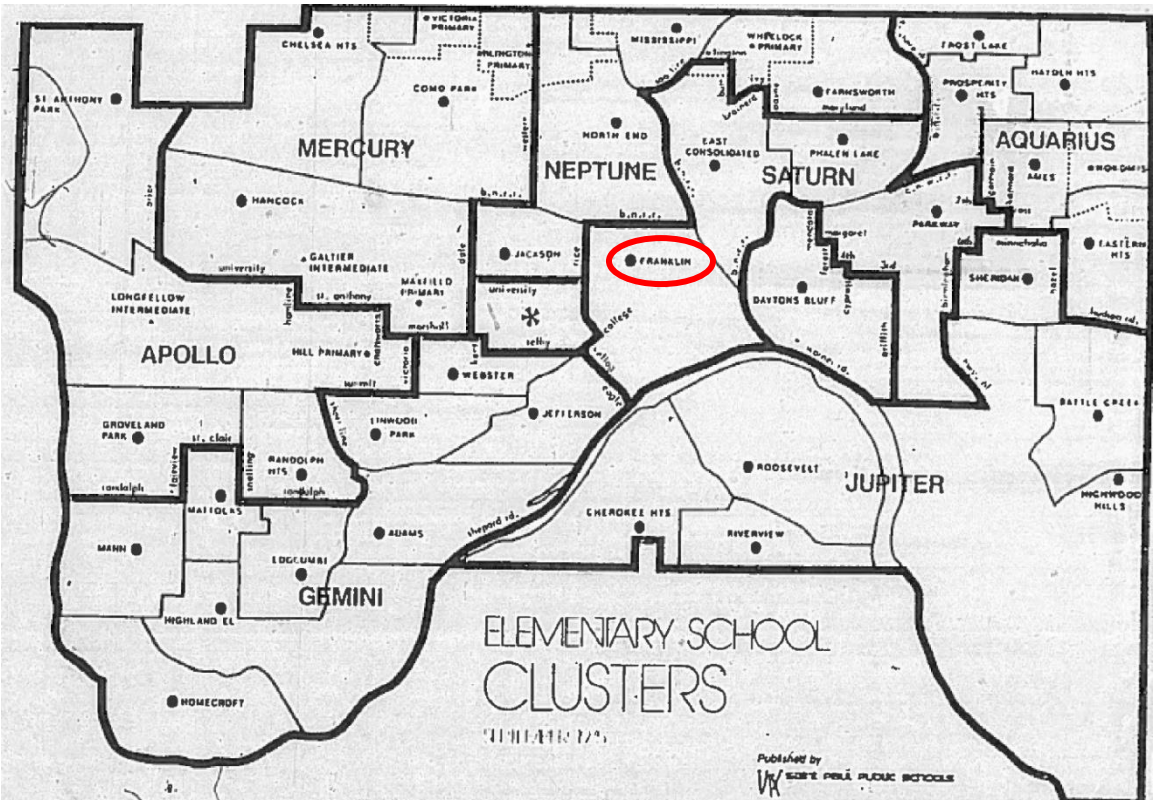

Figure 29. 1975 map of Saint Paul School District clusters.[229] Note the Franklin School (circled in red) within the Saturn Cluster.

The Franklin School was one of the six elementary schools found to be out of compliance with State Board of Education regulations. The resulting 1974 desegregation plan devised for the Franklin School involved the entire Saturn Cluster. The plan largely consisted of the decentralized organization previously created by the cluster's advisory committee in 1972. As mentioned, this organizational system provided the same educational curriculum to students throughout the cluster. The material was taught through a different instructional program at each of the cluster's four elementary schools: Franklin, Phalen Lake, Parkway, and East Consolidated. District parents were able to choose the instructional program in which to enroll their children. The Franklin School was referred to as the "traditional" program. In this program students were grouped by grade in self-contained classrooms. A single teacher taught the same group of students in most subjects, with students going to different

[228] St. Paul Board of Education, "Desegregation - Integration Plan For Independent School District 625," 36.

[229] Charles E. Weldin, "A Historical Study of the Development of Desegregation and Concommitant Curricular/Organizational Changes in the Elementary Schools of St. Paul, Minnesota, 1964-1976" (University of Michigan, 1977), 103, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

classrooms for reading, where they were grouped by ability. East Consolidated Elementary School had the “contemporary” program. Instruction at the school was highly individualized and administered in four large pods. Similarly, Parkway Elementary had the “unit” program, in which students were taught in four large open areas or units. Within units students could be taught by a single or several teachers in a day. A student’s unit was determined by age and ability. Phalen Lake Elementary had the “dual progress” program. Students were taught through two learning structures. During the morning, students were taught subjects such as reading, spelling, and math in graded self-contained settings, while in the afternoon, students learned science, social studies, music, and art in less structured, multi-age groups.[230]

The 1974 desegregation plan for the Franklin School also included the “Operation Bravo” program (also referred to as the Bravo program). Created by Saturn Cluster administrators and teachers, Operation Bravo was developed for “highly motivated and talented” students throughout the cluster. Students were chosen for program participation based on a list of criteria that included racial balance, achievement test results, and evidence of special aptitude, among others. Program participants spent the day at the Franklin School and had instructional experiences “in specialized curricular offerings such as art, literature, instrumental music, performing arts, public speaking, debate, math, social studies, and science and an unscheduled period for pursuing individual interests or in-depth studies of a particular offering.”[231] Operation Bravo began as a magnet program initially within the Saturn Cluster (see the discussion on magnet schools on page 32). Beginning in the fall of 1974, the program was to have 19 students in one classroom. The program was expected to grow in subsequent years, to six classrooms with 150 students in 1976.

Although the Franklin School housed the Bravo Program, the school itself did not become a magnet school as part of the desegregation plan, as not every student attending the school was enrolled in the program. Research suggests that the program continued to expand at the Franklin School in the late 1970s. By the early 1980s, the program is referred to as “Franklin Magnet.” The school is also referred to as Franklin Magnet School, although this contradicts other sources that state that the Franklin School did not become a magnet school until the mid-1980s. This contradiction suggests that as the Bravo program expanded, the school became a de facto magnet school prior to official designation as such in the mid-1980s.[232] The designation in the mid-1980s may also be in reference to the school’s name change to Franklin Music Magnet School (discussed later), and the school may have already been acting as a magnet school by that time.

The other schools found to be out of compliance with desegregation regulations had their own individualized plans. These plans included strategies such as school pairing and specialty programs. For example, to address segregation at the Gemini Cluster’s Webster School, the school was combined

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[230] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 54.

[231] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 55.

[232] H. Baughman, “Franklin Magnet School,” June 1980, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

with the Marshall Junior High and became the Webster Magnet School in 1976, making it the first magnet school in the city. Desegregation occurred at the school by attracting and mixing pupils from other Gemini Cluster schools.[233]

Desegregation in the late 1970s and 1980s

Building projects, clusters, and curriculum developed during the first half of the 1970s were implemented in the district by 1976 with the intent to provide equal educational opportunities for district students.[234] Desegregation successes achieved by these programs, however, were short-lived as the district soon found that several elementary schools again had high minority populations by 1981. Additional schools were determined noncompliant in subsequent years. The Franklin School was one of the schools found to be out of compliance with State Board of Education desegregation regulations. The change in student population ratios was largely the outcome of the changing population within the city, which experienced an influx of Asian students as a result of the Vietnam conflict. Furthermore, the overall student population was declining, especially among non-minority students. Consequently, new studies were completed by the district and ultimately culminated in the development of a new desegregation plan. As it did previously, the district relied heavily on citizen involvement. The Citizens Desegregation Planning Committee was formed to help develop the plan. The new plan, which was completed in August 1984 and immediately implemented, relied heavily on magnet schools to bring about voluntary desegregation.[235] The Webster Magnet School became the model for additional magnet schools in the district.[236] Beginning in 1985, the district opened six new Magnet Schools. The Franklin School, which became the Franklin Music Magnet School, was one of these schools. The district continued to open additional magnet schools into the 1990s. In 1990, there were 40 magnet schools within the district that provided a variety of programs, including environmental, music, and science and math.[237] The district relied heavily on magnet schools as the most successful educational model for desegregation.[238]

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[233] St. Paul Board of Education, “Desegregation - Integration Plan For Independent School District 625,” 42–57.

[234] Independent School District 625, “Desegregation/Integration Plan For The St. Paul Public Schools,” 3.

[235] Council of Metropolitan Area Leagues of Women Voters, “Metropolitan School Desegregation and Integration Study,” 22.

[236] League of Women Voters of St. Paul, Education Committee, “Public School Choice in St. Paul,” 1992, 8, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[237] Council of Metropolitan Area Leagues of Women Voters, “Metropolitan School Desegregation and Integration Study,” 22.

[238] St. Paul Public Schools, “An Application for Federal Assistance under the Magnet School Assistance Program/ St. Paul Public Schools - Draft 4,” December 6, 1990, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.; Council of Metropolitan Area Leagues of Women Voters, “Metropolitan School Desegregation and Integration Study,” 9; Independent School District 625, “Desegregation/Integration Plan For The St. Paul Public Schools,” 8.

Magnet schools

The magnet school concept was derived from new educational theories that emerged throughout the United States, specifically the Open Schools movement, in the 1960s and 1970s. The magnet school concept was initially associated with school desegregation. To combat the problem, school districts sought to encourage voluntary desegregation by offering specialized programs, such as performing arts, mathematics, or science, in schools termed "magnet," to attract students from throughout the district. A goal of magnet schools was to prevent minority group isolation.[239] As enrollment was voluntary, schools were able to control registration and establish proportional racial representation.[240] The popularity of magnet schools increased in the late 1970s into the 1980s, fueled by the federal government's support in 1976 with the amendment to the Emergency School Aid Act. Now replaced by Title VII of the Education for Economic Security Act, the act provided financial support for desegregation. The federal government claimed that magnet schools achieved desegregation without forced busing. Since the 1980s, the effectiveness of magnets schools has been debated among educators and politicians.[241]

Education and school design during the 1960s and 1970s

Franklin School was built in the post-World War II (postwar) period, specifically the early 1960s, when school construction accelerated to accommodate the increasing student population. During the 1960s and 1970s, education was influenced by overarching societal trends and issues, such as desegregation, conservation, and an emphasis on freedom of expression and the individual. These social trends affected both the physical nature of schools and educational philosophies. Educational philosophies were manifested in school design and construction in two primary ways: through an emphasis on building and mechanical systems and the open-space school concept.[242]

Architects designing schools during this period utilized new technology and mechanical systems, which encompassed ventilation, lighting, and acoustics to increase energy conservation while achieving desired interior conditions.[243] Simultaneously, architects moved toward a reduction of window area and greater use of artificial lighting, which in turn provided increased flexibility in terms of spatial design as well as reduced heat, glare, and exterior distractions.[244] This was a change from earlier postwar

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[239] Dr. Donald Waldrip, "A Brief History of Magnet Schools," *Magnet Schools of America*, accessed August 8, 2018, http://magnet.edu/brief-history-of-magnets.

[240] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 20.

[241] Council of Metropolitan Area Leagues of Women Voters, "Metropolitan School Desegregation and Integration Study," 20.

[242] Ben E. Graves, *School Ways: The Planning and Design of America's Schools*, ed. Clifford A. Pearson (New York: McGraw-Hill, Inc., 1993), 17, 27–31; Lindsay Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today* (Washington D.C.: National Clearinghouse for Educational Facilities, 2012), 17–20, http://www.ncef.org/pubs/greenschoolshistory.pdf.

[243] Graves, *School Ways: The Planning and Design of America's Schools*, 28; Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 18–20.

[244] Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 18–20.

schools of the late 1940s and 1950s that provided ample natural light from ribbons of windows along with new artificial lighting.[245] Additionally, schools constructed during the 1960s and 1970s shed the earlier revival styles for modern designs that were often characterized by single-story, flat-roof buildings with brick, concrete, glass, and metal walls. In particular, elementary schools tended to be one-story, brick-clad buildings of various configurations. Classrooms were often placed in one or more wings and allowed for interior spaces to be reconfigured to meet different needs.[246] Differing classroom configurations created various plans including H, L, U, and Y shapes. Additional forms, like the circular school, also came about in the 1960s. Entrance canopies were a common feature. Elementary schools in Minnesota were commonly designed with these general features and did not establish new national trends in educational architecture.[247] As a result, innovative examples are rare in Minnesota.[248] The Franklin School is a modest example of a mid-century school design. It exhibits limited features common in educational design of the time, specifically with its low form and strong horizontal emphasis. It was constructed of typical building materials of the time, primarily brick. The limited number of windows for each classroom also reflects the trend towards artificial lighting. Although these elements are present in the design, the school is not a distinct or exemplary example of educational architecture from the 1960s. Additionally, the design appears to be largely influenced by the site topography, as it is built into the hill, rather than larger educational concepts.

The other change in school design during this period was the idea of the open-space school, which brought about new approaches to classroom design and use.[249] Emerging in the 1960s, open-space schools were built across the country by the 1970s, including the greater Twin Cities metro area.[250] The open-space approach stressed both individuality and flexibility, which were thought to better serve the learner, community, and society at large. Instruction was centered on individual pupils and school space was adapted to meet the changing needs of students.

In its basic design, “the open space school makes provision for a series of non-partitioned teaching stations,” with the overall building providing square footage equivalent to a traditionally designed school.[251] In application, the open-space design could vary widely, ranging between vast areas of uninterrupted space, classroom or pod clusters, or interior partitions and moveable walls that allowed educators to easily adjust the classroom size on an as-needed basis and experiment with different ways of teaching. On a smaller scale, teachers could also manipulate spaces through the specific

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[245] Lindsay Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today* (Washington, D.C.: National Institute of Building Sciences, January 2012), 10–16.

[246] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 165–68.

[247] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 168, 171.

[248] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 176.

[249] The overarching philosophy of the open-space school is referred to by slightly different terms in various sources, such as open-plan school or open education classrooms; Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 17.

[250] Graves, *School Ways: The Planning and Design of America’s Schools*, 29.

[251] Robert F. Eberle, “The Open Space School,” *The Clearing House* 44, no. 1 (September 1969): 23.

placement of furniture.[252] Team teaching gained popularity among educators in the 1960s and involved "a course under the direction of two or more teachers, all of whom participate in the planning and teaching of the course, such as the teaching of literature and history together."[253]

As mentioned, concepts within the broader idea of open-space schools were utilized in other Saturn Cluster elementary schools, but not the Franklin School. The design of the Franklin School maintained the distinct classroom spaces common in earlier school designs. Research did not indicate why the school's architects did not utilize open-space features at the Franklin School.

Buetow & Associates

The Franklin School was designed by the Saint Paul architectural firm of Buetow & Associates. The firm was the successor to the architectural firm founded in 1925 by Max Buetow.[254] Early in his career, Buetow specialized in dairy plants and commercial buildings. When he was joined in practice by his son Gerald in 1946, the firm became known as Max & Gerald Buetow Architects.[255] Max continued to be a firm principal until his death in 1957.[256]

The firm took on additional architects during the mid-twentieth century, including principals Harold F. Schroeder and O. Rueben Johnson, becoming Buetow & Associates in 1960. The prolific firm also expanded its portfolio to include housing, hospitals, and educational and religious projects in addition to its established industrial and commercial works. The firm had an office at 1925 W. County Road B2 in Saint Paul as well as one on Michigan Avenue in Chicago by 1970, and completed projects across the upper Midwest.[257] The firm continues today as Buetow 2 Architects, Inc.[258]

Firm principal Gerald Buetow was born in Saint Paul in 1917. After receiving his bachelor's degree from the University of Minnesota in 1940, he worked briefly as a draftsman for the architectural firm Jones & Cerny and the Oliver Iron Mining Company before joining his father, Max Buetow, in 1946. He remained at his father's firm for the remainder of his career. He was a member of several professional organizations including the Saint Paul Chapter of American Institute of Architects, of which he was president in 1958, and the Minnesota Society of Architects, in which he served as president in 1964.[259]

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[252] Graves, *School Ways: The Planning and Design of America's Schools*, 29.

[253] Deborah Howell, "Metro Survey Shows School Innovations Abound," *Minneapolis Star*, March 19, 1968, 21.

[254] Koyl and Gane, John F., *American Architects Directory Third Edition*, 117.

[255] Max and Gerald Buetow Architects, "Max and Gerald Buetow Architects" (Northwest Architect, October 1958), 23, Max and Gerald Buetow Architects, Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis.

[256] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 31.

[257] Koyl, *American Architects Directory Second Edition*; Koyl and Gane, John F., *American Architects Directory Third Edition*.

[258] Steve Buetow, "Franklin Elementary School, St. Paul - Buetow & Associates," April 2, 2019.

[259] "Chapter, Club and Other News..." (Northwest Architect, June 1958), 37; "Minnesota Society Elects Buetow" (Northwest Architect, October 1964), 26.

He was the principal architect for his personal 1948 residence at 1433 Forest Lane in Arden Hills; the 1959 Turtle Lake School in Saint Paul; the 1959 Conveyor Specialties Office in Saint Paul; the 1959 Perham Hospital in Perham; the 1960 Minneapolis Cold Storage in Minneapolis; the 1965 Marigold Foods plant in Rochester; the 1966 Community Hospital in New York Mills, Minnesota; the 1967 Longfellow Public Library in Minneapolis; the 1967 Klein National Bank in Madison, Minnesota; and the 1967 Powdered Milk Packaging Plat in Eau Claire, Wisconsin. Buetow died in 1979.[260]

Architect Harold F. Schroeder, Jr. was born in Minneapolis in 1926. He graduated from the University of Minnesota in 1954 with a degree in architecture. In 1957, Schroeder joined Buetow & Associates, then known as Max & Gerald Buetow. Research did not reveal his employment between 1954 and 1957. He is known to have designed the 1962 Faribault Hospital Laundry Building, 1965 Albert Lea Freezer Warehouse, 1967 Bel Air School in Saint Paul, 1969 Valentine Hills Elementary School in Saint Paul, and 1970 Concordia College Administration Building in Saint Paul.[261] He died in 2002.[262]

Architect O. Reuben Johnson was born in 1924. He studied for many years during the 1940s and early 1950s at various institutions including Gustavus Adolphus College, the University of Minnesota, and the Massachusetts Institute of Technology. He served in the military from 1943 to1946 and taught at North Dakota State University from 1948 to 1952. He was a partner at Adkins & Johnson from 1958 to 1963 before joining Buetow & Associates in 1963. Johnson is known to have designed the 1960 Transfiguration Lutheran Church in Bloomington, 1965 Dundein Terrace Housing in Saint Paul, 1969 Ravoux Street Housing in Saint Paul, 1969 Lindstrom School Addition, and 1970 Perham Nursing Home in Perham.[263] He died in 2014.[264]

In addition to Franklin School, Buetow & Associates designed several other schools including Pinewood Elementary in New Brighton, Breck School for Boys in Minneapolis, and Riverview Elementary in Saint Paul (all appear to be nonextant). Other works accredited to the firm include the Power Plant Building at the State School for the Deaf in Faribault; Bethel Lutheran Church in Wahpeton, North Dakota; Memorial Hospital in Cambridge; Inland Marine in Minneapolis; Trinity Lutheran Church in Saint Paul; Cleary's Milk and Ice Cream in Rhinelander, Wisconsin; Twin City Milk Producers Association in Minneapolis; and Land O'Lakes Creamery in Fosston.[265]

Despite being prolific in the upper Midwest, the firm received limited recognition in general architecture books of the Twin Cities, including *AIA Guide to the Twin Cities*, *A Guide to the Architecture of Minnesota*,

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[260] Koyl and Gane, John F., *American Architects Directory Third Edition*, 117; Lathrop, *Minnesota Architects: A Biographical Dictionary*, 31; Koyl, *American Architects Directory Second Edition*, 90; George S. Koyl, ed., *American Architects Directory First Edition* (New York: R.R. Bowker Company, 1955), 72, http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/1956%20American%20Architects%20Directory.aspx.

[261] Koyl and Gane, John F., *American Architects Directory Third Edition*, 814.

[262] "Harold F. Schroeder Jr.," *St. Paul Pioneer Press*, June 27, 2002.

[263] Koyl and Gane, John F., *American Architects Directory Third Edition*, 457.

[264] "O. Reuben Johnson," *Star Tribune*, September 14, 2014.

[265] Max and Gerald Buetow Architects, "Max and Gerald Buetow Architects," 23–31.

and *Minnesota Modern: Architecture of Life at Midcentury*. The designs for Gerald Buetow's personal residence and Trinity Lutheran Church are both identified in *Minnesota Modern: Architecture of Life at Midcentury*. Buetow's residence was also featured in a 1952 edition of *Everyday Art Quarterly*, a publication of the Walker Art Center.[266] The limited inclusion in these publications suggests that the firm's work was known but not highly recognized within the Twin Cities architectural community. Research did not reveal that the firm received any awards for its designs. The firm's principals were known within the Twin Cities architectural community, especially Gerald Buetow through his work in professional organizations.

Evaluation

The Franklin School was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

To be eligible under *Criterion A: Event* in the area of History, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event was important in the history of Minnesota, Ramsey County, Saint Paul, or education.

The Franklin School was constructed as part of a larger urban renewal initiative in the State Capitol area. While included as part of the conceptual plan, the school was not a catalyst or significant component of the large overarching project. Additionally, it is not significant within the trend of urban renewal projects, specifically the Capitol Redevelopment Plan, that were implemented within the city during the 1950s and 1960s. Rather, the school replaced an existing school in the area that was removed as a result of Interstate Highway construction and it subsequently served the neighborhoods surrounding the urban renewal areas.

The Franklin School was also constructed as part of a bonding measure for the Saint Paul School District passed in the late 1950s. Several schools were constructed as part of this building wave to accommodate the increasing student population within the district at that time, but the school does not stand out in an important way from the other examples that were constructed during this period.

When the Franklin School was constructed, new educational philosophies and design characteristics were beginning to be implemented in schools, specifically the open-space concept. School design of this period commonly utilized open-space planning to allow for adaption of interior spaces for experimental teaching methods. This was manifested through variable classroom sizes, often with moveable walls, and flexible open spaces to be used for larger or smaller groups. Experimental teaching methods were not used at the Franklin School does and it does not represent this trend in educational philosophy.

Beginning in the mid-twentieth century, the Saint Paul School District began addressing the issue of school desegregation. Limited action occurred within the district at the time of the Franklin School's

[266] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 49–53.

construction in the early 1960s. The subject school, therefore, was not the impetus, catalyst, or result of any district decision regarding desegregation in the 1960s. Furthermore, no specific desegregation events involved the school during that decade. The Saint Paul School District's first major desegregation plan was written in the early 1970s, well after the completion of the school. Research did not indicate whether a learning center was located within the school. As a result, the Franklin School does not appear to have been a prominent component of that plan, which relied heavily on learning centers.

Although the Saturn Cluster, which included the Franklin School, tested a pilot decentralization organization that became a component of the Franklin School's individual 1974 desegregation plan, this organizational structure does not appear to be significant or influential in the overall desegregation of Saint Paul public schools. The organizational structure did not become a model or standard used by other schools or clusters. Additionally, the school's 1974 desegregation plan includes the Bravo Program, which became a magnet program within the Saturn Cluster. The program grew in the late 1970s into the 1980s, and the Franklin School became a magnet school in the district. Although magnet schools became the primary tool through which the district attempted to accomplish desegregation and that trend may be significant within the context of the Saint Paul school district, research did not suggest that the Franklin School played a significant role in the district's decision to use that educational model and it does not stand out in an important way from other magnet schools in the city. Franklin's conversion to a magnet school occurred well after the establishment of the Webster Magnet School, the first magnet school in the district. Research suggests that the success of the Webster Magnet School appears to have been influential in the district's reliance on magnet schools and it would better represent the magnet school educational concept within the district. Franklin School's conversion to a magnet school occurred in the mid-1980s. Applying *Criteria Consideration G: Properties That Have Achieved Significance Within the Last Fifty Years*, it does not appear to have exceptional significance as an example of a magnet school. Further evaluation as a magnet school within the Saint Paul School District may be warranted in the future, closer to 50 years after its conversion to a magnet school or as more contextual information becomes available within which to understand the utilization of this educational concept in the district. As such, the Franklin School is recommended not eligible under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history or educational trends. Research did not reveal an association between the Franklin School and significant individuals in the history of Saint Paul, Ramsey County, the Saint Paul School District, or the field of education. As such, the Franklin School is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction.

The Franklin School was designed in the early 1960s, when new educational philosophies were influencing educational design. While the building does exhibit some common features of the time, such as brick cladding and limited windows, it is only a restrained example of the 1960s educational philosophy as reflected in architectural design. As such, the Franklin School is not an excellent example of school design from that period, nor does it fully embody the educational philosophies that were gaining prominence during the mid-twentieth century. Moreover, the school does not represent an advancement or change in educational design trends from this period. The school's design was not influential to other schools in Saint Paul or a wider area. Additionally, the interior maintains distinct classrooms that do not follow the open-space concepts of the time and limit the use of innovative teaching methods from the period. Furthermore, the school is not an exemplary example of an architectural style nor does it possess high artistic value. The Franklin School was designed by the architectural firm of Buetow & Associates. The prolific firm is known to have designed several schools throughout the Twin Cities, including other examples in Saint Paul. Only a limited number of the firm's designs have been referenced in architectural publications. As such, the Franklin School does not appear to stand out in the firm's portfolio. Furthermore, the principals do not appear to be master architects in the Twin Cities architectural community. Therefore, it does not appear to be the work of a master. As such, the Franklin School is recommended not eligible under *Criterion C*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Franklin School does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

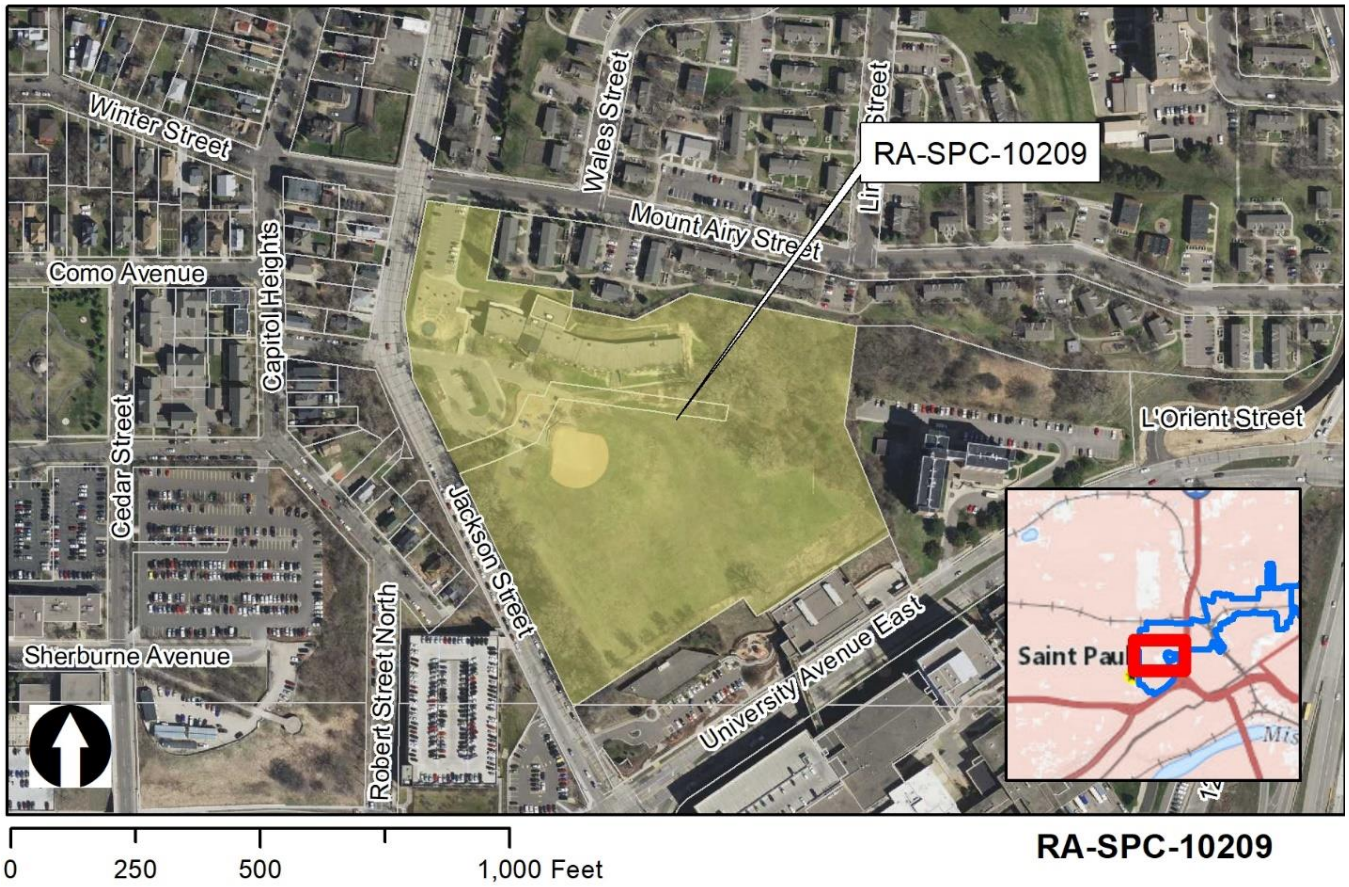
Integrity

Because the Franklin School does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

Recommendation

The Franklin School is recommended not eligible for the National Register.

Map


RA-SPC-10209
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Wales Street
Mount Airy Street
Como Avenue
Capitol Heights
Cedar Street
Jackson Street
L'Orient Street
Sherburne Avenue
Robert Street North
University Avenue East
Saint Paul
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APPENDIX E7. PHASE II EVALUATION: ARLINGTON HILLS PRESBYTERIAN CHURCH (RA-SPC-10244)

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Arlington Hills Presbyterian Church

SHPO Inventory Number: RA-SPC-10244
Address: 1275 Magnolia Avenue East
City: Saint Paul

Description

The Arlington Hills Presbyterian Church (Arlington Church), now Mision Cristiana Elim, is located at 1275 Magnolia Avenue East in Saint Paul, west of the intersection of Johnson Parkway and Phalen Boulevard. Sited within a mixed residential and commercial area, the church property is bound by Magnolia Lane on the east, Magnolia Avenue East on the south, an undeveloped strip of land owned by the Saint Paul Board of Water Commission on the west, and undeveloped City of Saint Paul property on the north (see Figure 1). The church building is sited near the northeast corner of the property, the remainder of which is almost entirely a paved parking lot. The parking lot is divided into two sections by a grassy median with trees and plantings. The eastern section is accessed from Magnolia Lane and the western section from Magnolia Avenue East. An additional circular drive (partially located outside the parcel) provides access to a church entrance from Magnolia Lane. A sidewalk that runs along the north elevation of the church connects Burnquist Street on the west to this circular drive. An open grassy area immediately north of the church extends into the park-like City of Saint Paul property, and mature trees are located along Magnolia Lane. A rectangular sign is located at the southwest corner of the parking lot and a second sign is located north of the church, adjacent to the circular drive.

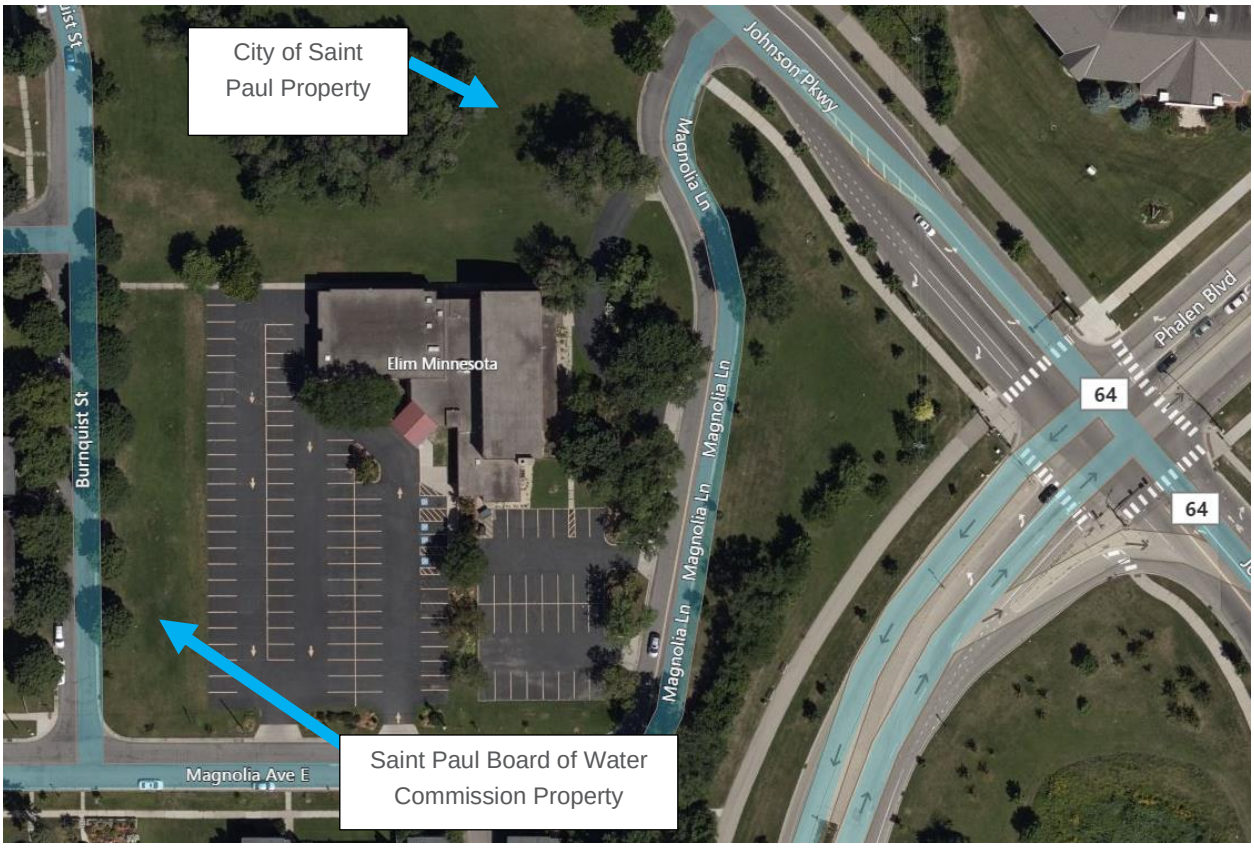

Figure 1. Current aerial of the Arlington Church property depicting the location of the church building, and associated parking lot and plantings. Base layer from Bing Maps.

Arlington Church was constructed in 1958, with later additions on the side and rear resulting in an irregular plan.[267] Built into a slight hill, the original 1958 church makes up the eastern portion of the overall building. An education wing was constructed on the side (west) elevation in 1967 along with a small, storage room addition on the rear (south) elevation. A single-room addition housing an office was constructed on the rear elevation in 1985. A large addition was constructed in 1990 at the building ell, modifying the 1967 hyphen that connected the church and education wing (see Figures 2-4). Due to the topography of the site, the basement of the 1958 church is partially exposed on the west elevation. Consequently, the lower level of the 1967 addition and 1990 addition align with the basement level. When entering at the 1990 addition, which now serves as the church's main entrance, one must travel up a story to access the church sanctuary.



Figure 2. Aerial image of Arlington Church showing the original 1958 building (in red), 1967 education wing and storage room addition (in blue), 1985 office addition (in purple), and 1990 addition (in green). The overlapping green and blue section indicates where the 1990 addition modified the 1967 hyphen connecting the buildings. Base layer from Bing Maps.

[267] Build dates for Arlington Church and additions come from date stones, plans, and research material.



Figure 3. Front (north) facade and side (east) elevation, view facing southwest. The 1958 church is located to the left with the 1967 education wing to the right.

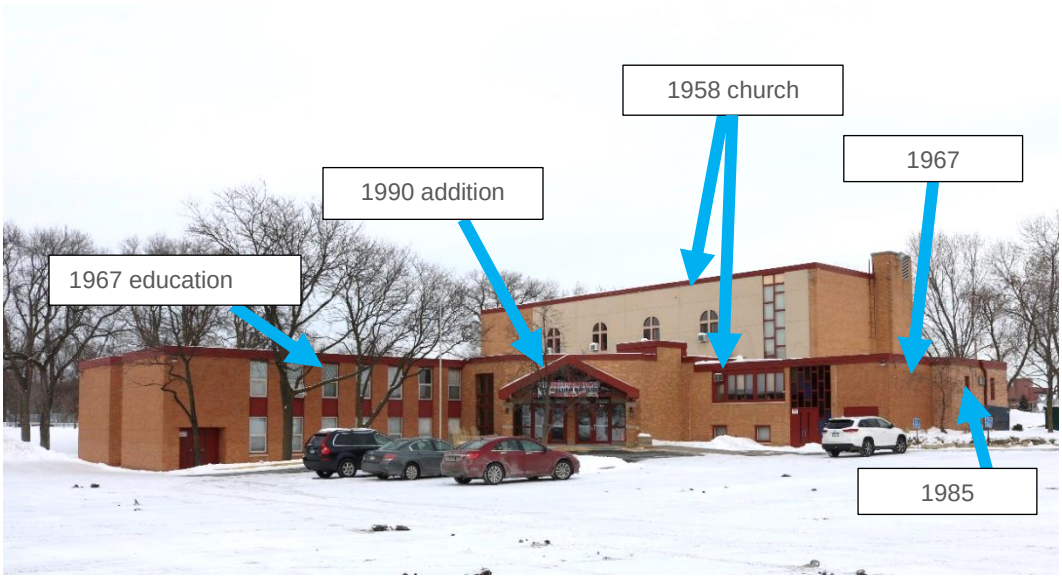

Figure 4. Side (west) and rear (south) elevations, view facing northeast. The central 1990 addition is located at the building ell with the 1967 education wing to the left and the 1967 and 1985 additions to the right.

Exterior

The original 1958 portion of Arlington Church exhibits the brick box form that was popular for mid-century churches. It consists of a rectangular brick box main block that is two stories in height with one-story ells on the side (east) elevation and southwest corner. The building is clad in tan, stacked, common-bond brick, and the foundation is not visible. The roof is flat with a metal fascia.

The simple front (north) facade has a central brick panel with a large wood cross flanked by full-height gypsum board panels with paired fixed and awning windows. The gypsum board and windows replaced

original, full-height, multi-light windows. Projecting brick end walls frame the elevation and cascading planters and a staircase associated with the sidewalk are located along the foundation (see Figure 5).



Figure 5. Front (north) facade of the 1958 Arlington Church, view facing south. The two-story hyphen to the right of the original building was added in 1967 as part of the education wing addition.

The side (east) elevation of the brick box has a 1958 datestone at the north end and a replacement, multi-light window (a remnant of the original window wall with replacement glass) flanked by sections of gypsum board cladding at the upper portion of the south end. The gypsum board replaced the original, multi-light window. A one-story ell clad in orange stacked common-bond brick with a flat roof extends nearly the entire length of the building and is part of the original footprint (see Figure 6). An original entrance framed by projecting end walls is located at the north end of the ell (see Figure 7). The entrance has a double-leaf, metal door with an original, multi-light, stained-glass, sidelight and transom with metal panels above. South of the entrance are four altered window openings with replacement, fixed, metal windows and an original, single-leaf door with three-part transom window. No fenestration is located on the side elevations of the ell.



Figure 6. Side (east) elevation of 1958 church with the one-story ell, view facing west.



Figure 7. Entrance on the east elevation of the 1958 ell with sidelight and transom windows, view facing west. Note the datestone at the north end of the elevation (right of the door).

The upper portion of the brick box's side (west) elevation is largely clad with gypsum board, which replaced an original, multi-light, stained-glass window wall.[268] Four, four-part, metal, arched windows are located across this gypsum board section with a full-height, multi-light window to the south that is a remnant of the original window wall with replacement glass (see Figures 8 and 9). The lower portion of the west elevation is covered by an original, one-story ell and later additions. The one-story ell wraps around the southwest corner of the building. Like the ell on the east elevation, it is clad in stacked, common-bond brick and has a flat roof with a metal fascia. Its west elevation has a full-height entrance with double-leaf, metal door and a multi-light, stained-glass transom and sidelight. A band of seven metal, replacement, casement windows with a continuous stone sill extends north of the entrance. Two original fixed metal windows are located at the basement level (see Figure 10). A group of three casement windows with a metal panel above is located on the ell's east elevation. The south elevation is covered by two later additions: the 1967 storage room addition and 1985 office addition. The 1967 addition is clad in orange and tan, common-bond brick and has a flat roof with a metal fascia. A double-leaf, metal door is located on the west elevation. The 1985 office addition is clad in tan, stacked-bond brick and has a has a flat roof with a metal fascia. It has two metal casement windows on the south elevation and a pair of metal casement windows on the east elevation.

The rear (south) elevation of the brick box has a projecting utility chase with two vents that extends above the roofline. No fenestration is located on the elevation. The lower portion is largely covered by the 1958 one-story ell and later additions and a ladder that provides roof access is adjacent to the utility chase on the upper portion (see Figure 11).

[268] The original window wall was similar in appearance to the original sidelights and transoms at the entrances on the east and west elevations and had stained glass and a staggered pattern.

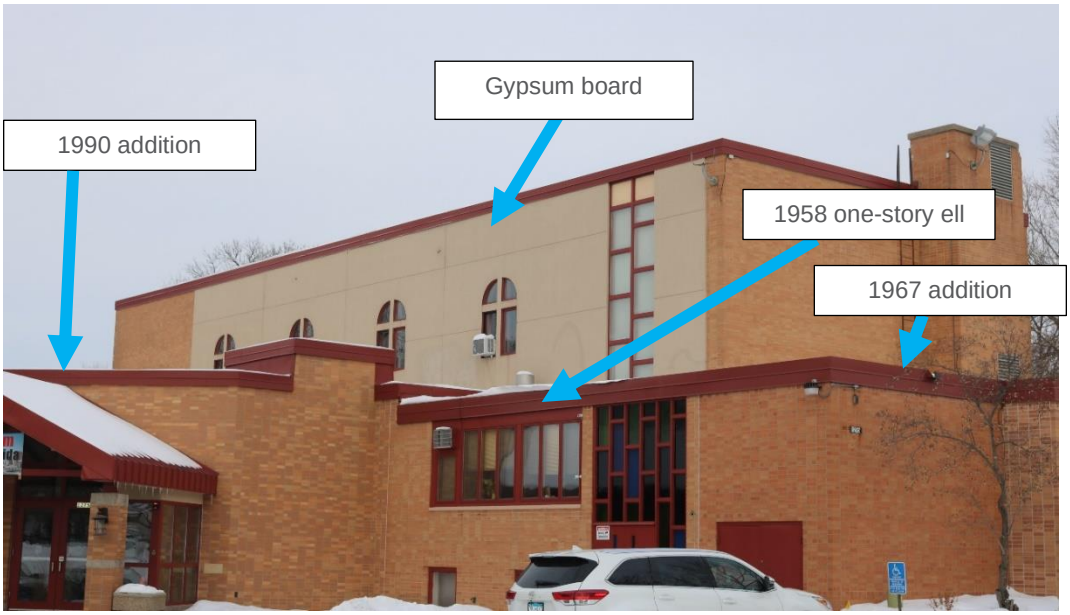

Figure 8. Side (west) elevation of 1958 church with the replacement gypsum board cladding and one-story ell and later additions in the foreground, view facing northeast.

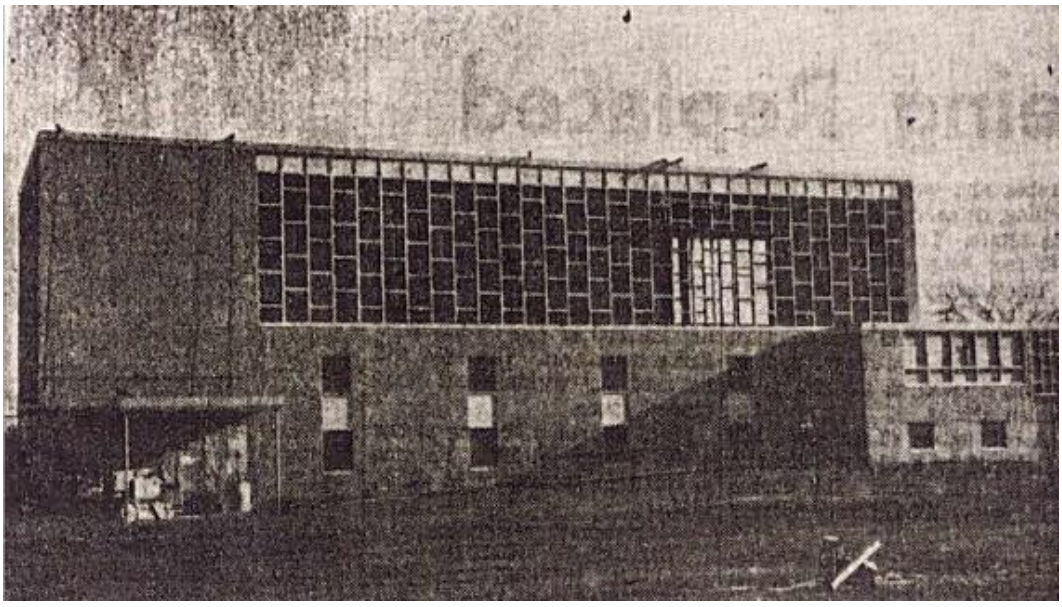

Figure 9. December 1958 photograph of the Arlington Church with the original, multi-light window wall on the west elevation. [269]



Figure 10. 1958 ell and later additions at the southwest corner of the 1958 church, view facing east.

[269] The large window in this photograph is also referred to as a stained glass wall in the history of the church. Betty Brandt Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, ed. Reverend Dr. Rick MacArthur (Rochester, N.Y.: Book1One Publishing, 2014), 88, 152.



Figure 11. Rear (south) elevation of the 1958 church with one-story ell and later additions, view facing north/northwest.

The two-story, rectangular-plan, 1967 education wing addition is connected to the west elevation of the 1958 church by a two-story hyphen, which was later modified by the 1990 addition. It is clad in orange, stacked, common-bond brick and the foundation is not visible. The roof is flat with a metal fascia. The north (front) facade has a framed window bay with a ribbon of two-part windows on each story with spandrel panels below. The central portion of the hyphen is clad in gypsum board and flanked by brick panels. It has replacement, single and two-part, fixed, metal windows and a single-leaf, metal entrance at the lower level. A 1967 datestone is adjacent to the entrance (see Figure 12). The side (west) elevation has a central, full-height, recessed metal window covered by translucent plastic boards (see Figure 13). The rear (south) elevation has a recessed entrance with a double-leaf, metal door at the west end. Seven vertical window bays with two-part windows and metal spandrel panels span the remainder of the elevation (see Figure 14).



Figure 12. North elevation of the 1967 education wing addition, view facing southwest. The modified two-story hyphen is located at the left side of the photograph. Note the datestone adjacent to the entrance on the hyphen.



Figure 13. West elevation of the 1967 education wing addition with central window bay, view facing east.



Figure 14. South elevation of the 1967 education wing addition. The 1990 addition is at the right side of the photograph.

The irregular-shaped, 1990 addition is located at the building's ell and obscures the original hyphen (see Figure 15). It is clad in tan, stacked brick and has flat roof with metal fascia. The foundation is not

visible. A large, front-gable, projecting portico supported by square brick columns, which shelters what is now the main entrance to the building, is set at an angle on the southwest corner. The entrance has two double-leaf, glass doors with transoms and two-part sidelights. A 1990 datestone is located east of the entrance, and a multi-light, full-height, metal window is located on the west elevation.



Figure 15. 1990 addition with entrance portico, view facing northeast. Note the datestone to the right of the entrance.

Interior

The main entrance at the 1990 addition opens into a foyer with a staircase that provides access to the addition's upper and lower stories. The upper story has a fellowship space that extends seamlessly into the 1967 hyphen and provides access to the 1958 sanctuary on one side and the 1967 education wing on the other (see Figures 16 and 17). Similarly, the lower story provides access to the basement beneath the sanctuary and the lower level of the 1967 education wing. It also has an additional meeting room.

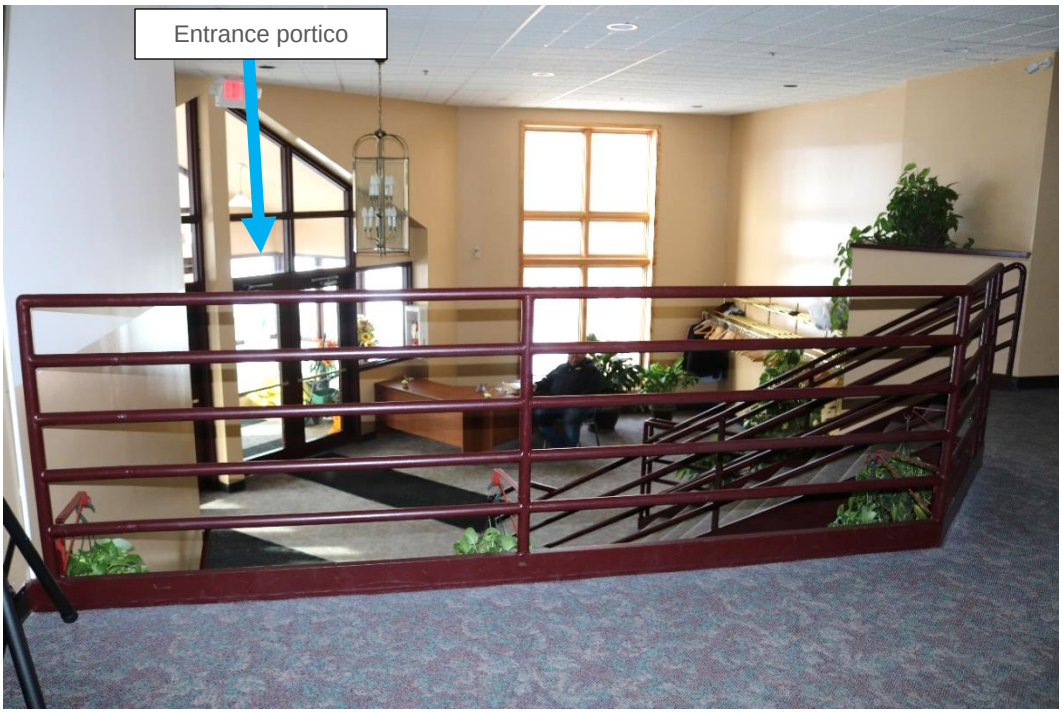

Figure 16. Entrance foyer in the 1990 addition with the stairs leading to the upper level. The stairs leading to the lower level are not visible.



Figure 17. Upper level of the 1990 addition and 1967 hyphen with entrances to the sanctuary space on the left and 1967 education wing on the right. Note the seamless transition between the 1990 addition and 1967 hyphen space.

The sanctuary space is two stories in height with the one-story ell that runs along the east side (see Figure 18). The structural system, consisting of steal I-beams, is visible within the space. The sanctuary is accessed from the adjacent fellowship space as well as an original entrance at the northeast corner. An organ balcony is located on the north end and seating, which replaced the original wood pews ca. 2018, faces the alter on the south end. The altar and chancel were modified in 1978 through the

addition of vertical boards to soften the original brick wall as well as the removal of the original pulpit.[270] Carpet was also installed at an unknown time. Figure 19 depicts the original appearance of the sanctuary, showing the seating, altar, and large multi-light window that had been present on the west elevation. Office and storage spaces, built as part of the original church and 1967 and 1985 additions, are located south of the sanctuary space. The fellowship space, which features a kitchen and stage, is located in the basement.

The 1967 education wing has similar floor plan on both levels. A central hallway provides access to classroom spaces on both sides. The classrooms are rectangular and vary slightly in size. Some have movable walls that provide flexibility within the space and original built-in bookshelves (see Figure 20).

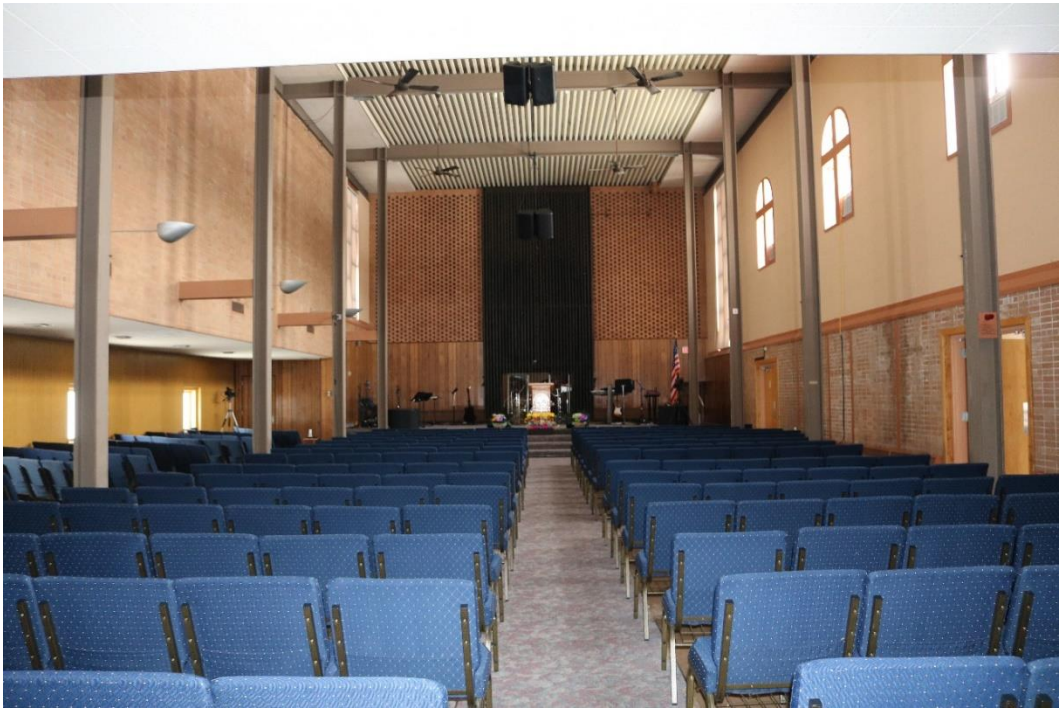

Figure 18. Sanctuary space with new seating and a modified altar/chancel, view facing south. Windows at the right side of the photograph were installed as part of the 1990 addition.

[270] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 152.

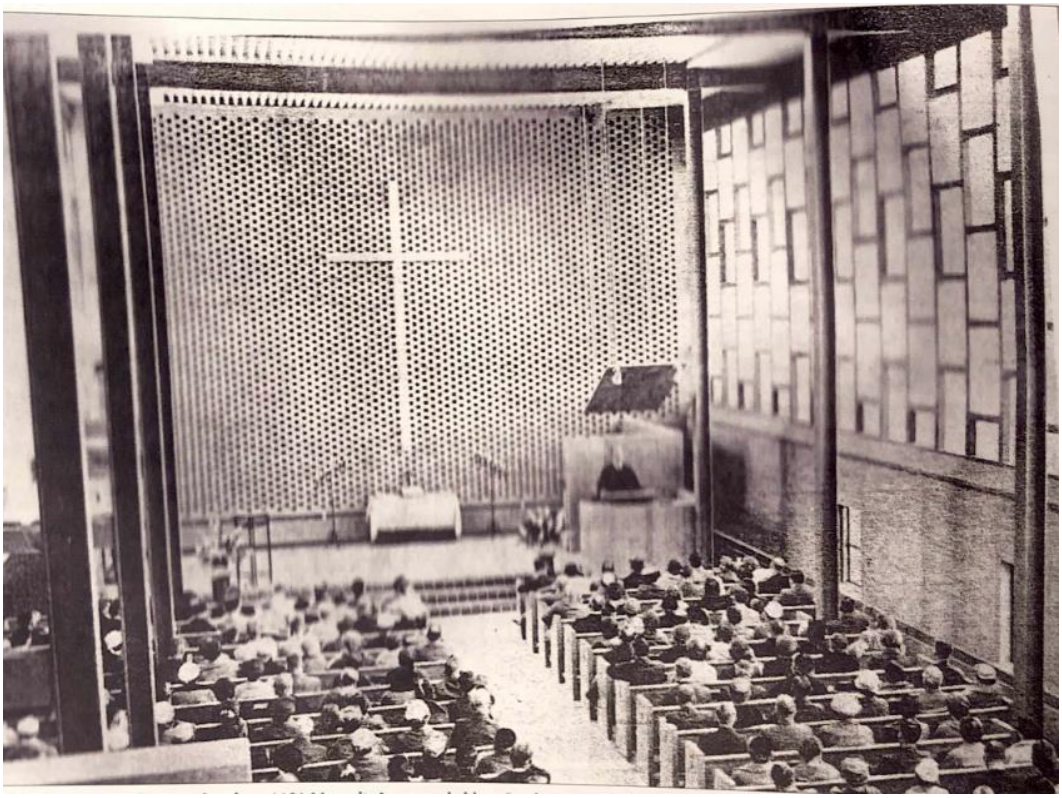

Figure 19. 1959 image of the original sanctuary space, view facing south.[271] Note the original seating, altar, and multi-light window wall on the right side that was removed as part of the 1990 addition.



Figure 20. Classroom space in the 1967 education wing with moveable walls and built-in bookcases on the interior wall, at the left, view facing east.

[271] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 92.

History

Neighborhood history

Arlington Church is sited in the Payne-Phalen neighborhood of Saint Paul's Greater East Side. Generally bounded by Trout Brook to the west and Lake Phalen and the former Lake Superior & Mississippi (LS&M) Railroad corridor (XX-RRD-NPR001) to the east, development of the neighborhood began in earnest after the construction of several railroads in the area during in the late nineteenth century through the early decades of the twentieth century.

In the easternmost portion of the Payne-Phalen neighborhood, where Arlington Church is located, primarily residential development occurred until the onset of World War II. According to a 1951 Sanborn fire insurance map, a number of unbuilt residential lots still remained on the blocks closest to the LS&M rail corridor, particularly east of Frank Street. Additionally, large vacant lots, including the subject property, abutted the railroad and adjacent industrial properties.[272] Further development of the area's remaining lots ensued after World War II. Development followed a similar pattern as in first-tier suburbs, beginning adjacent to early transportation corridors and filling in previously undeveloped areas.[273] In addition to single-family residential construction, builders also constructed apartment complexes, infrastructure, schools, businesses, and commercial strips to serve residents of newly developed areas. Churches, such as the subject property, were also constructed as suburban populations increased and congregations relocated.

Church Owners

Residents of Saint Paul's East Side incorporated the Arlington Hills Presbyterian Church congregation in 1888 and initially met at 611 Jenks Avenue (nonextant) in the Payne-Phalen neighborhood.[274] The congregation's time at that location was short lived, however, as it outgrew the space by the early twentieth century. It subsequently purchased a nearby property at the corner of Case Avenue and Edgerton Street, and built a new church (RA-SPC-0512, 580 Case Avenue East, now occupied by Contender for the Faith Church) in 1901 that could accommodate 200 people (see Figure 21).[275]

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[272] "St. Paul, Minn., 1926 - Revised 1951," 1:600 (New York: Sanborn Map Company, 1951), 939.

[273] Judith A. Martin and David A. Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul* (Minneapolis: University of Minnesota Press, 1983), 125–28.

[274] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 39.

[275] According to MnSHPO's database record for 580 Case Avenue East, the church was designed by Brown and Dowling. Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 45.

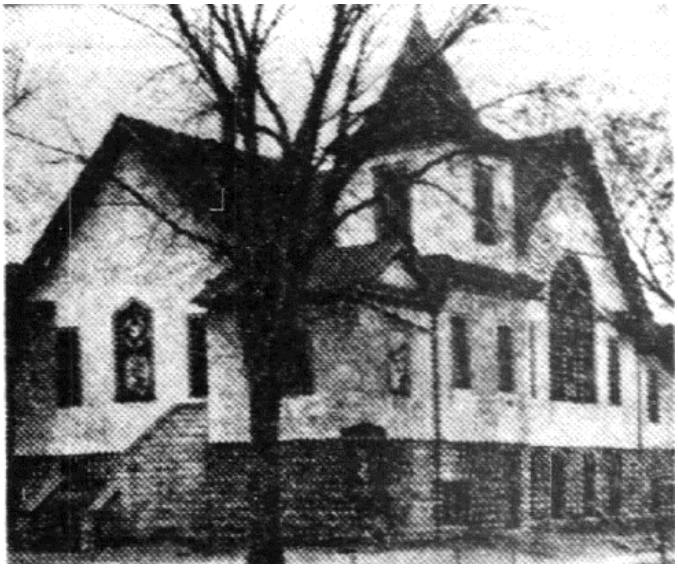

Figure 21. Early location of the Arlington Hills Presbyterian Church at 580 Case Avenue East.[276]

In 1928, the Arlington Hills Presbyterian congregation merged with Saint Paul's East Presbyterian congregation.[277] Following the merger, the congregation was referred to as Arlington Hills East Presbyterian, at least into the 1950s.[278] During the 1940s and 1950s, the congregation grew substantially, again necessitating a new worship space. Consequently, it purchased the lot at 100 Burnquist Street (now 1275 Magnolia Avenue East). Construction on the new church began on May 4, 1958, with the first worship service being held on March 15, 1959.[279] Research did not reveal a particular ethnic group associated with the early or blended congregation.

During the mid-twentieth century, the congregation was involved in supporting immigrant resettlement in the Twin Cities. In 1963, Reverend Richard C. Kroeger brought a request to the congregation to assist Cuban refugees through the Florida Cuban Refugee Program. Reverend Kroeger became a co-chair of "Operation Good Shepard," which in cooperation with several other Minnesota Presbyterian congregations brought 37 Cuban refugees to Minnesota to settle primarily in Minneapolis. Of these refugees, the Arlington Church congregation sponsored a young mother and her son.[280] Kroger was involved with an interfaith council comprised of more than 25 Twin Cities-area churches that worked together to resettle over 250 Cuban refugees in the metro area.[281] In the 1970s, the church also

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[276] "Organ Dedication Service," *Minneapolis Sunday Tribune*, February 5, 1950, sec. G, 6.

[277] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 45.

[278] "Organ Dedication Service," 6.

[279] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 92.

[280] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 99; Dick Cunningham, "37 Cuban Refugees Land in Twin Cities," *Minneapolis Morning Tribune*, February 28, 1963, 1.

[281] "Senate Hearing in City to Study Cuban Refugees," *Minneapolis Morning Tribune*, November 8, 1963, 21; "80 Cubans to Be Flown to Twin Cities," *Star Tribune*, December 29, 1962.

sponsored Vietnamese refugees.[282] This work coincides with a larger effort to resettle Vietnamese and other Indochinese immigrants in Minnesota, and the nation at large. During the 1970s, the state government worked with volunteer organizations, such as Lutheran Social Service and Catholic Charities, to provide resources to immigrants.[283] The Arlington Church congregation was one of many groups, several of which were affiliated with churches, active in resettlement work during this time. Research did not reveal that the congregation had any additional interaction or outreach with immigrant groups or a strong affiliation with a specific ethnic group, or that Reverend Kroeger played a significant role beyond serving as co-chair of "Operation Good Shepard." According to the church's current pastor, the church supported a Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) office in the basement of the church in 2000. Research did not uncover the full timespan during which the WIC office was in the church.

During the twenty-first century, congregation membership declined and ultimately led to the closure of the church by the Presbyterian Church Administrative Commission in 2013.[284] The last service was held on December 29, 2013, and in 2014 the property was sold to the current owner, Mision Cristiana Elim Inc.

Mision Cristiana Elim is a Pentecostal Christian congregation founded by current Pastor Cruz Urrutia Tobar. It is an independent congregation within the Elim Cristiana Mision family, which originated in El Salvador. Currently, there are numerous Elim Misions across the United States. Established on June 26, 2000, the congregation initially rented space at the Bethel Christian Fellowship Church at 1466 Portland Avenue. It remained at that location until 2004, then occupied a church in Northeast Minneapolis before purchasing the subject property in 2014. It began occupying the space in early 2015.[285]

Building Construction History

The original 1958 Arlington Church was designed by the architectural firm of E.D. Corwin and Associates of Saint Paul and built by James Steele Construction Company at a cost of $225,000.[286] The design featured a simple brick box form, understated side entries, and a prominent window wall comprised of stained glass panels. According to the plans, the building was largely comprised of the sanctuary space that could seat 430 people and a fellowship space and kitchen in the basement. An office and restroom were sited in the one-story ell at the southwest corner. The primary entrance to the sanctuary was located in the ell on the east elevation. A secondary entrance on the ell now serves as

[282] Jeremy Iggers, "Mai Village dish is 7-course adventure," *Star Tribune,* June 28, 1991, 45, 56.

[283] June Drenning Holmquist, ed., *They Chose Minnesota: A Survey of the State's Ethnic Groups* (Saint Paul, Minn.: Minnesota Historical Society Press, 1981), 582.

[284] Frederick Melo, "Declining numbers forcing churches to face new futures," *Pioneer Press,* November 7, 2015.

[285] Pastor Cruz Urrutia Tobar, Interview with Mead & Hunt, Inc., January 21, 2020.

[286] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 86–88.

an entrance to a storage room off the altar. Two entrances were on the west elevation: one led to the basement level and the other led to the office.[287]

The prominent stained-glass window wall on the west elevation featured a staggered pattern capped with a row of enamel panels fabricated by Davidson Porcelain.[288] Additional multi-light, stained-glass windows with the staggered pattern were located on the north and east elevations and surrounding two of the entrances (see Figure 22 and 23). Plans indicated that the architect/congregation anticipated building a future addition on the church. However, they did not specify what the addition was to be used for, only that it was to be located directly south of the offices at the southwest corner.[289] Anticipation of a later addition is not unusual as many mid-twentieth-century churches began with the construction of a first unit, most typically a sanctuary, to be followed at a later date with a second or even a third unit.[290]

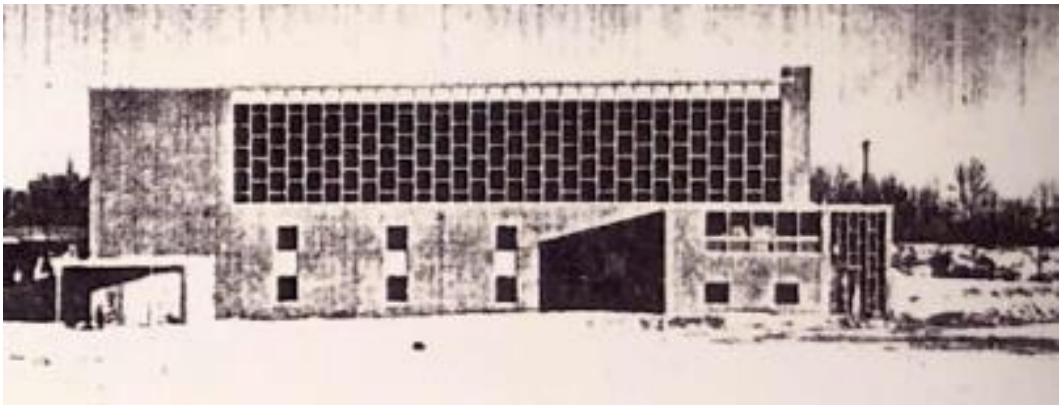

Figure 22. 1958 image of the west elevation of the Arlington Hills Presbyterian Church, with the prominent window wall capped by enamel panels and an entrance at either end of the elevation.[291]

[287] E.D. Corwin & Associates, Inc., "Plans for Proposed Church for Arlington Hills Presbyterian Church," February 20, 1957, Church Records, Arlington Hills Presbyterian Church 1275 Magnolia Avenue East (currently owned by Elim Cristiana Mision, Inc.).

[288] ALM, "Arlington Hills Presbyterian Church Plans," June 5, 1958, Church Records, Arlington Hills Presbyterian Church 1275 Magnolia Avenue East (currently owned by Elim Cristiana Mision, Inc.).

[289] E.D. Corwin & Associates, Inc., "Plans for Proposed Church for Arlington Hills Presbyterian Church."

[290] Gretchen Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), 75–80, 174–75.

[291] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 88.

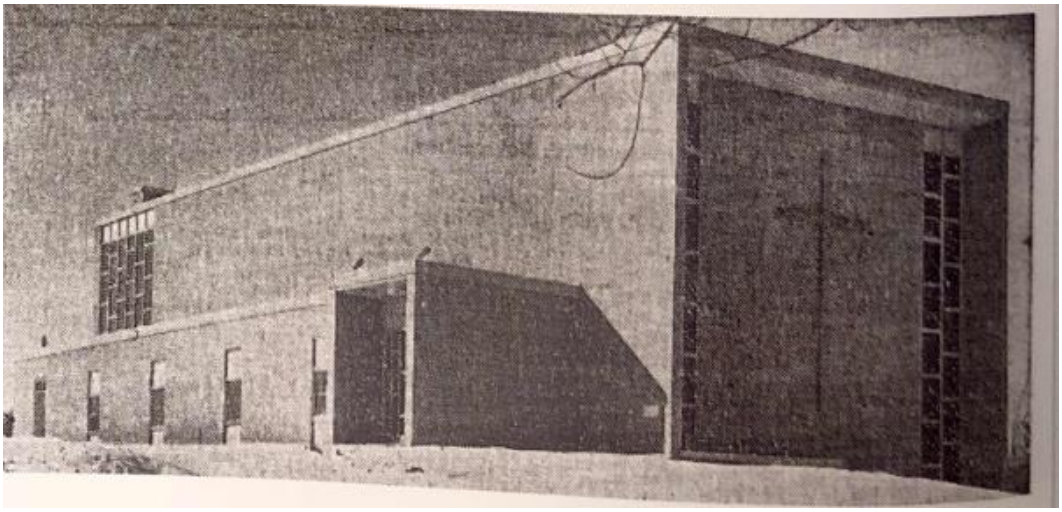

Figure 23. 1958 image of the north and east elevations of the Arlington Hills Presbyterian Church. Staggered multi-light panels are present on either side of the cross on the north elevation. The east elevation has a one-story ell with an understated entrance and a multi-light window panel capped with enamel panels.[292]

An addition, designed by the Saint Paul architectural firm of Cone and Peterson, was constructed on the church less than a decade after the initial construction completion. Constructed between October 1967 and May 1968 by the Larson Building Company of Saint Paul, the addition, known as the Christian education wing, was not sited south of the original building, as early plans indicted as the location of an addition. Rather, it was connected to the west elevation via a two-story hyphen.[293] The two-story addition was designed to house multiple classroom spaces, several with moveable walls and built-in bookshelves and ribbons of windows. The hyphen originally exhibited large, multi-light window walls similar to those on the original church. The interior had a staircase at the north end and a partial upper story. The 1967 addition also included a small storage room adjacent to the original church office.

Small modifications were made to the church and grounds during the 1970s and 1980s. In 1978, the sanctuary space was altered by the addition of vertical wood boards on the original brick chancel wall. In 1985, a two-story office addition was constructed adjacent to the 1958 office and 1967 storage addition. Although historic aerials indicate that the parking lot and circular drive were present by the early 1970s, they appear to have been unpaved at that time. By 1982, both parking lots were paved and the current medians and plantings were in place (see Figure 26). The circular drive was paved in 1984.[294]

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[292] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 88.

[293] Building Permit, Arlington Hills Presbyterian Church Application No. 53569, 1967, Ramsey County Historical Society, St. Paul, Minn.

[294] "Aerial Photograph, St. Paul, Minn., 1972," *Historic Aerials by NETROnline*, accessed July 12, 2018, historicaerials.com; U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., Roll 3 Frame 91" (U.S. Geological Survey, April 27, 1982), F152.60, U.S.G.S. Earth Explorer, earthexplorer.usgus.gov; Passick, *Arlington Hills Presbyterian Church: 125*

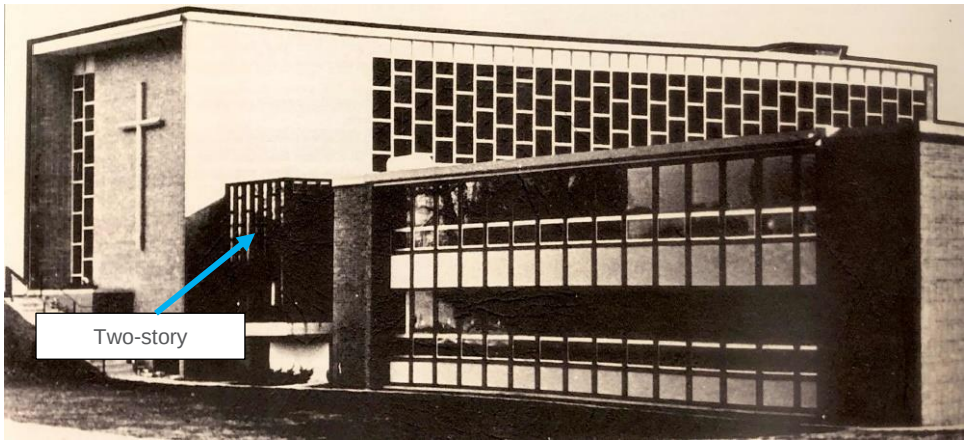

Figure 24. 1968 photograph of Arlington Church with the new education wing addition. Note the ribbon of windows along the addition's classroom spaces, multi-light window wall at the two-story hyphen, and sidewalk and cascading planter in front the of the sanctuary space.[295]

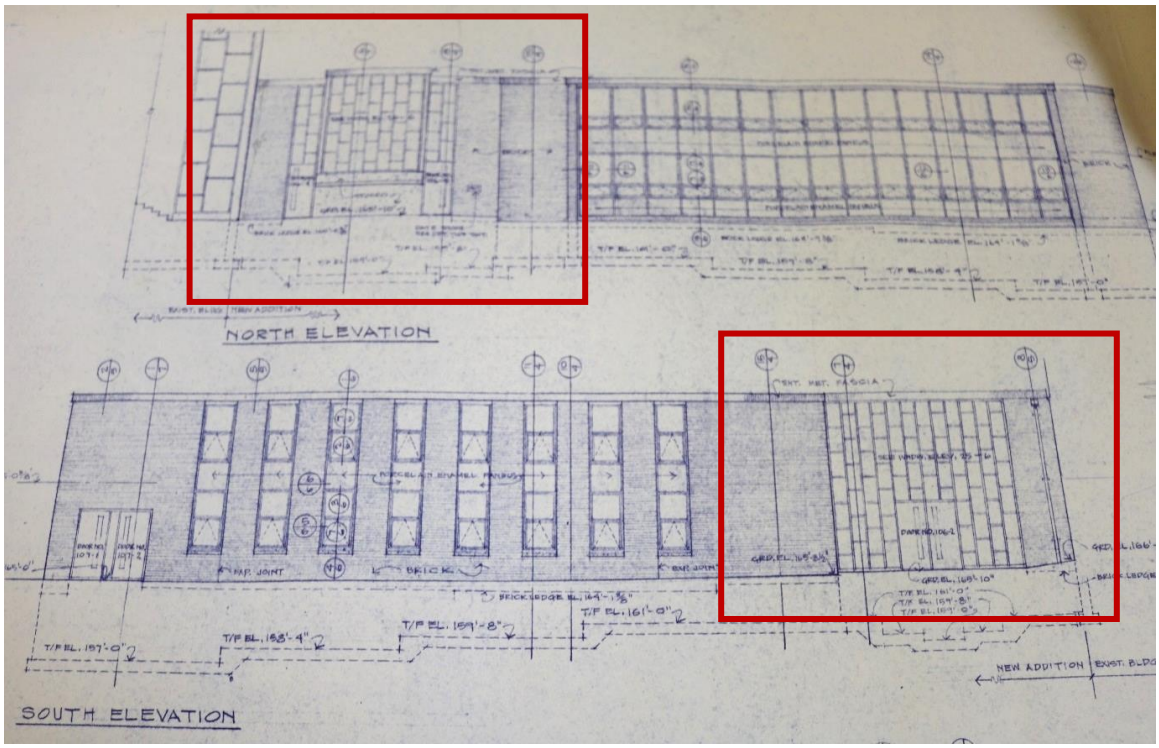

Figure 25. Original Cone & Peterson plans for the 1967 Christian education wing showing the north and south elevations with ribbons of windows at the classroom spaces. The red boxes denote the original two-story hyphen with multi-light window walls, similar to those on the 1958 church, that were substantially modified or removed in 1990.[296]

Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A, 152.

[295] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 106.

[296] Cone & Peterson Architects, "Plans for Addition to the Arlington Hills Presbyterian Church," July 1967, Sheet 3, Church Records, Arlington Hills Presbyterian Church 1275 Magnolia Avenue East (currently owned by Elim Cristiana Mision, Inc.).

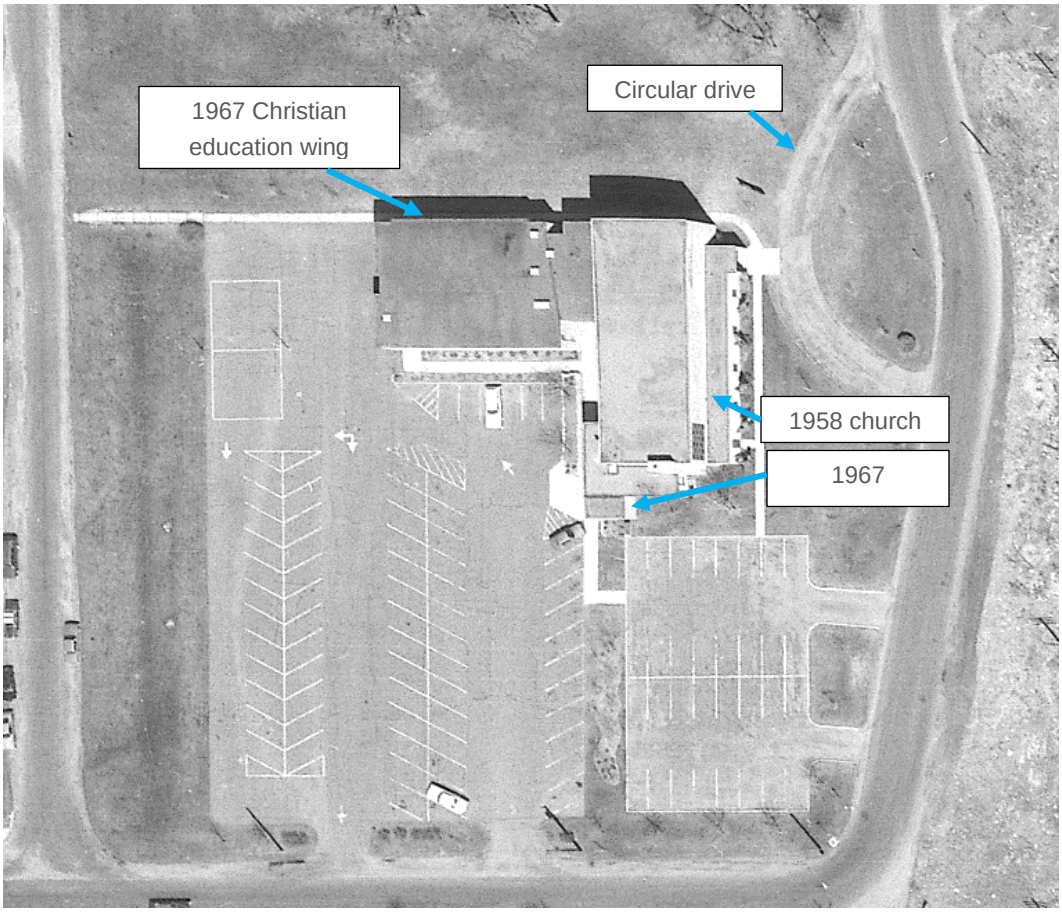

Figure 26. 1982 aerial photograph of Arlington Church Property showing the 1967 additions and paved parking lots.[297]

A substantial addition and renovations were completed in 1990. Designed by Robert David Burrow Architects, Inc., the project included: construction of a new entrance addition that changed the primary access to the interior, removal of the window wall on the west elevation of the church, infill of original window panels on the north and east elevations, alteration of the 1967 two-story hyphen, additional window replacements, and interior changes (see Figure 27). The entrance addition was placed on the south elevation of the two-story hyphen and altered the space by attaching to the upper story floor system, removing an original staircase, replacing the window panel on the north elevation, and replacing the roof. Other interior modifications included the addition of new interior entrances, including two in the sanctuary space, new meeting spaces, and an elevator.[298]

Few changes have been made to the church since 1990. According to the current pastor, since the end of 2014, only basic maintenance has been performed on the building along with the replacement of the original church pews with chairs ca. 2018.[299]

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[297] U.S. Geological Survey, "Aerial Photograph, Saint Paul, Minn., Roll 3 Frame 91."

[298] Passick, *Arlington Hills Presbyterian Church: 125 Years, 1888-2013, December 9, 1888-December 29, 2013; The Legacy of a Pioneering Christian Church and Its People on St. Paul, Minnesota's Eastside, U.S.A*, 152.

[299] Pastor Cruz Urrutia Tobar, Interview with Mead & Hunt, Inc.

Arlington Hills Presbyterian Church Architects

E.D. Corwin & Associates – 1958 church

The Saint Paul-based architecture firm of E.D. Corwin & Associates designed the original 1958 church building. Founded by Eugene Delbert (E.D.) Corwin in 1943, the firm eventually had three principals: Eugene Corwin, Ralph Corwin, and Jarl Seppanen.[300] However, research did not indicate which principal(s) were involved in the design of the subject church. In 1960, the firm was renamed Corwin, Seppanen & Associates, Inc.[301] It was located in Saint Paul, initially at the First National Bank Building downtown, and by 1970, at 375 Jackson Street.[302] The architectural firm specialized in school design, but also designed churches, hospitals, apartments, factories, and commercial buildings.[303] As the firm specialized in education design, most of its known buildings are schools, and it served as the primary architect for school districts throughout the post-World War II (postwar) period, including Independent School District (ISD) 622 in Maplewood. One such example in the Rush Line Bus Rapid Transit (BRT) Area of Potential Effects (APE) is the Weaver Elementary School (RA-MWC-0106, recommended eligible under *Criterion C* for its architectural significance) in Maplewood, constructed in 1966.

Although it is likely the firm designed other churches, they are not called out by the firm partners as their principal works. Ralph Corwin's 2005 obituary suggests that several of the firm's school designs were displayed at national conventions of the American Association of School Administrators (AASA).[304] Newspaper research confirmed the firm's design for the Maplewood Junior High School in North Saint Paul was chosen for exhibition in the 1961 school building architectural show in St. Louis, Missouri, held in conjunction with the AASA convention.[305] Research did not reveal any additional designs that were exhibited at the AASA convention, nor did research reveal that the firm received awards for any of its designs. The firm disbanded in 1985.[306]

Firm principal Eugene Corwin was born in Illinois in 1889. He first moved to Saint Paul at the age of 10 and attended public schools. In 1907, he entered the studio of A.A. Gewalt, where he studied for two years, after which he worked for Reed and Stem and Herbert Sullwold. In his early career, he worked at several firms in multiple states, including Myron Hunt in Los Angeles and Rapp and Rapp in Chicago. After serving in World War I, he returned to Saint Paul to work for noted architect Clarence Johnston.

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[300] E. D. Corwin & Associates was previously known as E.D. Corwin, Architect George S. Koyl, ed., *American Architects Directory Second Edition* (New York: R.R. Bowker Company, 1962), 137, http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/1962%20American%20Architects%20Directory.aspx; George S. Koyl and Gane, John F., eds., *American Architects Directory Third Edition*, 3rd ed. (New York: R.R. Bowker, LLC, 1970), 181.

[301] "Architect Firm Changes Name," *Minneapolis Sunday Tribune*, January 17, 1960.

[302] E. D. Corwin & Associates was previously known as E.D. Corwin, Architect Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[303] Larry Millett, *Minnesota Modern: Architecture and Life at Midcentury* (Minneapolis: University of Minnesota Press, 2015), 171.

[304] "Ralph Corwin Obituary," *Star Tribune*, July 3, 2005, B6.

[305] "Architectural Plans for the Maplewood," *Minneapolis Star*, December 29, 1960.

[306] Schwartz, Jim, "Architects Closing Shop after Long Career of School Creations," *Ramsey County Review*, September 25, 1985, Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis.

Beginning in 1923, he partnered with Serenus Colburn for four years before joining Larson and McLaren and then Buechner and Orth. During the latter part of his career, he established his own practice: first as E.D. Corwin and later as E.D. Corwin & Associates.[307] His career ended as a senior member of Corwin, Seppanen, & Associates, retiring from the firm by 1970.[308] He died in 1973.[309] Although research did not reveal details as to Eugene Corwin's role in the firm when the subject church was designed, designs produced by the firm shortly after its construction during the 1960s largely appear to have been executed by the other two principals, which suggests that Eugene Corwin's role in the company was one of senior advisor when the subject church was designed.[310]

Ralph D. Corwin was born in Saint Paul in 1921 and received his B.S. in Architecture from the University of Minnesota in 1943. He served in the United States Navy during World War II, after which he joined his father's firm, E.D. Corwin & Associates, where he worked as a draftsman and specification writer and later a partner before becoming a founding principal of the firm Corwin, Seppanen & Associates, Inc. in 1960. [311] Research did not indicate how long he remained at the firm, but likely until it disbanded in 1985. He died in 2005.[312] Throughout his career Corwin designed primarily educational and industrial buildings. He served as the principal architect of Weaver Elementary School. He is also known to have designed the 1960 cold storage building at J.V. Bailey Nurseries in Newport Township and the 1968 control building at Great Northern Oil Company in Pine Bend.[313]

Professionally, Ralph Corwin was an active member of the Construction Specification Institute (CSI), American Institute of Architects (AIA), AIA State Building Codes Committee, and Minnesota Society of Architects, where he served on the residential architecture and education committees. According to the 1970 American Architects Directory, he also served as secretary and president of the Minnesota School Facility Council (MSFC) and was a member of the education and aviation committees of the Saint Paul Chamber of Commerce. Within the community North Saint Paul, where he lived, Corwin was a member of the North Saint Paul Village Planning Council and City Council for many years. He was also involved in the North Saint Paul Historical Society and local Lions Club.[314]
Corwin's partner Jarl Seppanen was born in Virginia, Minnesota, in 1910. He received his B.S. in Architecture from the University of Minnesota in 1933, and his M.A. from Harvard University in 1938.

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[307] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis: University of Minnesota Press, 2010), 49; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[308] Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[309] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 49.

[310] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[311] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[312] "Ralph D. Corwin, Obituary," *Pioneer Press*, July 3, 2005, https://www.legacy.com/obituaries/twincities/obituary.aspx?n=ralph-d-corwin&pid=14414628; "Ralph Corwin Obituary."

[313] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[314] "Ralph D. Corwin, Obituary."

After graduating, he worked as a designer for E.D. Corwin for two years, from 1938-1940, before leaving to join Edwin. H. Lundie. He worked for Lundie from 1940 to 1942 and E.I. Dupont De Memour from 1942 to 1945 before returning to E.D. Corwin & Associates. He served as president of the firm when it became Corwin, Seppanen, & Associates.[315] Research did not indicate how long he worked at the firm. He died in 1999.[316]

Of the firm's principals, Eugene Corwin appears to be the most prominent as he and some of his early works are noted in in general architecture books or contexts of the Twin Cities. Specifically, his 1931-1932 design of the Goodhue County Courthouse is noted in *A Guide to the Architecture of Minnesota* and his residential work is highlighted in *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*.[317] However, these predate the Arlington Church design.

Neither Ralph Corwin or Jarl Seppanen, nor E.D. Corwin & Associates or Corwin, Seppanen & Associates, Inc., are listed in architecture books of the Twin Cities, including *AIA Guide to the Twin Cities*, *A Guide to the Architecture of Minnesota*, or *Minnesota Modern: Architecture of Life at Midcentury*. The lack of inclusion in these publications suggests that the firm's work was not prominent or recognized within the Twin Cities architectural community.

Cone and Peterson – Christian education wing addition, 1967

The 1967 Christian education wing was designed by the Saint Paul-based architecture firm of Cone and Peterson.[318] Firm principal Gerhard Peterson was born in Westby, Wisconsin, in 1907, but went to high school in Saint Paul. He earned architecture degrees from the University of Minnesota and Harvard University. He worked at a variety of architectural firms in Saint Paul; Detroit, Michigan; Des Moines and Davenport, Iowa; and Wilmington, Delaware. In 1949, Peterson formed Northfield Architects in Northfield, Minnesota, with E. (Earle) Richard Cone. Cone was born in Northfield, Minnesota, in 1905 and also earned architecture degrees from the University of Minnesota and Harvard University. He worked for a firm in Saint Paul before joining Peterson in Northfield in 1949. Cone and Peterson moved their firm from Northfield to Saint Paul in 1950 and operated until their joint retirement in 1972. Peterson died in 1994 and Cone in 1980. The partners specialized in designing churches in the Twin Cities and surrounding area. They are credited with 45 Midwestern churches. According to secondary sources consulted, notable extant Cone and Peterson churches include the 1948-1949 Saint Anne's Roman Catholic Church in North Minneapolis, 1951 Trinity First Lutheran Church in South Minneapolis, 1957 Peace Evangelical Lutheran Church in Faribault, 1963 Saint John's Lutheran Church

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[315] "Architect Firm Changes Name."

[316] "Death Certificate #1999-MN-004953: Jarl Seppanen," February 6, 1999, Minnesota, Death Index, 1908-2002, ancestry.com.

[317] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 49; David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1977), 308; Carole Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, n.d., 21.

[318] The 1967 building permit identifies 1101 Magnolia Lane as the building address. Building Permit, Arlington Hill Presbyterian Church, 1967, Ramsey County Historical Society, St. Paul, Minn.; "Gerhard Peterson, 86; He Was an Architect in St. Paul," *Star Tribune*, May 13, 1994.

in Mound, and 1970-1977 Our Savior's Lutheran Church in Circle Pines.[319] Cone and Peterson also designed the 1958-1959 first unit of the First Evangelical Lutheran Church in White Bear Lake (RA-WBC-0174, recommended eligible under *Criterion C* for its architectural significance), also within the Rush Line BRT Study Area.

Postwar ecclesiastic architecture

Postwar churches were built in response to rapid population growth and increasing church membership during the years following World War II. The modern church styles that became popular in the 1950s and 1960s, however, reflected more than just a need for more churches. Postwar churches built in a modern style rejected the historically referential styles like Romanesque and Gothic Revival that dominated before World War II. In contrast to these earlier styles, modern church aesthetics favored function and simplicity over unnecessary ornamentation and detail.[320] Architectural designs became more abstract and asymmetrical and employed sculptural forms and simple, geometric detailing, particularly through stained glass and dramatic use of light to create new worship spaces. To this end, modern churches were often designed with clean, simple lines and built using new technologies and materials, including concrete, steel, laminated wood beams, and large glass windows. Laminated wood beams and trusses, also known as "glulams," were popular in churches, particularly A-frame churches.[321]

One reason for the popularity of such designs and materials was simply cost, an important factor for suburban churches supported by often cash-strapped congregants, many of whom had recently purchased their homes. A modern-style church with minimal ornamentation was cheaper to build than a more traditional, ornate building. New materials, like laminated trusses, also helped reduce the cost of construction. While not inexpensive, laminated trusses reduced the overall cost of construction by replacing steel framing or costly joinery and, if extended to the ground as in an A-frame building, eliminated the need for load-bearing walls.[322] The cost of building a new church was also why many postwar modern churches were planned and built in stages. As with Arlington Church, many postwar modern churches began with the construction of a first unit, to be followed at a later date with a second or even a third unit.[323]

A second reason for the popularity of modern churches was that their design complemented shifting ideas in religious worship. Modern liturgical and ecumenical movements in Catholic and Protestant churches, begun in the 1920s and 1930s but coming to the fore in the postwar decades, emphasized a shared, communal form of worship rather than an individual experience.[324] "The general trend,"

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[319] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 47, 172.

[320] Andrea C. Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota* (Minnesota Department of Transportation, n.d.), 5; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xxiii; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

[321] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88.

[322] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88.

[323] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 75–80.

[324] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xix, 2.

according to one art historian, “was to think of the congregation as a family gathered to share the work of worship.”[325] This new approach to religious worship had a particular effect on the interior of sanctuary spaces. In contrast to Romanesque or Gothic church interiors, which were divided into separate spaces like the narthex, nave, aisles, transepts, and chancels, postwar modern churches often had more unified spaces to promote a sense of communal worship.[326]

In the upper Midwest, Lutherans tended to adopt postwar modern church designs more readily than other denominations, although many Catholic churches were also frequently built in a modern style.[327] Ultimately, elements of the postwar modern church were so popular that no real connection between denomination or religion and building style can be made. The popularity of the postwar modern church in this regard was due to the wide dissemination of the property type in architectural journals, religious periodicals, and amongst the growing field of professional architects and liturgical designers focused specifically on church design.[328]

Two modern church styles became prominent in the postwar period in the upper Midwest: the brick-box and the A-frame. These forms became popular, in part, because of the influence of two early, high-style examples of each. Eliel Saarinen’s 1949 Christ Lutheran Church in Minneapolis influenced later examples of the brick-box church and Frank Lloyd Wright’s 1951 First Unitarian Society Meeting House in Madison, Wisconsin, influenced later examples of the A-frame church.[329]

The 1958 Arlington Hills Church is an example of a brick-box type church, which is so named because the building is essentially a box clad in brick or stone. This modern church type, which gained prominence in the U.S. in the 1950s, was heavily inspired by European modernism. The most prominent example of the brick-box church in the upper Midwest was Saarinen’s Christ Lutheran Church. The building has a rectangular sanctuary clad in brick and stone with a flat roof and few windows. A brick steeple tower is attached to the building by a short vestibule (see Figure 28). While a few similarly high-style, brick-box churches were built in Minnesota, many smaller churches adopted some of the characteristic features of Christ Lutheran, especially the flat roof, steeple tower, and brick or stone cladding.[330] Arlington Church exhibits the box form with a flat roof and brick cladding but lacks a prominent steeple tower.

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[325] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 127.

[326] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 5.

[327] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xxiv.

[328] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 2, 18; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 1–2; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

[329] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 10, 18; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 7.

[330] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 19–20; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 217–21; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 9–10.

The brick-box form was popular throughout Minnesota in the 1950s. As noted in a recent Phase II Evaluation for the mid-century St. John the Baptist Church in Biwabik, "Allowing for some minor variation, such as stepping the parapet or the often-used, extremely slight pitch of the roof, an abundance of this type was constructed in Minnesota. Even if their number did not reach that of the triangular variety, it still cannot be said that any shortage of brick-box churches existed by 1960."[331] As a result, examples of the brick-box form are found throughout the greater Twin Cities metro area. The character-defining feature of the form is the brick-box sanctuary space, use of modern materials, geometric massing, and lack of ornamentation. The churches often featured expansive windows to allow for natural light in the sanctuary, separate bell towers, and wings that housed office and fellowship spaces.



Figure 28. Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis is a prominent example of the brick-box church type, which became popular in the 1950s.[332]

Local comparisons

A number of postwar churches with modern designs and construction histories similar to Arlington Church are located in the postwar residential areas of Ramsey County. As with Arlington Church, most of these have evolved over time and many of them include sanctuary and/or educational space additions. Many of these additions are relatively recent, however, resulting in significantly altered facades.

[331] Deco Cultural Services LLC, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota* (Prepared for the Minnesota Department of Transportation and the Federal Highway Administration, July 2018), 20.

[332] Carol Highsmith, "Christ Lutheran Church, Minneapolis, Minnesota," ca 2006, LC-DIG-highsm-13138, Library of Congress Prints and Photographs Division, https://www.loc.gov/item/2011631332/.

White Bear Lake's First Evangelical Lutheran (RA-WBC-0174, in the Rush Line BRT APE and recommended eligible for the National Register of Historic Places) is an example of a church with both brick-box and A-frame elements. The original unit was constructed contemporaneously with Arlington Church between 1958 and 1959 and designed by the Saint Paul architectural firm of Cone and Peterson, which was responsible for the Arlington Church's education wing. It has a later 1963 portion with a prominent A-frame sanctuary and 1993 addition (see Figure 29).



Figure 29. Front (west) facade of the First Evangelical Lutheran Church, view facing northeast. The 1963 A-frame sanctuary is at center, and the one-story, 1959 section is located to the left of the sanctuary.

Our Redeemer Lutheran Church (RA-SPC-10356, also in the Rush Line BRT APE) was built in 1956 and originally consisted of two intersecting blocks including the original sanctuary (see Figure 31). Later additions were constructed ca. 1960 and a sanctuary addition was constructed in 1971.



Figure 31. Our Redeemer Lutheran Church front (north) elevation, view facing southeast.

Evaluation

Arlington Hills Presbyterian Church was evaluated for the National Register under *Criteria A, B*, *C*, and *D*. As a property constructed by and presently owned by a religious institution, *Criteria Consideration A* applies, and historic significance must generally be derived for secular reasons.

Criterion A

To be eligible under *Criterion A: Event* in the area of History, a property must be associated in an important way to a significant historic event or broad pattern in the history of Minnesota, Ramsey County, or the city of Saint Paul. Under *Criteria Consideration A*, a religious property can be eligible under *Criterion A* if it is significant under a theme in the history of religion recognized by secular scholarship; if it is significant under another historical theme such as exploration, settlement, social philanthropy, or education; or if it is significantly associated with traditional cultural values.

Arlington Hills Presbyterian was an established Saint Paul congregation that constructed a new church in the mid-twentieth century to accommodate its growing congregation. This was a common trend in the Twin Cities during the postwar era. Based on research and project context, the property does not appear to be significant within the development of Payne-Phalen, the city of Saint Paul, or Ramsey County. The original Arlington Church was completed in 1958 on one of the remaining undeveloped tracts of land in Saint Paul's Payne Phalen neighborhood near the North Pacific (former LS&M) Railroad corridor. Areas near the railroad were predominantly undeveloped prior to World War II but were developed during the mid-twentieth century. In this way, the church was constructed in response to ongoing development and did not spur such development. It was not historically important to the postwar community development in this part of Saint Paul. Although the congregation sponsored a small number of refugee families during the mid- and late twentieth century, newspaper research did not indicate that the congregation played a significant role in resettlement efforts. Rather, the congregation was one of several congregations and volunteer groups throughout the greater Twin Cities area that were actively involved in refugee resettlement during the mid-twentieth century, and the work of Arlington Church does not appear to have stood out amongst the other organizations involved. Research also did not suggest that the congregation had a strong or significant association with a particular ethnic group. As such, Arlington Church is recommended not eligible under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to the history of Minnesota, Ramsey County, or Saint Paul. Under *Criteria Consideration A*, a religious property can be eligible for an association with a person important in religious history, if that significance is recognized by secular scholarship, or with a person important in other historic contexts. Research and field survey did not identify any individuals associated with the church who made a significant contribution to the history of Minnesota, Ramsey County, or Saint Paul. Although Reverend Richard C. Kroeger was involved in refugee resettlement programs, a number of Twin Cities-area religious leaders had similar roles and he does not stand out as a leader within this community. As such, the church is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. Under *Criteria Consideration A*, a religious property should be evaluated in the same manner as other properties under *Criterion C* with respect to an established architectural context and compared to other properties that share its type, period, and/or method of construction.

The original 1958 Arlington Church building is an example of the brick-box type, which had grown rapidly in popularity following the success of Eliel Saarinen's Christ Lutheran in Minneapolis. Character-defining features of the brick-box church often include a box-shaped sanctuary, education and fellowship buildings with flat roofs, and stone or brick cladding. Originally the Arlington Church also featured an expansive window wall and window panels that lit the sanctuary space. Although the church retains the general box form, it was substantially altered in 1990. The expansive window wall on the west elevation was infilled with gypsum board panels and downsized replacement windows, and the window panels on the north and east elevation were also infilled with gypsum board panels and replacement windows (although the staggered framework is still present on a small portion of the east and west elevation with replacement glazing). Additionally, the primary entrance shifted to the rear corner, and alterations were made to the 1967 education wing addition with the removal of the large, multi-light windows on the hyphen. These changes severely diminish the property's integrity and detract from its ability to represent mid-century ecclesiastical design. Additionally, the church does not represent a change or shift in ecclesiastical architecture during the mid-twentieth century but follows established trends that were represented across the city and state, nor does it stand out among the mid-century churches in the Greater East Side or the city of Saint Paul.

Research, including newspaper and archival searches, did not indicate that the architects designing the original church, E.D. Corwin & Associates, or the Christian education wing, Cone and Peterson, were recognized as figures of greatness in their field. Research did not indicate that either firm earned awards or other accolades for their church designs. Furthermore, the substantial changes to the church also diminish the associations with the designing architectural firms, specifically E.D. Corwin & Associates. The original design has been so altered that it is no longer a good example of the firm's work. As such, Arlington Church does not represent the work of a master. Additionally, the church does not represent distinctive characteristics of a type, period, or method of construction or high artistic value. Therefore, Arlington Church is recommended not eligible under *Criterion C*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Under *Criteria Consideration A*, a religious property is significant if it can yield important information important regarding the religious practices of a cultural group or other historic theme and should be evaluated under *Criterion D* in the same manner as other properties. Based on research, the Arlington Church does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

This church was considered for its potential to contribute to a historic district, but no potential district was identified.

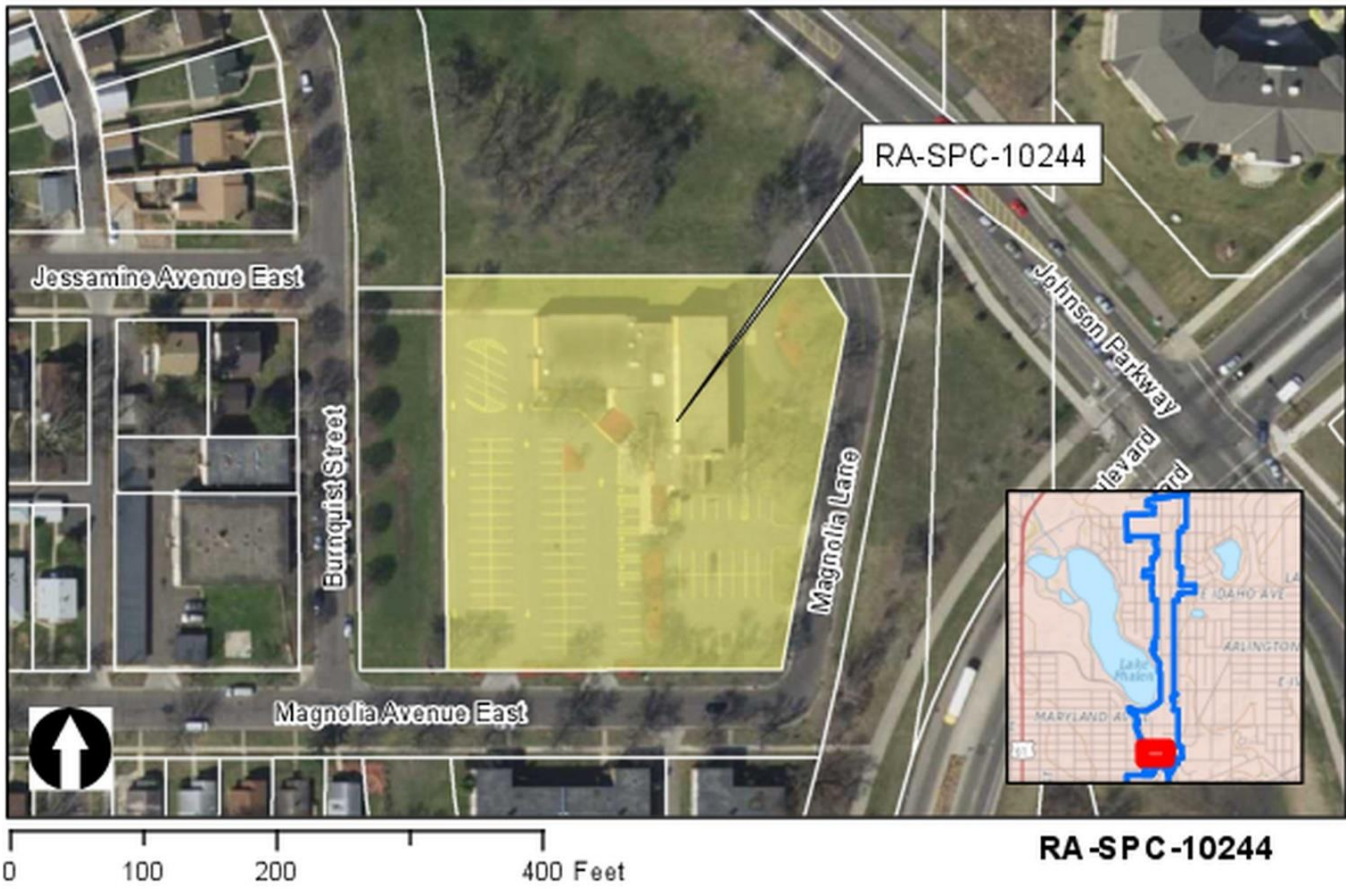
Integrity

Because Arlington Church does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

Recommendation

Arlington Hills Presbyterian Church is recommended not eligible for the National Register.

Map



APPENDIX E8. PHASE II EVALUATION: PHALEN REGIONAL PARKPARK (RA-SPC-10850)

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Phalen Regional Park

SHPO Inventory Number: RA-SPC-10850
Address: 1600 Phalen Drive
City: Saint Paul

Description

Established in 1894, Phalen Regional Park (Phalen Park) is located in Ramsey County, Minnesota. It is roughly bound by Maryland Avenue East, Ivy Avenue East, and Wheelock Parkway (RA-SPC-5679) on the south; Arcade Street/Maplewood Drive on the west; pedestrian trails (RA-SPC-11122) and East Shore Drive (RA-XXX-01) on the north; and East Shore Drive on the east (see Figure 1). Phalen Park is largely located within the city of Saint Paul but the northernmost section, from Larpenteur Avenue East northward, is located within the adjacent city of Maplewood. The park is largely surrounded by residential properties, with those located to the southwest primarily dating to the early twentieth century. Development around the park increased and moved northward throughout the mid-twentieth century, with the park being largely surrounded by the 1970s. The ca. 2000 Bruce Vento Regional Trail (RA-SPC-11121) largely follows the alignment of the Lake Superior & Mississippi (LS&M) mainline railroad corridor east of Phalen Park. The LS&M mainline railroad roadway does not enter the park boundary and is visually separated by the dense vegetation that lines the railroad roadway. A short segment of the Bruce Vento Regional Trail; however, does extend within the park, deviating from the LS&M railroad roadway to enter near the south end of East Shore Drive and exiting at Maryland Avenue, curving around the southeast corner of the lake (see Figure 2).

Phalen Park is part of Saint Paul's larger park and parkway system, now referred to as the Grand Round (RA-SPC-11142), that was proposed by Horace William Shaler (H.W.S.) Cleveland in the late nineteenth century and developed in the subsequent decades into the early twentieth century by the Saint Paul Park Board. The Grand Round is comprised of a series of large parks connected by parkways. Within this system Phalen Park is linked to Como Park to the west via Wheelock Parkway, and Indian Mounds Park to the south via Johnson Parkway. Additionally, the northern edge of Phalen Park links with the adjacent Keller Regional Park (Keller Park), located in the city of Maplewood. The division between the two parks is relatively seamless with a simple pedestrian trail and signage demarking the transition. Lake Phalen is also a part of a larger chain of lakes that includes, from south to north, Lake Phalen, Round Lake, Keller Lake, Spoon Lake, Gervais Lake, and Kohlman Lake. Both Lake Phalen and Round Lake are within Phalen Park. Keller and Spoon Lakes are within Keller Park with the remaining lakes located to the north.[333] The lakes are connected by a series of canals. Within Phalen Park specifically, a canal extends from the west side of Lake Phalen, creating a lagoon around the Phalen Park island before extending to Round Lake. A second canal extends from the north side of Round Lake to Keller Lake. This canal also connects to the northwest corner of Lake Phalen passing under Bridge 90416 (built 1949, RA-MWC-262).

[333] Dredging of the canal that connected the lakes began in the early twentieth century with work continuing at later times within the subsequent decades. The dredging created both Spoon and Keller Lakes, which were originally swamps. Board of Park Commissioners, City of Saint Paul, *Twenty-Third Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending December 31, 1913* (Saint Paul, Minn.: Review Publishing Company, 1914), 8.

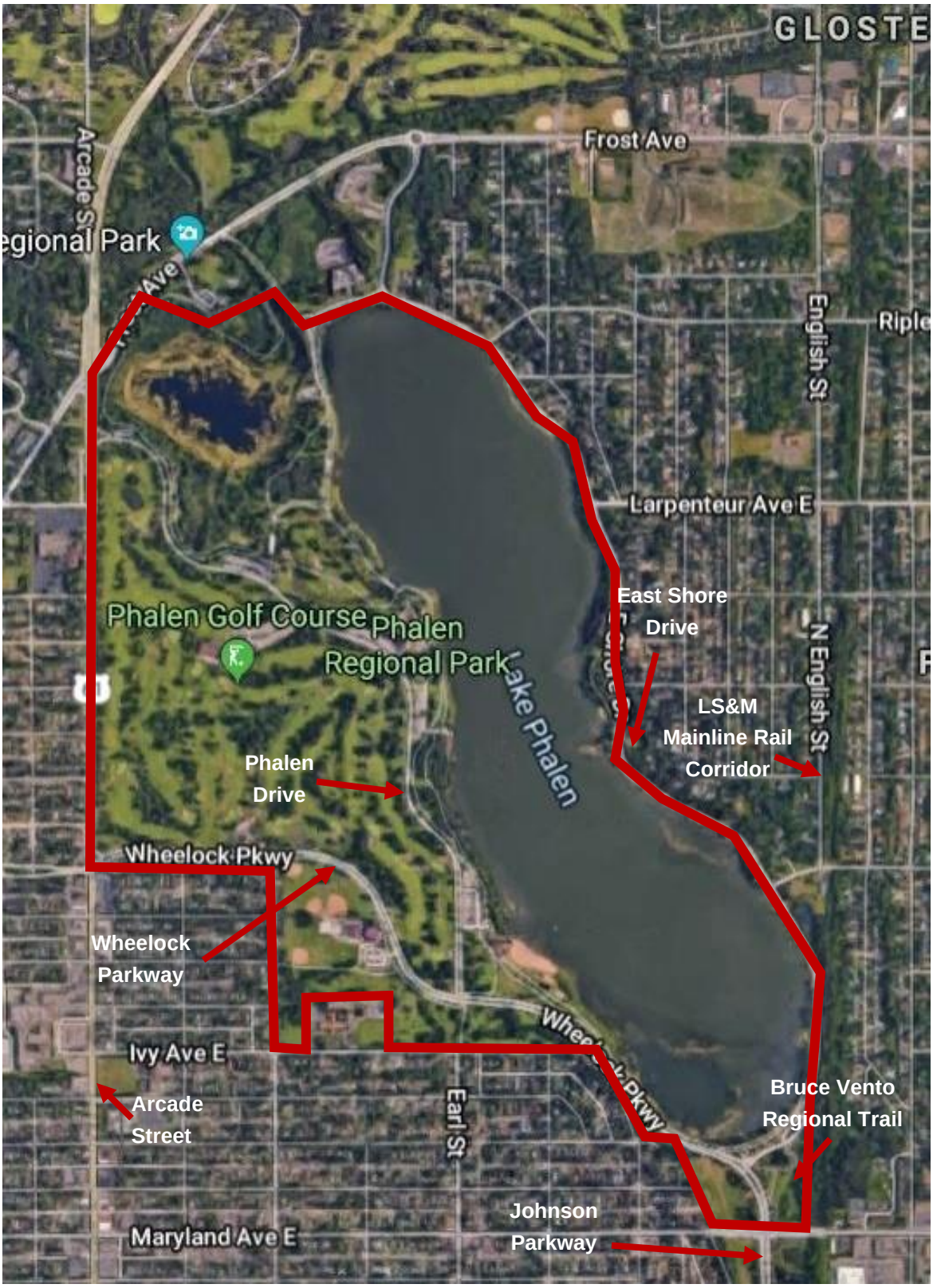


Figure 1. Approximate Phalen Park boundary.



Figure 2. Bruce Vento Regional Trail (RA-SPC-11121) east of Phalen Park and East Shore Drive (to the left), view looking northeast.

The 216-acre Lake Phalen constitutes the centerpiece and largest component of Phalen Park, around which approximately 278 acres of parkland are wrapped. Nearly all of the 278 acres of parkland are located on the west side of the lake, with the east side consisting primarily of a multi-use trail that encircles the lake. The park's amenities and buildings as well as the majority of landscape elements are sited on the west side. The primary amenities include a golf course, recreation center and playing fields, beach house and beach, lakeside activity center, and picnic pavilion and tables. Many of the buildings are sited near the shoreline. Individual descriptions of these elements follow later in the description. Park topography is characterized by rolling hills, the highest of which are located south of the Phalen Park island, near the lakeside activity center and picnic pavilion. Vegetation throughout the park is comprised of mixed-age deciduous and coniferous trees arranged in naturalistic groupings that create shaded areas separated by clearings.

Some small elements are considered a part of the landscape and not counted or described individually; these include but are not limited to gardens, retaining walls, signage, small ancillary buildings, and lighting. Larger elements and permanent features, such as buildings, circulation elements, bridges, and the golf course, are counted individually and included in a table at the end of the Description section of this evaluation.[334]

[334] Smaller buildings not intended for use by park users, such as pumphouses, did not receive inventory numbers.

Circulation

The park accommodates vehicular, pedestrian, and bicycle traffic on a series of roads and paved trails. Vehicular traffic is carried on a city street, East Shore Drive, located primarily at the east edge of the park; an internal park road, Phalen Drive (RA-SPC-11120); and parkway drives, Johnson and Wheelock Parkways, that connect to other Grand Round parks (see Figures 3 and 4). Johnson Parkway, Wheelock Parkway, and East Shore Drive were initially constructed in the early twentieth century. They intersect near the south end of the park, just south of the lake. The intersection serves as a terminus for each of these roads. From the intersection Johnson Parkway extends south exiting the park at Maryland Avenue East. East Shore Drive curves around the southeast part of the lake before turning north and following the east side of the lake to the north end of the park. Wheelock Parkway extends northwest, curving along the south shore of the lake and the golf course before exiting the park at Arcade Street and continuing on to Como Park. From Maryland Avenue to the intersection with Wheelock Parkway and East Shore Drive, Johnson Parkway becomes part of the park landscape. An open grassy area with trees along the roadway is located to the west and the Bruce Vento Memorial Grove, wetlands, multi-use trails, including the Bruce Vento Regional Trail, are to the east.



Figure 3. Johnson Parkway as it enters Phalen Park north of Maryland Avenue, view looking northeast.



Figure 4. Wheelock Parkway south of the Phalen Park Beach, looking west.

The internal ca. 1976 Phalen Drive curves through the park, providing access to many of the park's amenities and the adjacent parking lots. It begins at Wheelock Parkway near Earl Street and travels north, curving along the eastern and northern edge of the golf course, to Arcade Street. Gated entrances are located at either end of the drive, at the intersections with Wheelock Parkway and Arcade Street. The entrance at Wheelock Parkway is framed by a 1924 Kasota stone gateway (RA-SPC-11117) that was previously located at the intersection of Wheelock Parkway and Arcade Street (see Figure 5). Simple metal gates are located at the intersection with Arcade Street. Signs mark larger road intersections, specifically at the intersection of Maryland Avenue and Johnson Parkway and Larpenteur Avenue and East Shore Drive (see Figures 6 and 7). Additional interior signage indicates specific building locations.



Figure 5. Gated entrance at intersection of Phalen Drive and Wheelock Parkway, view looking northwest.





Figures 6 and 7. Signage indicating the boundary and entrances to Phalen Park at Maryland Avenue East (left) and Larpenteur Avenue (right).

Paved pedestrian and bicycle trails (RA-SPC-11122) within the park encircle Lake Phalen and Round Lake. In some areas the pedestrian and bike paths are concurrent, while in others they are separate (see Figure 8). Signage indicating bicycle or pedestrian use is placed along the trail (see Figure 9). The current paths were largely installed in 1969 and ca. 1976. Small wood fences are located between the shore and trails at select locations, particularly at the south end of the lake. At other places bollards line the trails, such as along sections of East Shore Drive. A number of bridges are located along these paths. Most span the canal, the largest and most prominent of which are the 1910 Phalen Park Arch Bridge (MnDOT Bridge L8560, RA-SPC-7135) and 1906 Island Canal Bridge (Bridge L8789, RA-SPC-7131). The Phalen Park Arch Bridge spans the canal just northwest of the island and the Island Canal Bridge spans the same waterway as it empties into Lake Phalen. There are three identical ca. 2010 prefabricated metal and wood pedestrian bridges. Two of these pedestrian bridges (RA-SPC-11108 and RA-SPC-11109) span the canal and provide access to the island. The third identical bridge (RA-MWC-256) spans the canal at the northern border of the park. A ca. 1910 concrete bridge (RA- SPC-11106) is located directly south of the Island Canal Bridge.

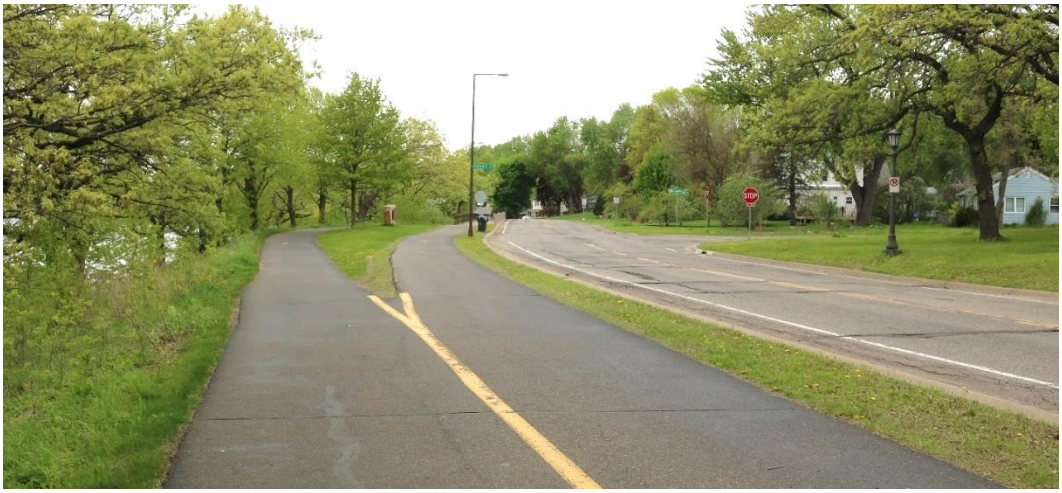


Figure 8. Paved pedestrian and bicycle trails along the east shore of Lake Phalen, illustrating how the paths converge and diverge at various locations within the park. East Shore Drive is located to the east.



Figure 9. Separate pedestrian and bicycle trails at the south end of Lake Phalen with signage (center of photograph) and wood fence (background).

Two different modern light standards line roads and paths throughout the park (see Figures 10 and 11). One type has cobra head lights (installed ca. 1985) and is primarily located along the major roads, specifically Wheelock Parkway and East Shore Drive. The second type, traditional in appearance, is more widely used and located throughout the park, primarily along Phalen Drive and interior paths. A slight variant of this type, with two lights, is located near some parking lots along Phalen Drive. Date plaques on the traditional lights (both types) indicate that they were installed in and after 1989. Date plaques were not identified on the cobra head lights.




Figures 10 and 11. Modern light standards within Phalen Park. Cobra head lights (left) are located along major streets while the "traditional" light standards (right) are located all over the park.

Landscape

Lake Phalen

Lake Phalen is the centerpiece of Phalen Park. The oblong-shaped lake has a curvy shoreline that has undergone restoration efforts since 2001.[335] The shoreline is largely covered by grasses and flowers and stabilized by natural stone riprap at many places. Stretches of mature trees and shrubs also extend along the shoreline at various locations along the lake (see Figures 12 and 13). A few retaining walls, specifically near the lakeside activity center, line the shore. Stone steps, referred to as stone access points (SAPs), provide access to the water (see Figure 14). A few ca. 2010 octagon-shaped fishing piers extend into the lake, providing additional access to the water, and a sand swimming beach is located at the southeast portion of the lake.[336] Several culverts of various size are also located along the shore and allow for water drainage into and out of the lake. The shoreline of Round Lake and the connecting canals have similar shorelines to Lake Phalen. A large ca. 1976 culvert (RA-MWC-0261) is located on the canal north of the Arcade Street entrance.

[335] The date of the shoreline restoration was indicated on a sign within the park.

[336] Additional rectangular fishing or viewing piers are located within the canal. The piers appear to be removed during winter.



Figure 12. Lake Phalen shoreline with grasses and riprap, view looking west.



Figure 13. Lake Phalen shoreline with grasses, trees, and adjacent wood fence and paved trail, view looking northeast.



Figure 14. Example of SAP providing access to the shore, view looking north.

Parkland

The parkland is predominately covered in grass with natural groupings of trees. The landscape also includes Phalen Park Island; a small wetland, located at the southeast corner of the park, east of Johnson Parkway; and the Bruce Vento Regional Trail and Bruce Vento Memorial Grove, located just west of the wetland.[337] Designed elements are also included throughout the landscape. For example, a perennial garden, named the Dragon Garden at Phalen Poetry Park, is located west of Wheelock Parkway, southeast of the recreation center. Man-made elements that appear to date from the 1960s to the present are also scattered throughout the landscape, including small retaining walls, water fountains, stone rings around some large trees, picnic tables, and benches. The picnic tables are concentrated around the picnic shelter and on the island. There are various types of benches within the park, the most common types being concrete and wood and metal and composite (see Figures 15 and 16). The concrete benches were purchased in 1961. The metal and composite type benches appear modern, likely placed within the park within the past few years. Works Progress Administration (WPA)-constructed retaining walls and steps are located north of the lakeside activity center and provide access to the building (see Figure 17). North of these steps is a 1937 Civilian Conservation Corps (CCC) monument (see Figure 18). A ca. 1976 stone seating area with adjacent steps and retaining walls is located north of the Arcade Street entrance (see Figure 19).

[337] According to a dedication plaque on a rock near the grove, the Bruce Vento Memorial Grove was dedicated on October 16, 2001.




Figure 15 and 16. Examples of bench types in Phalen Park.



Figure 17. WPA retaining walls and steps near the lakeside activity center, view looking east southeast. Note that the upper retaining walls, at the right, were not constructed by the WPA and were likely built ca. 1985 when the lakeside activity center was constructed.



Figure 18. 1937 CCC monument north of the lakeside activity center, view looking northeast.

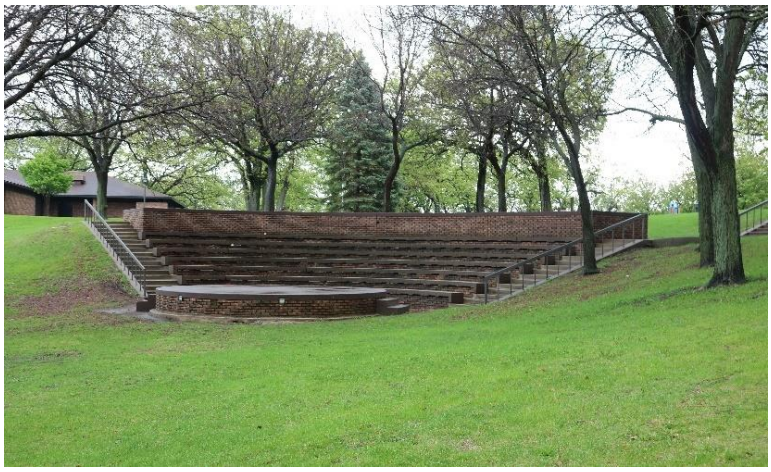


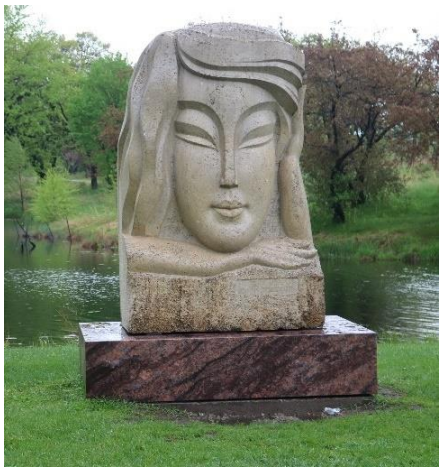
Figure 19. Ca. 1976 stone seating area with steps and retaining wall, view looking east.

Island

Many of the unique elements within the landscape are located on or around Phalen Park Island, north of the picnic pavilion. A ca. 1976 inground, brick and concrete amphitheater (RA-SPC-11110) and a 2006 statue by internationally known sculptor Master Lei Yixin called *Meditation* (RA-SPC-11111) are located between the pavilion and the island (see Figures 20 and 21). A 1964 picnic shelter (RA-SPC-11107), bonfire pit, and picnic tables are located on the island. The Chinese garden is located directly

north of the island. The Changsha-style garden includes a stone garden, paved areas, and a 2018 open-air pavilion (RA-MWC-0257) (see Figure 22).[338] Further north of the island is a man-made waterfall (Figure 23). A ca. 1960 associated pumphouse is located directly to the west. A second pumphouse, constructed ca. 1976, is located on the north side of Round Lake. An additional monument (RA-SPC-11105) memorializing the Saint Paul Winter Carnival centennial is located southwest of the island and dates to ca. 1987.





Figures 20 and 21. Phalen park amphitheater (left, view looking southwest) and Meditation *sculpture (right, view looking north), both of which are located north of the picnic pavilion.*



Figure 22. Phalen Park's Chinese garden with open air pavilion, north of the island, view looking northwest.

[338] The garden style was chosen as a result of Saint Paul's sister-city relationship with the city of Changsha in Hunan Province, China. The open pavilion is modeled after the Aiwan pavilion in Changsha China.



Figure 23. Phalen Park waterfall located north of the island, view looking northwest.

Buildings

In addition to the smaller elements located with the overall landscape, the major buildings are also clustered on the west side of the park, within or near the golf course. The following paragraphs provide individual descriptions of these major buildings as well as the golf course. The descriptions are ordered approximately from south to north. Descriptions of smaller ancillary buildings, such as the pumphouses, have not been included.

Beach house

The beach house (RA-SPC-11118) is located northwest of the beach near the shore. The 1974, L-plan, one-story building is clad in multi-colored, common-bond brick and wood siding and has a hipped roof covered in asphalt shingles (see Figure 24). It has a concrete foundation. Multiple single-leaf doors are located on the south and east elevations, near the building ell, and on the north elevation. A raised, open concrete area is located adjacent to the building ell. It is partially bordered by brick knee walls and accessed by concrete steps. Two covered walkways lead from this concrete area, through openings in the north portion of the building to a concrete area located to the north. This concrete area leads to concrete steps and eventually to the parking lot north of the building. Sand volleyball courts are located southeast of the beach area.



Figure 24. Beach house with covered walkways through the building's north portion, view looking south. Note the concrete area and steps north of the building (in the foreground).

Recreation center

The ca. 1976, one-story, rectangular-plan recreation center (RA-SPC-11119) is located west of Phalen Drive (see Figure 25). It is clad in wood shingles and stone veneer. It has a concrete foundation and a multi-level, irregular roof with flat and shed sections and a stone chimney. Stone buttresses are equally spaced along portions of the west, north, and east elevations. A large ca. 2000, arched-roof, gymnasium addition is attached to the east elevation by a one-story hyphen. The main entrance is located on the south elevation of the hyphen and is accessed by a covered walkway. Another entrance is located on the rear (north) elevation and leads to the adjacent playground, north of the building. Secondary entrances are scattered around the building and addition. Windows are fixed, metal sash. The integrity of the building has been diminished by the large ca. 2000 addition. Baseball fields and a hockey rink are located north and west of the building.



Figure 25. Phalen Park recreation center, view looking northwest.

Lakeside activity center

Built into a hill, the ca. 1985 lakeside activity center (RA-SPC-11114) is a two-story, rectangular-plan building sited along the west side of Lake Phalen, north of the Beach House (see Figure 26).[339] It is clad in brown, common-bond brick and has a hipped roof covered in asphalt shingles. The foundation is concrete and windows are sliding sash. A large concrete patio extends out into the lake, creating a large viewing area around the north, east, and south elevations. The viewing area is accessed by a concrete path that extends to the building from the west. The primary entrance is located on the second story of the front (west) elevation and is accessed by a concrete path. Stone retaining walls are located on the north side of this path. The projecting bay that is partially clad in wood siding is adjacent to the entrance. Secondary entrances are located on the other three elevations. The rear (east) elevation has a large, projecting bay and metal deck between the first and second stories. The deck is accessed from the building interior and an exterior staircase on the north end. A concrete walkway extends from the side (south) elevation to an adjacent dock.



Figure 26. Lakeside activity center with a concrete patio that extends into the lake creating a viewing area, view looking south.

Picnic pavilion

Sited atop a hill, the ca. 1976, T-plan, one-story picnic pavilion (RA-SPC-11104) is clad in multi-colored, common-bond brick and wood siding and has a hipped roof covered in asphalt shingles and a central

[339] Although secondary sources revealed that the lakeside activity center was part of the overall planned 1970s redesign (discussed in the Historic Context) of the park, according to aerial photographs, it was constructed between 1981 and 1985 (a ca. 1985 date has been assigned). This may have been due to a delay in the sewer project that, in part, triggered the redesign (see Historic Context). An exact build date could not be confirmed by the city Parks Department. Mike Gruber, "Phalen Park (College of St. Thomas Term Paper)," Spring 1979, 16, Addendum 1, page 11, Saint Paul Parks Collection, Ramsey County Historical Society; Brian Murphy, City of Saint Paul Parks Department, "Email Correspondence with Mead & Hunt, Inc.," August 29, 2019.

brick chimney (see Figure 27). It has a concrete foundation. Multiple large window and door openings, which have overhead enclosures when not in use, extend across portions of the south, east, and north elevations. Recessed bays span parts of the west and south elevations. A large concrete slab surrounds the building's northern portion.



Figure 27. Picnic pavilion with large window and door openings, view looking northwest.

Phalen Park Golf Course

The 1917 Phalen Park Golf Course (RA-XXX-002) is located within Phalen Park and bound by Phalen Drive on the east and north, Wheelock Parkway on the south, and Arcade Street on the west. The 18-hole playing course includes various hole lengths and types, such as doglegs, that are lined with trees. Several water hazards and bunkers are also scattered throughout, near the greens (see Figure 28). The tee boxes are similar in design and commonly include a bench, planter, marker, and ball washer. In addition to the playing course, the golf course includes a driving range and putting and chipping greens. The clubhouse (RA-SPC-11112, see Figure 29) is located at the north end of the course. The 1978 one-story, T-plan building is clad in wood and has a hipped roof covered in asphalt shingles and a large central brick chimney. A large deck is located on the north elevation. Windows are fixed metal sash. Two additional buildings are located on the course: a 1963 maintenance building at the southern edge (RA-SPC-11116) and a ca. 1976 restroom building (RA-SPC-11113) at the northwest corner of the course.[340]

[340] The maintenance building was formerly the recreation center.



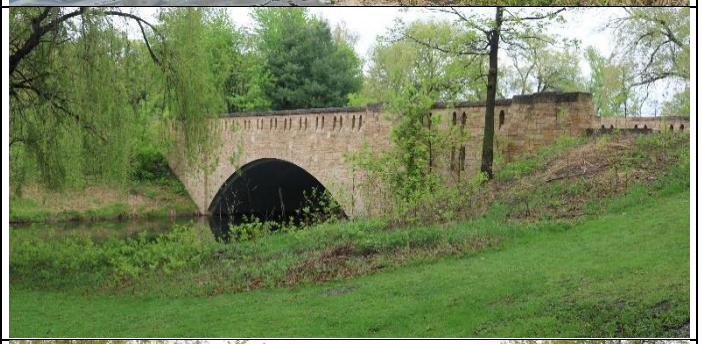
Figure 28. Phalen Park Golf Course with bunkers and water hazards near the greens, view looking south.



Figure 29. Phalen Park Golf Course clubhouse, view looking northwest.

Table 1 includes the individual contributing or noncontributing resources within Phalen Park that received inventory numbers. Elements not included in the table are considered part of the overall landscape. A map indicating the location of the elements is provided at the end of this evaluation. Some resources within the park have been previously surveyed; in these cases, the previous inventory numbers for those elements have been retained.

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park lakeside activity center	RA-SPC-11114	Ca. 1985	Noncontributing	
Phalen Park Arch Bridge (Bridge L8560)	RA-SPC-7135 (individually eligible)	1910, 1934 (rehabilitated 2012)	Contributing	
Island Canal Bridge (Bridge L8789)	RA-SPC-7131 (individually eligible)	1906 (rehabilitated 1992)	Contributing	

[341] As cited within the context, the dates of these resources are based on research materials or professional judgement based on field observations.

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park stone gateway	RA-SPC-11117	1924 (moved ca. 1976)	Contributing	
Phalen Park beach house	RA-SPC-11118	1974	Contributing	
Phalen Park recreation center	RA-SPC-11119	Ca. 1976, ca. 2000	Noncontributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Wheelock Parkway	RA-SPC-5679	Ca. 1907-1945	Contributing	
Phalen Drive	RA-SPC-11120	Ca. 1976	Contributing	
Johnson Parkway	RA-SPC-5685 and RA-SPC-8497 (individually eligible)	Ca. 1916-1945	Contributing	

Table 1. Phalen Park Resources

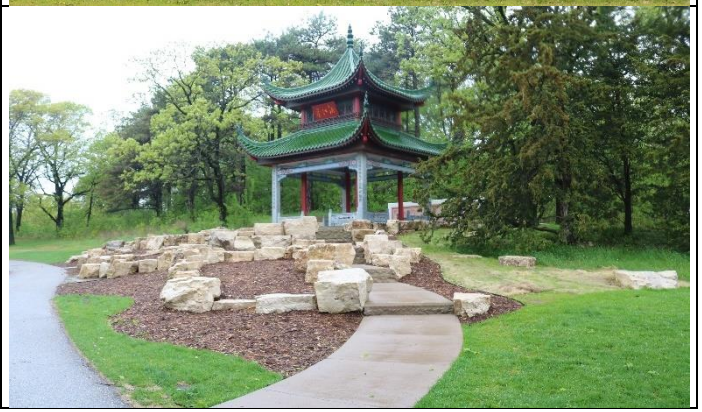
Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
East Shore Drive	RA-XXX-001	Ca. 1920	Contributing	
Phalen Park picnic pavilion	RA-SPC-11104	Ca. 1976	Contributing	
Phalen Park Xiang Jiang Pavilion	RA-MWC-0257	2018	Noncontributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park pedestrian and bicycle trails	RA-SPC-11122	1969, ca. 1976	Contributing	
Bruce Vento Regional Trail Segment	RA-SPC-11121	ca. 2000	Noncontributing	
Phalen Park Winter Carnival memorial	RA-SPC-11105	Ca. 1987	Noncontributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park CCC monument	RA-SPC-11115	1937	Contributing	
Phalen Park Golf Course	RA-XXX-002	1917, redesigned ca. 1976	Contributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park Golf Course clubhouse	RA-SPC-11112	1978	Contributing	
Phalen Park Golf Course maintenance building (formerly recreation center)	RA-SPC-11116	1963	Contributing	

Table 1. Phalen Park Resources

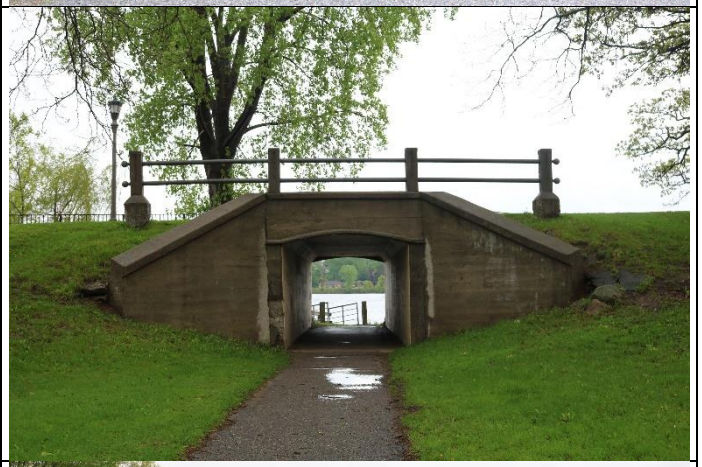
Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park Golf Course restroom building	RA-SPC-11113	Ca. 1976	Contributing	
Phalen Park concrete bridge	RA-SPC-11106	Ca. 1910, with later widening possibly ca. 1976	Contributing	
Phalen Park picnic shelter	RA-SPC-11107	1964	Contributing	

Table 1. Phalen Park Resources

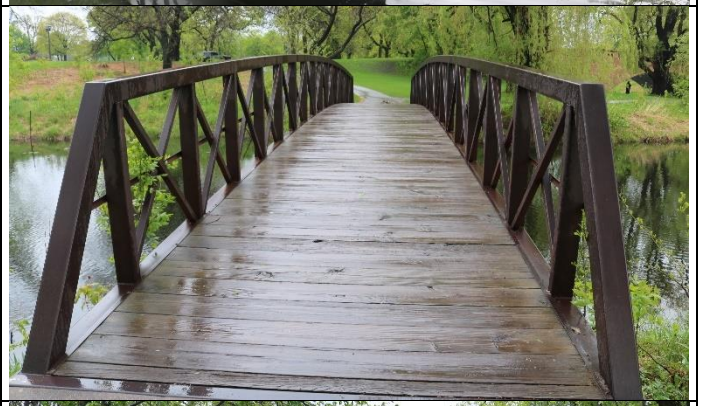
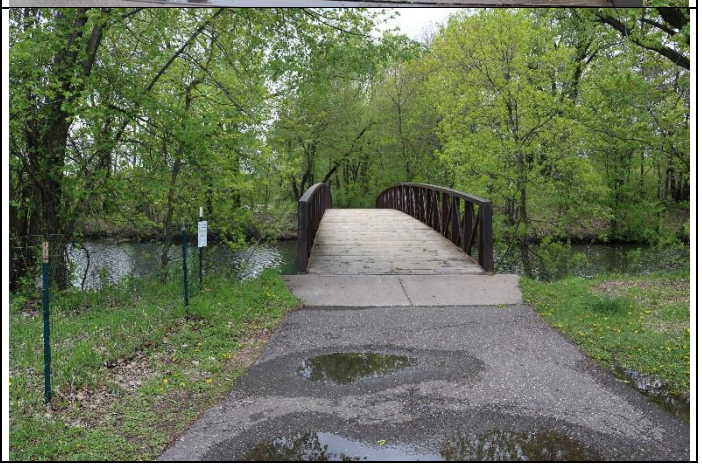
Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park pedestrian bridge to island	RA-SPC-11108	Ca. 2010	Noncontributing	
Phalen Park pedestrian bridge to island	RA-SPC-11109	Ca. 2010	Noncontributing	
Phalen Park pedestrian bridge over canal	RA-MWC-0256	Ca. 2010	Noncontributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park stone retaining walls/seating area/steps	RA-MWC-0258	Ca. 1976	Contributing	
Phalen Park amphitheater	RA-SPC-11110	Ca. 1976	Contributing	
Phalen Park *Meditation* statue	RA-SPC-11111	2006	Noncontributing	

Table 1. Phalen Park Resources

Resource	Inventory Number	Construction Date[341]	Contributing/ Noncontributing Status	Photograph
Phalen Park culvert	RA-MWC-0261	Ca. 1976	Contributing	
Bridge 90416	RA-MWC-0262	1949	Contributing	

Statement of Significance

Pre-park landscape

At the time of Euro-American settlement, the area around what would become Phalen Park was a landscape of oak woodland and brushland, which included a mix of burr and pin oak, aspen and hazel thickets, with prairie openings and a number of lakes and marshes.[342] The lake that would become known as Lake Phalen, named after an early settler of Saint Paul, was the southernmost lake in a chain of lakes to the northeast of what would become downtown Saint Paul. The lakes were formed by the movement of glaciers, which dug out basins and piled up hillsides as they retreated. Chunks of ice left behind in basins and trapped by hills melted to form lakes.[343] Lake Phalen, Lake Gervais, and Kohlman Lake (moving south to north) formed a chain that, by way of a creek that connected them, drained several marshy areas near the present-day location of Maplewood Mall into the Mississippi River (see Figure 30).[344] From the point where the creek exits the southern end of Lake Phalen, it became known as Phalen Creek.

At the time of Euro-American contact, the area around Saint Paul and Lake Phalen was claimed by both the Dakota and Ojibwe peoples. In 1837, representatives of Dakota and Ojibwe bands signed treaties to cede land between the Mississippi and Saint Croix Rivers in the east-central parts of what would become Minnesota to the U.S. government. These treaties (both ratified by Congress in 1838) opened large swaths of land, including the area around what would become Saint Paul and what we know as Lake Phalen, for Euro-American settlement and resource extraction.[345]

As discussed more thoroughly in Section 3 of the *Historic Context: Rush Line Study Area* for the Rush Line Bus Rapid Transit (BRT) project, Saint Paul developed rapidly after 1837. The city incorporated in 1854 and by 1856, the Territorial Legislature granted a charter to a private company to supply the city with clean drinking water and water for fire suppression. This first charter (along with several others) expired with no water supply system in place. In 1865, the now-State Legislature awarded the Saint Paul Water Company a new charter. The Saint Paul Water Company used Lake Phalen as a water source and built a pipeline from the lake to downtown Saint Paul. The pipeline began operating in 1869. By 1886, the company expanded the pipeline north to Lake Gervais and built pipelines to other lakes north of the city as well (see Figures 31 and 32).[346] Lake Phalen continued to provide the city with water until 1913, when

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[342] Keith M. Wendt and Barbara A. Coffin, *Natural Vegetation of Minnesota at the Time of the Public Land Survey, 1847-1907* (Minnesota Department of Natural Resources, 1988), https://files.dnr.state.mn.us/eco/mcbs/natural_vegetation_of_mn.pdf.

[343] Tim Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," *Ramsey County History* 25, no. 4 (Winter 1990): 18.

[344] L.G. Bennett, "Map of Ramsey and Manomin Counties and Hennepin East, Minnesota," 1867, James K. Hosmer Special Collections, Hennepin County Library, https://reflections.mndigital.org/catalog/mpls:250.

[345] Mary Lethert Wingerd, *North Country: The Making of Minnesota* (Minneapolis: University of Minnesota Press, 2010), 132–35.

[346] Saint Paul Regional Water Services, "Beyond the Faucet: The Story of Saint Paul Regional Water Services" (Board of Water Commissioners, Saint Paul, Minn., 2014), 4, https://www.stpaul.gov/sites/default/files/Media%20Root/Water%20Services/BeyondTheFaucet.pdf.

the pumping station at McCarron's Lake to the west in present-day Roseville was expanded.[347] At this time, the pipeline from Lake Phalen to the city system was sealed.[348]

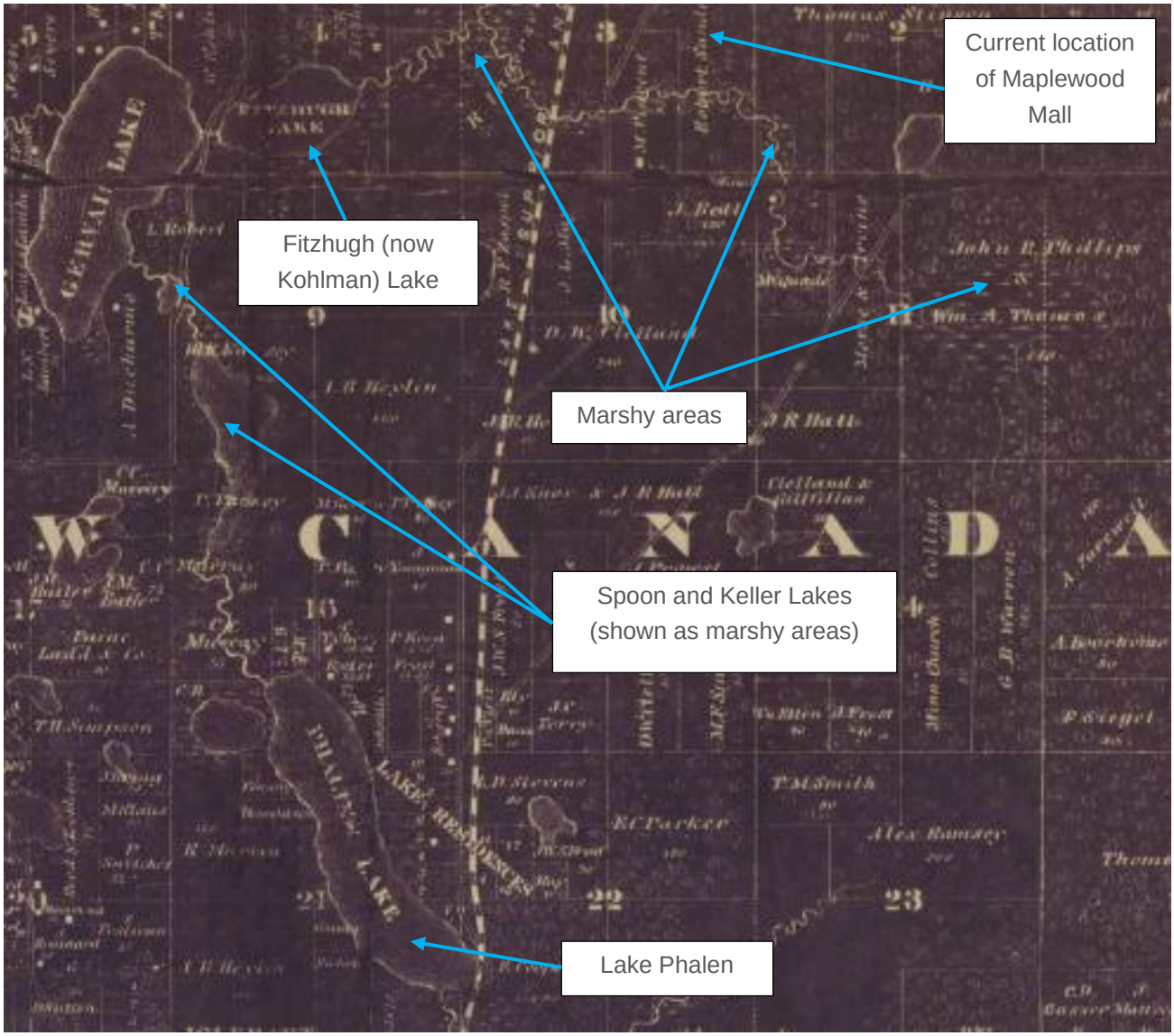

Figure 30. 1867 engraving of the area around Lake Phalen showing how the chain of lakes of which Lake Phalen is a part historically drained marshy areas to the northeast of the lake. Note that on this map Kohlman Lake, directly east of Lake Gervais, is named Fitzhugh Lake and Spoon and Keller Lakes (between Lake Gervais and Lake Phalen) are shown as marshy area.[349]

[347] Janice Quick, "Carnies and Calamities: A Carnival Midway on the Island at Phalen Park, 1903-1908," *Ramsey County History* 50, no. 2 (Summer 2015): 23.

[348] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 20.

[349] Bennett, "Map of Ramsey and Manomin Counties and Hennepin East, Minnesota."

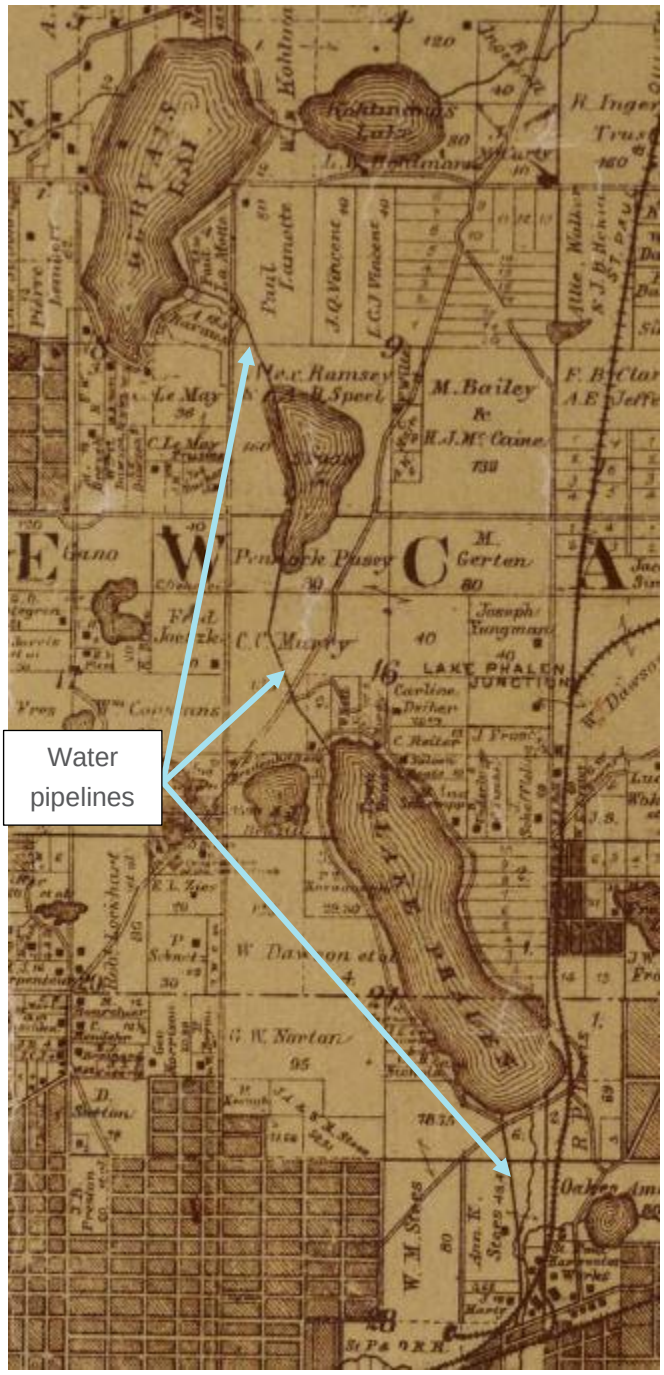

Figure 31. 1886 plat map showing the pipelines built by the Saint Paul Water Company extending from Lake Gervais through Spoon Lake and Lake Phalen toward downtown.[350]

[350] "Sheet Map of the Twin Cities and Southern Suburbs," 1886, Richfield Historical Society, https://reflections.mndigital.org/catalog/p16022coll25:104.

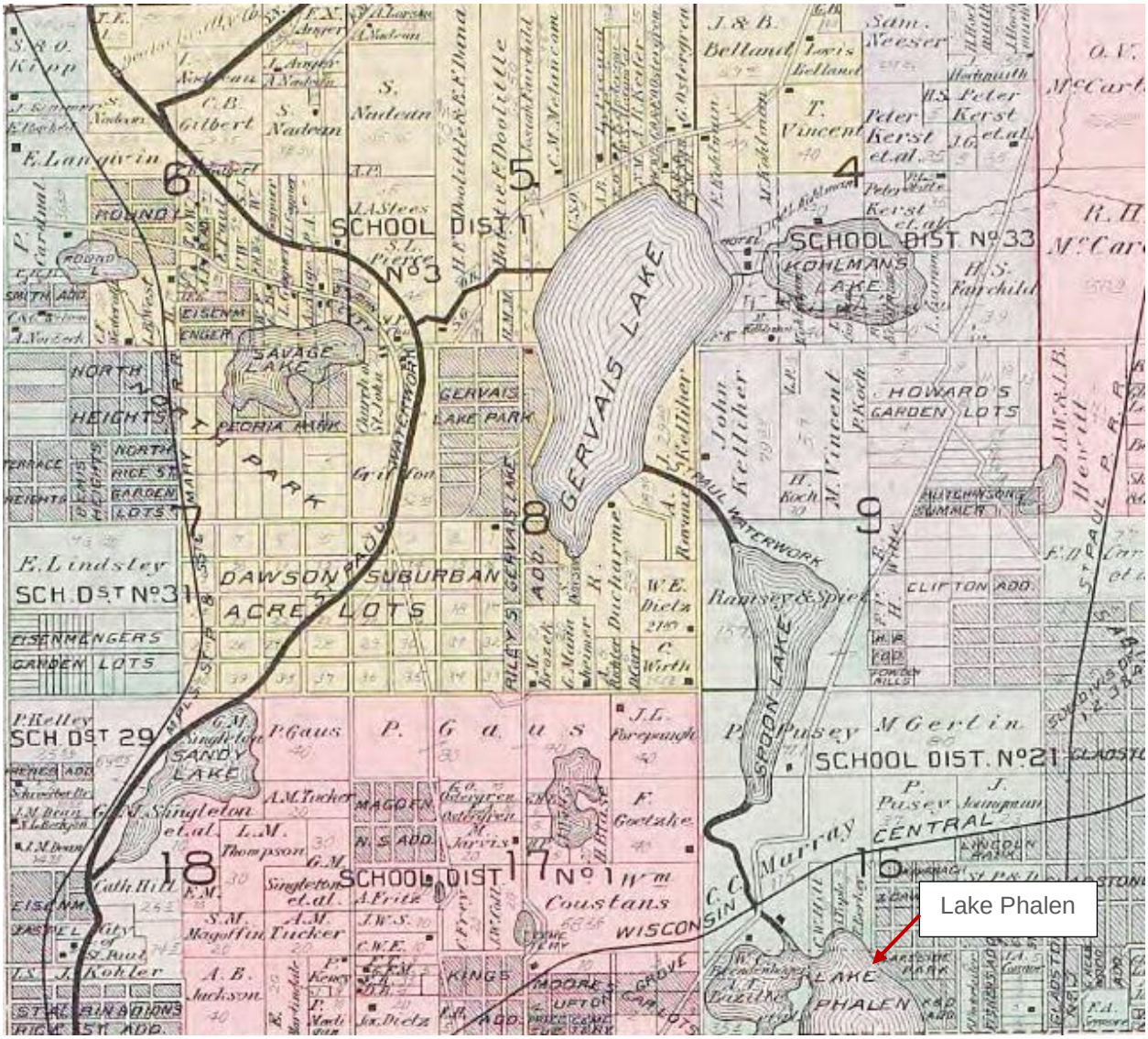

Figure 32. 1898 plat map showing the expansion of the Saint Paul water system north of the city. The dark black lines indicate pipelines connecting lakes north of the city to downtown Saint Paul. The northern end of Lake Phalen is at the lower right.[351]

The growing water system helped spur the residential development of Saint Paul as did the creation of a streetcar system, starting in 1884. The streetcar allowed people to live further from their places of work, either downtown or in industrial areas of the city and, as such, expansion of the streetcar system shaped residential development of the city.[352] The area around Lake Phalen, for instance, did not have a streetcar line until 1905, which meant that the area was generally underdeveloped and remained farmland.[353]

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[351] Dahl, *Plat Book of Ramsey County*, New Canada Townships 28 and 29.

[352] Carole Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, n.d., 5–7.

[353] "Sheet Map of the Twin Cities and Southern Suburbs," 1886, Richfield Historical Society, Richfield, Minn., https://reflections.mndigital.org/catalog/p16022coll25:104.

Additionally, development around Lake Phalen was initially restricted due to its use as a water source for Saint Paul. The restriction was short-lived, however. As the maps above show, by the 1880s, the Saint Paul water supply system extended to multiple lakes and development restrictions around Lake Phalen were lifted.[354] By the mid-1880s, developers began to plat subdivisions in the areas surrounding the lake.[355] On the west side of Lake Phalen, Patrick Kavanaugh and Samuel Dawson filed a plat for the 27-block Phalen Park subdivision in 1887 (see Figure 33).[356] The plat was roughly bound by the present-day roadways of Phalen Drive on the north, Wheelock Parkway on the south, Arcade Street on the west, and the lake on the east. Very few houses were ever built in the subdivision, all of which are nonextant. Most of the plat is currently the 1917 Phalen Park Golf Course (RA-XXX-002, redesigned ca. 1977) but also includes the ca. 1977 Phalen Park Picnic Pavilion (RA-SPC-11104) and the ca. 1985 lakeside activity center (RA-SPC-11114).

[354] "Desirable Homes by the Lakeside at Auction," *The Saint Paul Globe*, July 26, 1886, 7.

[355] "Desirable Homes by the Lakeside at Auction," 7.

[356] Saint Paul subdivision plats discussed throughout this section are available on the Ramsey County website. The 1887 plat submitted to the City and currently in possession of Ramsey County lists Samuel Dawson as one of the plat's owners, but an 1886 plat map shows the property to be owned by William Dawson, the same speculator responsible for the development of the nearby railroad community of Gladstone (see *Phase II Evaluation: Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (SHPO Inventory Number: XX-RRD-NPR001)*. 1870 census records for Saint Paul indicate that Samuel Dawson was William Dawson's son. "Sheet Map of the Twin Cities and Southern Suburbs"; United States of America, Bureau of the Census, *Ninth Census of the United States, 1870* (Washington, D.C.: National Archives and Records Administration, 1870), Roll 10, Page 3, ancestry.com; Ramsey County, "Ramsey County Scanned Survey Records," 2019, https://rcxnet.co.ramsey.mn.us/GISLibrary/ScannedSurveyRecords/CityofStPaul/.



Figure 33. 1887 Phalen Park plat filed with the City of Saint Paul. Very few houses were built in the subdivision and none are extant. The subdivision is now primarily the Phalen Park Golf Course but also includes the picnic pavilion and the lakeside activity center.[357]

By 1891, Kavanaugh and Dawson had sold the subdivision to Minneapolis resident Calvin G. Goodrich, who was heavily invested in the development of a Twin Cities streetcar system. Goodrich was thinking of building a pavilion at the lake and extending the streetcar line to the lake. He was also facing pressure from the City of Saint Paul and the local press to sell the property to the City for use as a public park rather than a private enterprise.[358]

H.W.S. Cleveland, national trends in park design, and the early Saint Paul Park System

The beginnings of the Saint Paul Park System can be traced to the late nineteenth century and to the heavy influence of landscape architect Horace William Shaler (H.W.S.) Cleveland. Prior to the 1870s, parks in Saint Paul were generally small and the city lacked an overarching, planned park system. In 1872, Cleveland was invited to give lectures in both Minneapolis and Saint Paul where he encouraged city leaders to take advantage of the natural landscapes of the Twin Cities and procure and preserve the picturesque elements of those landscapes. In Saint Paul, Cleveland urged the City to procure the Mississippi River Gorge and high promontory points within the city for parkland. At the northern edge of

[357] Saint Paul subdivision plats are available on the Ramsey County website.

[358] "Pretty Phalen Park," *Saint Paul Globe*, August 16, 1891, 12.

the city, he suggested the City acquire Como Lake and Lake Phalen for large recreational parks that could be connected by broad boulevards or parkways.[359]

Cleveland's 1872 lectures had several effects. According to Virginia Luckhardt and Professor William Tishler, just weeks after Cleveland's lectures, the State Legislature approved the purchase of 650 acres of land in Saint Paul for what would become Como Park.[360] Later, in 1889, the legislature authorized the city to sell bonds to pay for park improvements. Additionally, Cleveland was hired for a number of design jobs in the Twin Cities. Further development of his park system plans for the Twin Cities, however, could not proceed without the establishment of city park boards. To that end, the Saint Paul Board of Park Commissioners was organized in February 1887 and Cleveland was hired in June of that year. He began his work for the Saint Paul Park Board sometime in 1888. He worked concurrently in Saint Paul and Minneapolis for a time and ended his work with Saint Paul ca. 1891.[361]

Cleveland would design park systems for both Minneapolis and Saint Paul. These designs emphasized the natural landscape and connected public parks designed and built around lakes and other landscape features with broad parkways.[362] In Minneapolis, this system is currently known as the Grand Rounds and in Saint Paul as the Grand Round. The names refer to the circular patterns of parkways connecting the parks (see Figure 34).

[359] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota* (Prepared for the City of Saint Paul and SEH, Inc., June 2016), 5–10; William H. Tishler and Verginia S. Luckhardt, "H.W.S. Cleveland: Pioneer Landscape Architect to the Upper Midwest," *Minnesota History Magazine* 49, no. 7 (Fall 1985): 282–84.

[360] Tishler and Luckhardt, "H.W.S. Cleveland: Pioneer Landscape Architect to the Upper Midwest," 283.

[361] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 12–15.

[362] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 13–15.

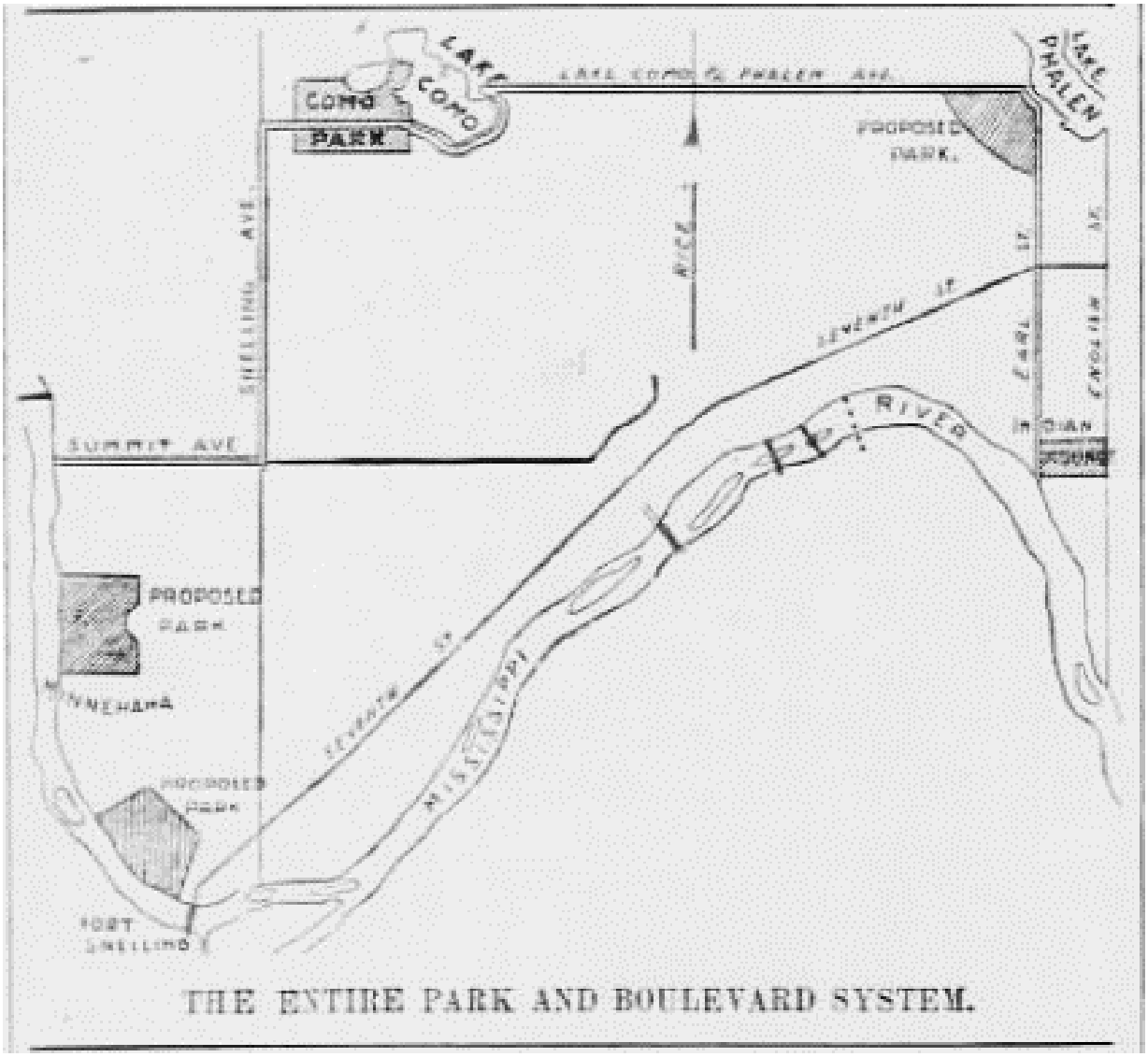

Figure 34. Map from an 1891 newspaper article showing the proposed park and boulevard system in Saint Paul. This system was based on Cleveland's recommendations and was a circular system of boulevards connecting parks that highlighted the natural beauty of the city. Lake Phalen and the location of the future Phalen Park is located in the upper right.[363]

Cleveland's emphasis on natural landscapes and naturalistic designs was part of a broader, national trend in park design. Earlier in his career, shortly after the Civil War, Cleveland worked briefly with Frederick Law Olmstead and Calvert Vaux designing Prospect Park in Brooklyn, New York. Olmstead had previously designed New York City's Central Park and was a mentee of landscape architect Andrew Jackson Downing. These individuals drew on the traditions of English picturesque and naturalistic landscape design and advocated for the design of similar landscapes in the U.S. Naturalistic parks that eschewed city grids and immersed a visitor in natural beauty, they argued, created a respite

[363] "Pretty Phalen Park."

from and a remedy to the ills of late-nineteenth-century urban life.[364] Cleveland brought these ideals to bear on his designs for park systems in both Minneapolis and Saint Paul, and they heavily influenced the early design of individual elements of those systems, such as Phalen Park.

Phalen Park construction history

Acquisition of land for Phalen Park began in 1892. The work of Cleveland and the broader movement of naturalistic parks heavily influenced the initial design of the park, but later park leaders and new national trends also influenced the way the design of the park evolved to meet the changing needs of Saint Paul residents. The following discussion lays out the construction history of Phalen Park and traces how the evolution of the park's design was tied to changing national trends in park design, construction, and use.

The discussion begins with the acquisition and initial design and construction of the park, which lasted from roughly 1892 to 1905. This phase of design and construction was closely tied to Cleveland's plan for a park that preserved and showcased the natural beauty of the landscape and was connected to similar city parks by a series of parkways. Starting in 1906, then-park commissioner Frederick Nussbaumer began what this discussion refers to as the first refurbishment of the park, which was a period of reconstructing initial design elements as well as constructing new ones. This first refurbishment lasted from roughly 1906 to 1929. Nussbaumer was heavily influenced by national trends in park design that emphasized the importance of recreation for urban populations. As a result, the park design evolved to include a number of recreational areas and associated buildings and structures. The second refurbishment took place from roughly 1935 to 1937 and was largely carried out by the Works Progress Administration (WPA). This period did not see a major redesign of the park and continued to emphasize the importance of recreation but did see an evolution in park design related to the increased use of automobiles in the park. Amongst other construction, this period saw the improvement of roadways and the construction of parking lots for visitors arriving to the park by automobile. World War II limited the amount of work done on the park and little in the way of major improvements took place after the war in the 1950s and 1960s. In the 1970s, however, the growing environmental movement helped shape new trends in park design. These trends emphasized ecology and stewardship of natural landscapes and shaped the third refurbishment of the park, which ran from roughly 1969 to 1978. In Phalen Park, this meant the design of the park evolved to limit the presence of automobiles and become more pedestrian friendly. It also meant reemphasizing and restoring the natural beauty of the park initially praised by Cleveland in the late nineteenth century.

Acquisition, initial design, and construction (1892-1905)

Acquisition of land for Phalen Park began in 1892 and by 1899, the Board of Park Commissioners had amassed 129.5 acres of land for the park. Although Cleveland recommended acquisition of land around

[364] "Andrew Jackson Downing, 1815-1852," *The Cultural Landscape Foundation*, 2018 2001, https://tclf.org/pioneer/andrew-jackson-downing; Tishler and Luckhardt, "H.W.S. Cleveland: Pioneer Landscape Architect to the Upper Midwest," 281–82; Melvin Kalfus, *Frederick Law Olmsted: The Passion of a Public Artist* (New York: New York University Press, 1991).

Lake Phalen for a park, he did not develop specific designs for the park itself.[365] The design the Saint Paul Board of Park Commissioners pushed by 1895 called for an "Aquatic Park," which extended north from Lake Phalen and Phalen Park (limited primarily to the west side of the lake) to Lake Gervais and Lake Kohlman. A canal connected the lakes for boating and canoeing visitors, and boulevards circumnavigated Lakes Phalen and Gervais and ran along both sides of the canal (see Figure 35). In its 1895 annual report, the Board, like Cleveland, extolled the natural beauty of the lake and its surrounding landscape and saw the plan for an Aquatic Park as complementing and furthering that beauty, writing:

> Nature has been lavish in the wealth of picturesque natural features with which it has endowed St. Paul. If it is fortunate in the acquisition of such a landscape park as Como it is still more fortunate in the possession of such a royal necklace of aquatic gems as the Phalen chain of lakes and streams…. [If improvements are completed,] It would form the most unique and beautiful aquatic park possessed by any considerable city in inland America."[366]

The plan even proposed to line the canal with electric lights, which would "convert it into a dream of beauty for the lovers of aquatic recreation in the cool summer nights."[367]

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[365] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 20.

[366] Board of Park Commissioners, City of Saint Paul, *Fourth Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending March 1, 1895* (Saint Paul, Minn.: The Pioneer Press Company, 1895), 20, https://reflections.mndigital.org/catalog/spp:3822.

[367] Board of Park Commissioners, City of Saint Paul, *Fourth Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending March 1, 1895*, 21.

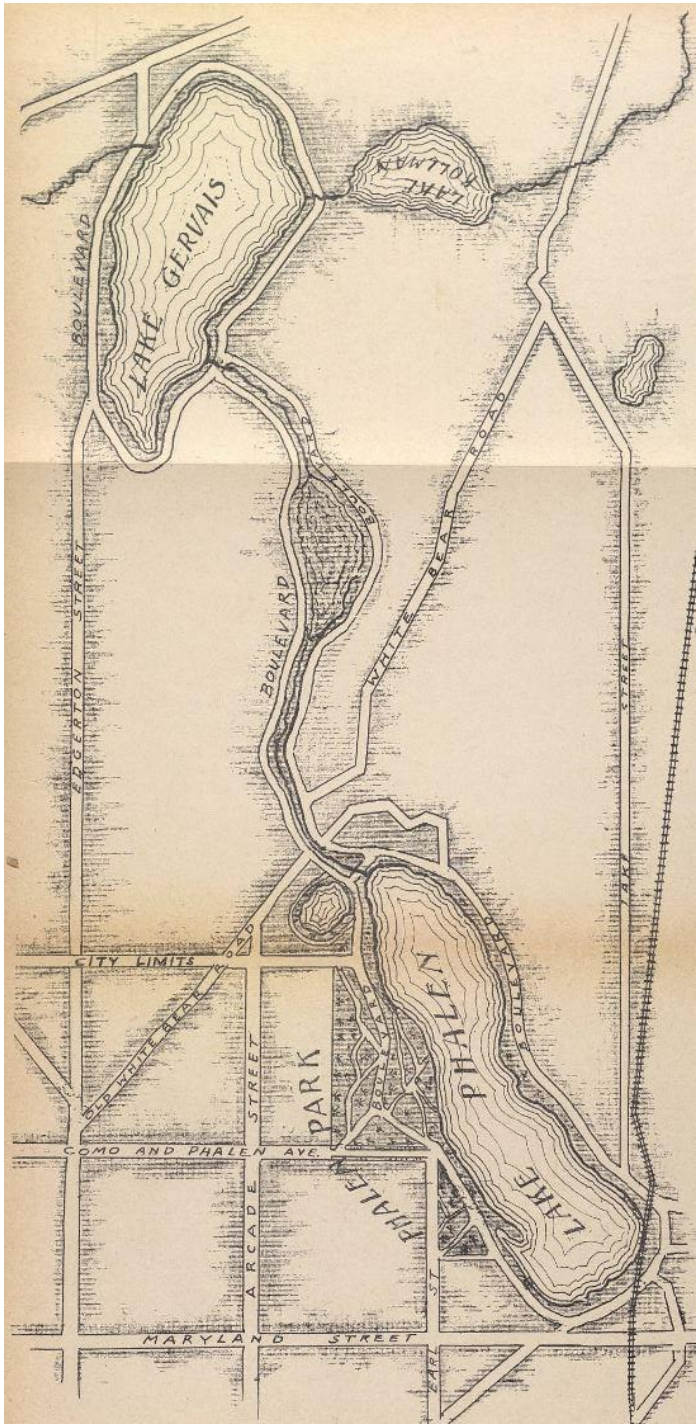

Figure 35. 1895 plan of Phalen Park (on the west side of the lake) and the system of canals and boulevards that planners hoped would comprise the Aquatic Park.[368]

[368] Board of Park Commissioners, City of Saint Paul, *Fourth Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending March 1, 1895*, n.p.

The dredging of the natural stream between Lakes Phalen and Gervais to create a canal was slowed by the process of acquiring land along the stream. Although dredging began on the canal in 1901, the process of acquiring land adjacent to the canal continued into at least until 1913.[369]

Dredging also took place at the southeastern corner of the lake, although work likely began earlier than the initial dredging of the canal as some of it was undertaken by the Saint Paul & Duluth (StP&D) Railroad (originally the LS&M). As detailed in the Phase II Evaluation of the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (Inventory No. XX-RRD-NPR001), the StP&D realigned the railroad roadway at that corner of the lake in the late nineteenth century. When the railroad roadway was first constructed in the late 1860s, the track was routed to the east of the lake. The roadway continued around Lake Phalen for a little under one-half mile, until approximately 400 feet south of current Nebraska Avenue East, where it then straightened out and headed in a northeast/southwest direction. As part of the late 1880s realignment and regrading project, the StP&D shifted the roadway at Lake Phalen to the west, across the southeastern corner of the lake. The exact date of the realignment in this area cannot be determined as sources are contradictory.[370] In addition to work done by the railroad to fill in a portion of the lake, beginning in 1899, the Saint Paul Board of Park Commissioners attempted to "tame" the lakeshore by dredging the lake and surrounding wetlands to create park land.[371] This is likely when the lake was filled in and acquired its current footprint.

Aside from the early dredging of the canal and work along the southeastern shore of the lake, little improvement to the park was made before 1902.[372] In that year a picnic pavilion (nonextant) was built on a wooded hillside near the western shore of the lake (see Figure 36). The pavilion was located just southwest of the extant ca. 1985 lakeside activity center (RA-SPC-11114). In 1903, one of the most enduring features of the park, the circular lagoon and island between Round Lake and Lake Phalen, was constructed. This area was a natural marshland, which designers dredged to create a canoeable lagoon between the two lakes. The dredged material was used to create an island suitable for recreational use.[373] Although the dredging destroyed much of the natural marshland, the lagoon and the island are an example of the naturalistic park landscaping championed by Cleveland and realized by early park designers. Primary and secondary source research did not indicate that dredging the lake was a concern regarding the continued use of the lake as a water source for the city. It is possible that the dredging may have helped water flow more readily (as opposed to remaining stagnant in a swamp) and thus increased water quality, although this is merely conjecture.

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[369] Board of Park Commissioners, City of Saint Paul, *Twenty-Third Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending December 31, 1913*, 8.

[370] "Suburban Social," *Saint Paul Globe*, June 16, 1889, Newspapers.com; Dahl, *Plat Book of Ramsey County*; G. Jay Rice, "Rice's Map of St. Paul, Minnesota," 1900, The Michael Fox Map Collection, Minnesota Historical Society Collections, http://collections.mnhs.org/cms/display?irn=10062029.

[371] Bill Bartodziej and Simba Blood, "Injecting Biology along Riprap Shorelines," *Land and Water*, April 2005, 7.

[372] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 4.

[373] Quick, "Carnies and Calamities: A Carnival Midway on the Island at Phalen Park, 1903-1908," 19.



Figure 36. 1903 map of Phalen Park. Note that the only building shown is the 1902 picnic pavilion (nonextant, circled in red), on which construction began in 1902. The bathhouse and beach on the eastern shore of the lake and the lagoon and island in the northwestern portion of the park are not shown as they would have either been under construction or newly constructed at the time of this rendering.[374]

Almost immediately after its construction, the island began to settle. More fill was added until it stabilized in 1905. In that year, an amusement park was built by a private operator on the island and two temporary wagon bridges and a footbridge were built across the lagoon.[375] Also that same year, the

[374] Saint Paul Board of Park Commissioners, *Annul Report, Board of Park Commissioners, Saint Paul, Minnesota, Souvenir Edition*, 1903.

[375] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 4–5.

Forest Street-Phalen Park streetcar line was completed.[376] The streetcar followed Forest Street north into the park to a streetcar station (nonextant) just west of the picnic pavilion. Amusement park visitors had the option of either walking from the streetcar station to the island or riding a miniature railroad, which picked up passengers just north of the pavilion and ferried them across the lagoon to the island.[377]

The amusement park was short-lived. Some members of the Board of Park Commissioners did not see the amusement park as appropriate for the park, intended to emphasize the natural beauty of the landscape. As commissioners wrote in 1907, Phalen Park's "wealth of picturesque natural features and aesthetic propriety are degraded by the screeching sounds of organs and whistles and the deafening noise of roller coasters and miniature railways, etc., the innovation of which was a mistake, and should be rectified as soon as opportunity permits."[378] Additionally, the amusement park operator and park officials disagreed as to who had responsibility for constructing appropriate restroom facilities. Ultimately, park officials constructed outhouses with wooden vaults that regularly leaked, leading the Saint Paul Board of Water Commissioners to fear contamination of Lake Phalen and city's water supply. These issues led to the closure of the amusement park in 1908 and the conversion of the island into a tranquil picnic area.[379]

First refurbishment (1906-1929)

While the canal, lagoon, and island functioned to emphasize the natural beauty of the park, the picnic pavilion, amusement park, and later the picnic area served more recreational purposes. Frederick Nussbaumer became the Saint Paul park superintendent in 1891, a year before the acquisition of land for Phalen Park began. While Nussbaumer believed in the virtues of the naturalistic landscape park outlined by Cleveland, he also championed the importance of recreational spaces for urban residents. This idea was linked to the playground, or recreation movement that gained traction during the Progressive Era and argued that parks with organized recreational facilities and activities for the urban working class (many of whom were immigrants to the U.S.) could help individuals maintain clean and healthy lives in line with middle-class values at the time.[380] This movement shaped national trends in park design and shaped the way Phalen Park evolved in the first decades of the twentieth century. This period saw the growth of recreational areas and their associated buildings and structures throughout the park.

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[376] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 277–79.

[377] Quick, "Carnies and Calamities: A Carnival Midway on the Island at Phalen Park, 1903-1908," 19–20.

[378] Board of Park Commissioners, City of Saint Paul, *Seventeenth Annual Report of the Board of Park Commissioners of the City of St. Paul for the Year Ending December 31, 1907* (Saint Paul, Minn.: Review Publishing Company, 1908), 25, Hathi Trust.

[379] Quick, "Carnies and Calamities: A Carnival Midway on the Island at Phalen Park, 1903-1908," 23.

[380] Andrew J. Schmidt, "Planning St. Paul's Como Park: Pleasure and Recreation for the People," *Minnesota History* 58, no. 1 (n.d.): 42, 54–55.

Early in this period, much of the focus was on providing adequate access to the park and its recreation areas. The temporary wagon bridges built in 1905 were quickly replaced. For example, the metal Bedstead truss Island Canal Bridge (MnDOT Bridge L8789, RA-SPC-7131, individually eligible) was built in 1906 to provide visitors access to the picnic island. The bridge is significant as an example of a Bedstead truss bridge, which is an uncommon bridge type in the state, and for its association with an early and important bridge manufacturer in the state, the Saint Paul Foundry Company.[381] Similarly, the three-span, closed-spandrel, reinforced-concrete Phalen Park Arch Bridge (L87600, RA-SPC-7135, individually eligible) was constructed in 1910 to serve the same purpose. The bridge was remodeled in 1934 and again in 2012-2013.[382]

Before arriving at the island lagoon, visitors first had to make their way to the park itself. The 1905 streetcar line was a popular way for many visitors to arrive at the park, but Cleveland, and Nussbaumer after him, envisioned parkways providing visitors scenic access to the park and connections to the city's other parks. Parkways were intended to be scenic roadways. They were broad boulevards, usually divided roadways with a landscaped median and tree canopy that generally spread the length of the parkway.[383]

Wheelock Parkway, connecting Como Park to Phalen Park, was planned in 1907 and land acquired shortly after. Grading and construction of the parkway occurred between 1909 and 1916. In 1909, construction on a carriage and automobile entrance to the park at the corner of Arcade Street and what would become Wheelock Parkway began. It eventually served as a major access point to the park and the termination point of Wheelock Parkway. As discussed below, this entrance to the park is nonextant and the parkway now travels through Phalen Park and terminates at the junction with Johnson Parkway at the southern end of Lake Phalen.[384]

Condemnation and acquisition of land for Johnson Parkway began in December 1909 and, by 1910, plans were in place for the parkway to travel south from Phalen Park to Indian Mounds Park, located on the Mississippi River, southeast of downtown Saint Paul. Grading of the parkway, however, did not begin until 1916. The section of Johnson Parkway from Seventh Street East to Phalen Park was not acquired and completed until the 1920s. According to secondary source research, the completion of this last segment of Johnson Parkway coincided with improvements at the southern end of the park between 1920 and 1929. This part of the park was largely marshland, so to create a more "park-like

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[381] Minnesota Department of Transportation, "Island Canal Bridge (Bridge L8789)," *Historic Bridges Website*, accessed July 11, 2019, https://www.dot.state.mn.us/historicbridges/L8789.html.

[382] Minnesota Department of Transportation, "Phalen Park Arch Bridge (Bridge L8560)," *Historic Bridges Website*, accessed July 11, 2019, https://www.dot.state.mn.us/historicbridges/L8560.html.

[383] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 25.

[384] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*, 30.

appearance," the southern end of the lake was dredged, and the marshland filled and graded.[385] This work was likely a continuation of the earlier, late-nineteenth-century dredging of the lake and part of the continual maintenance and improvement of this end of the park. It was not associated, however, with the realignment of the railroad roadway, which aerial photographs show was completed by this time.[386]

In addition to building bridges and parkways to provide greater access to the park, a large expansion and refurbishment of recreation areas, buildings, and structures occurred during this period. In 1909, for instance, electric lights were added to the picnic pavilion and a shelter building and swings were added to the picnic areas nearby. Three wells were dug in the park to provide drinking water to visitors, and public restrooms were built. In 1912, a bandstand (nonextant) was built near the picnic pavilion and in 1913, a sheltered canoe dock (nonextant) was built along the shore of the lagoon.[387] In 1917, a swimming beach, beach house, refreshment stand, shelter building, and playground (all nonextant) were all constructed near the current swimming beach area.[388] That same year, athletic fields were laid out near the current golf course maintenance building and the golf course itself was laid out in the southwestern corner of the park. It was the first City-owned and operated golf course in Saint Paul.[389] The golf course is extant although, as discussed below, was remodeled in the 1930s and again in the 1970s. The athletic fields and recreational buildings and structures constructed during this period are nonextant.

The trend of building and refurbishing recreational areas, buildings, and structures continued into the 1920s. The original picnic pavilion suffered winter storm damage and was replaced in the summer of 1922. The new picnic pavilion (also nonextant) was moved away from the shoreline slightly southwest of the current picnic pavilion. At the same time, an amphitheater (nonextant) was built into the hillside near the lagoon. In 1923 a boathouse, boat docks, and refreshment stand (all nonextant) were built near the lagoon at the shoreline of the lake. An addition was made to the beach house and more playground equipment added to the beach area. A path was laid along the forested hilltops of the park, connecting the beach area to the pavilion. At the northern edge of these hills, a rustic stone stairway was built into the hillside. In 1924, baseball diamonds and tennis courts were added to the recreation area located near the current golf course maintenance building. In 1925, a concrete dance platform (nonextant) was built near the picnic pavilion. In 1926, the sheltered canoe docks were rebuilt and a

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[385] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 8.

[386] *Aerial Photographic Atlas of the City of Saint Paul, Minnesota* (St. Paul Public Library, St. Paul, Minn., 1925), 4, https://reflections.mndigital.org/catalog/spp:142.

[387] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 6.

[388] Some sources suggested that there may have been an earlier swimming beach and beach house located on the east side of the lake. Other sources, however, state rather clearly that no swimming was allowed in the lake until after 1915 as, prior to that date, the lake was still a source of drinking water for the city. Quick, "Carnies and Calamities: A Carnival Midway on the Island at Phalen Park, 1903-1908," 22–23.

[389] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 6; Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 19.

year later, the golf course was remodeled and expanded.[390] Figures 37 and 38 show the locations of these elements, all of which are nonextant or have since been replaced.

In the 1910s and 1920s, the growing popularity of the automobile meant that more and more visitors were arriving at the park by auto. As a result, the park design shifted to include roadways and parking lots. Sometime around 1917, for instance, a driveway and parking lot were built around the bandstand near the picnic pavilion (see Figures 37 and 38). In 1921, the boulevard around the lake, known then as Lake Shore Drive, was surfaced with clay to make driving automobiles on it easier. The boulevard was paved in 1924. Also in 1924, a Kasota stone gateway (RA-SPC-11117) was added to the entrance at the corner of Arcade Street and Wheelock Parkway to emphasize its importance and increasing use.[391] This gateway is extant but, as described below, was moved to a different location during the third refurbishment in the 1970s.

[390] Gruber, “Phalen Park (College of St. Thomas Term Paper),” 8.

[391] Gruber, “Phalen Park (College of St. Thomas Term Paper),” 7.

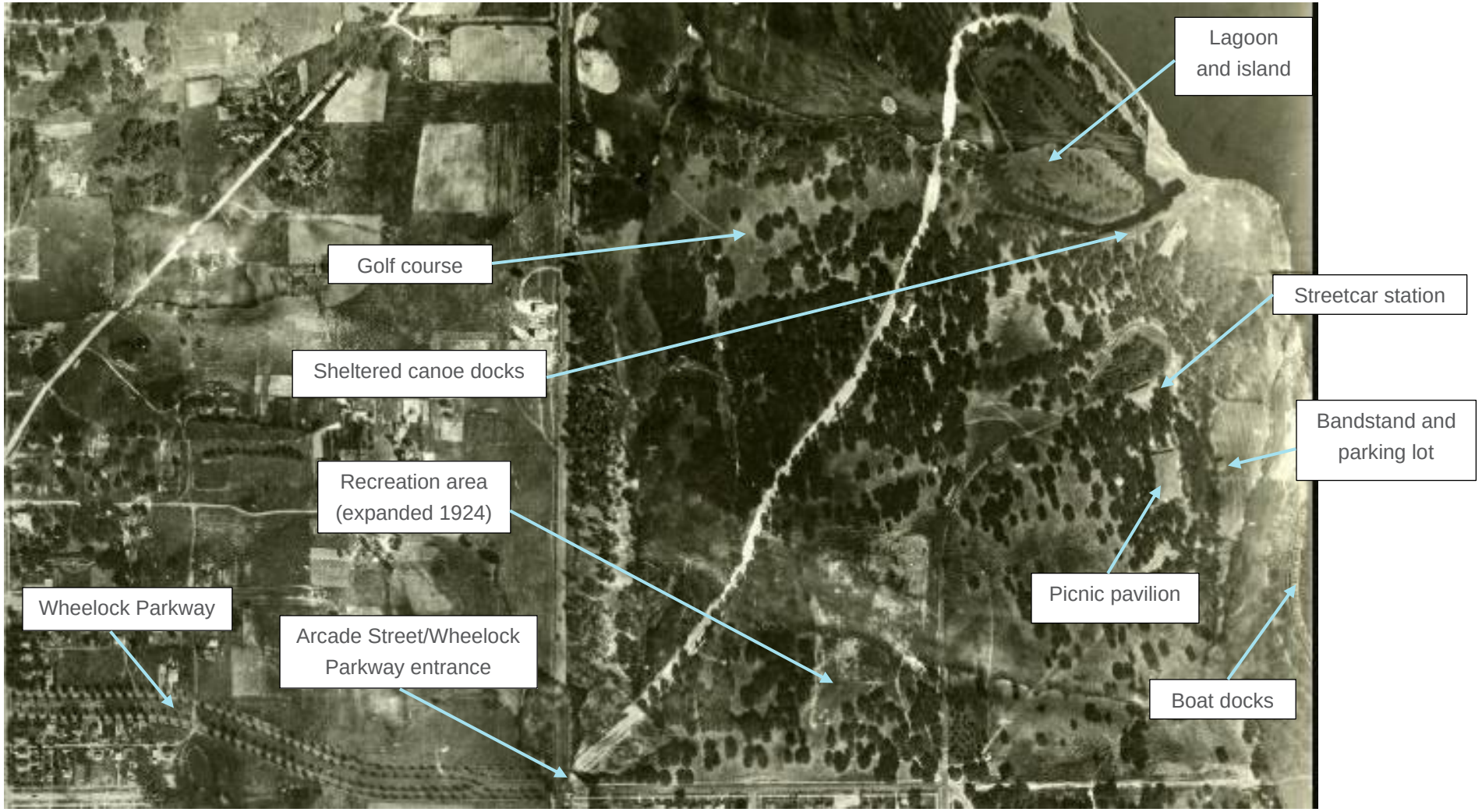

Figure 37. 1923 aerial image showing the design of the western portion of Phalen Park at that time.[392]

[392] "Aerial Photograph, Ramsey County, 6-1," 1923, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/aerial_photos/stpaul1923/6-1.jpg.

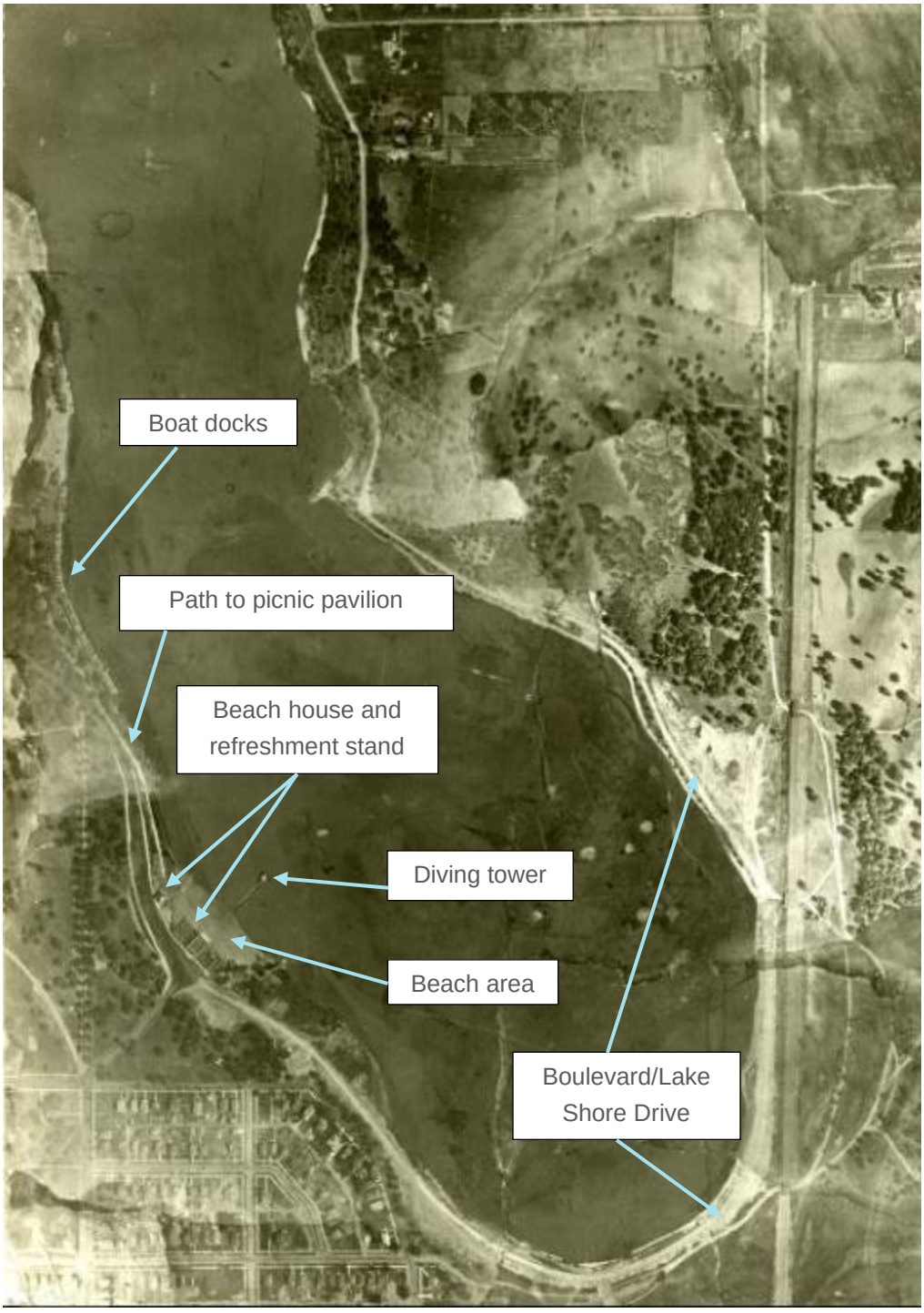

Figure 38. 1923 aerial image showing the southern and eastern portions of Phalen Park at that time.[393]

Second refurbishment (1935-1937)

The onset of the Great Depression in 1929 slowed improvements in Phalen Park except for work done under the auspices of the federal work-relief program, the WPA. The work done by the WPA did not alter the design changes made during the first refurbishment and the focus of new park construction

[393] "Aerial Photograph, Ramsey County, 7-1," 1923, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/aerial_photos/stpaul1923/7-1.jpg.

continued to emphasize the importance of the park's recreational elements. By 1936, for instance, the WPA had reconstructed the beach house and the beach house shelter. It also regraded and landscaped the beach area and rebuilt a preexisting diving tower. The picnic pavilion was remodeled to include modern toilets and showers, a kitchen, and a lunchroom. The WPA also rebuilt the boat docks and constructed a stone boat house east of the picnic pavilion, and refurbished the golf course.[394]

Most of the WPA work in the park is nonextant. Two elements that are extant include retaining walls and the rustic stone steps near the current location of the lakeside activity center (see Figure 39).[395] Although primary and secondary source research did not indicate that the Civilian Conservation Corps (CCC), federal relief program did any construction work in the park, the CCC did erect a monument at the base of the stone steps in honor of CCC members nationwide who had lost their lives (RA-SPC-11115, see Figure 40). The monument is made of round stones from CCC camps where enrollees had lost their lives. According to secondary sources, President Franklin Delano Roosevelt also sent a stone slab from Washington, D.C.[396]



Figure 39. Image of the rustic stone steps and retaining wall (between the two sidewalks) built by the WPA. The concrete steps themselves appear to have been replaced but the walls remain. The larger upper wall and the lakeside activity center date from ca. 1985.

[394] W. LaMont Kaufman, General Superintendent of Parks, City of St. Paul, "Bureau of Parks," ca 1935, n.p., Saint Paul Parks Collection, Ramsey County Historical Society; Gruber, "Phalen Park (College of St. Thomas Term Paper)," 9.

[395] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 21; Kaufman, General Superintendent of Parks, City of St. Paul, "Bureau of Parks," n.p.

[396] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 21.



Figure 40. Image of the CCC monument near the base of the WPA-built rustic stone steps. Each stone in the monument comes from a camp where a CCC enrollee lost their life.

With the onset of World War II, WPA work shifted from civilian to military projects. Only minor improvements to the park were made in the 1940s and 1950s, and no major redesign of the park or its buildings or structures occurred. Starting in the 1950s, the level of Phalen Lake began to drop, most likely due to two factors. First, the pipeline that had historically carried water from Lake Phalen to Saint Paul that was sealed in 1913 was probably leaking. Second, the dredging of the lake that had occurred throughout the park's history had possibly removed clay that prevented water from draining out through the bedrock.[397] The sinking water level threatened recreational activities on the lake.

Starting in 1959, a series of efforts were put into place to counteract the dropping lake level. During the winter of 1959-1960, workers drilled holes into the lake bottom, filling them with ash that would expand in water, creating a sort of plug. In 1960, a dyke was constructed across the south end of the lake and the dam built in the canal north of Phalen Park in the 1930s was left open. In 1960, a well and pumphouse were built north of the lagoon to stabilize water levels. Water pumped from the well flowed over a limestone retaining wall, creating a waterfall at the lakeshore northeast of the lagoon.[398] The pumphouse and waterfall are extant. The problem was eventually solved in 1968, when a one-mile-long storm sewer was built, connecting Lake Phalen with Wakefield Lake to the west.[399] During construction of the Beltline sewer (discussed below), workers discovered that the water supply pipe, supposedly sealed in 1913, was indeed leaking and at least contributing to the decreasing lake level.[400]

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[397] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 22–24.

[398] Janice Quick, "Walking Tour of Historic Phalen Lake, Pamphlet" (Saint Paul Parks and Recreation Department, 2000), v–vi.

[399] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 23.

[400] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 16.

Other additions to the park in the 1960s included concrete picnic tables, which were added in 1961 and are likely the same tables that are extant in the picnic area. In 1963, a shelter building was constructed at the athletic fields. This building forms part of the current golf course maintenance building (RA-SPC-11116). In 1964 Saint Paul's East Side Lions Club donated $2,229 to build a picnic shelter on the lagoon island (RA-SPC-11107, extant).[401]

Third refurbishment (1969-1978)

By the 1970s, the environmental movement was having a major impact on politics and planning, including the planning of parks. In previous decades, park design had emphasized recreation and made room for automobiles, as it was increasingly the most popular way visitors would arrive at a given park. By the 1970s, park designers saw the automobile as having taken over parks in lieu of visitors experiencing natural areas and designers emphasized recreation less.[402] Instead, design trends emphasized cultural and natural stewardship and the importance of understanding, restoring, and protecting native ecology.[403] U.S. Forest Service Research Social Scientist Paul H. Gobster, for example, sees this trend in park design as one where "urban nature is managed for its own intrinsic value – to provide habitat for animals, conserve rare and endangered plant species, and restore entire ecological communities as they once existed before the city 'paved paradise.'"[404] The ecological approach was championed by individuals like landscape architect Alan Ruff, who argued that unlike the naturalistic and picturesque park design advocated by landscape architects like Cleveland, in ecological park designs, plantings and other landscape elements ceased to be decorative features and were instead functional elements of the park and part of an effort toward greater ecological stability within urban environments.[405]

The 1970s redesign of Phalen Park was influenced by this new national trend in park design. According to the City of Saint Paul Parks Department, the design was developed and managed in-house, by the Parks Department itself.[406] Ron Dodge appears to have been a lead designer on the project based on Parks Department records and newspaper articles.[407] No additional information on Dodge was available from the Parks Department, newspaper searches, or a review of secondary literature.

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[401] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 11.

[402] Ethan Carr, "NPS Design Tradition in the 21st Century," *The George Wright Forum* 30, no. 1 (2013): 6–7.

[403] Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Mass.: Harvard University Press, 1971), 655–56.

[404] Paul Gobster, "Park Restoration and the 'Museumification' of Nature," *Nature and Culture* 2, no. 2 (Autumn 2007): 96.

[405] Alan R. Ruff and Robert Tregay, *An Ecological Approach to Urban Landscape Designe* (Manchester: Department of Town and Country Planning, University of Manchester, 1982); Ian Douglas et al., eds., *The Routledge Handbook of Urban Ecology* (New York: Routledge, 2011); Andres M. Power, "Designing for Ecology: The Ecological Park" (Massachusetts Institue of Technology, 2006), 18–19, https://dspace.mit.edu/handle/1721.1/37863.

[406] Brian Murphy, City of Saint Paul Parks Department, "Email Correspondence with Mead & Hunt, Inc."

[407] Brian Murphy, City of Saint Paul Parks Department, "Email Correspondence with Mead & Hunt, Inc."; Carl Griffin, Jr., "What's Going on? Phalen Park Reconstruction," *Minneapolis Tribune*, May 23, 1975, Newspapers.com.

In Phalen Park, the incorporation of new trends in park design meant, first of all, deemphasizing the use of automobiles. By the 1960s the city had noted that automobiles were preventing pedestrians from accessing the lakeshore and, in some cases, pedestrian and automobile circulation patterns conflicted with each other.[408] The first effort at reemphasizing pedestrian use of the park came in 1969, when a pedestrian path was added around the lake, next to the lakeshore.[409] Additional plans being developed by 1972 were fast-tracked in 1973, when the Parks Department was notified of plans to construct a large sewer line (called the Beltline sewer) through the park. The sewer line connected White Bear Lake and the Saint Paul water treatment plant southeast of downtown along the Mississippi River near Pig's Eye Lake. Because the project would have involved the disruption of park activities and the removal and reconstruction of parts of the park anyway, the Park Board decided to move ahead with plans to redesign the park. The sewer construction/park redesign began in September 1974 and was largely complete by May 1977.[410]

The redesign moved automobile roadways and parking lots away from the lake. The Arcade Street/Wheelock Parkway entrance and the road from the entrance into the park were removed and became part of the redesigned golf course. A new park entrance and roadway, Phalen Drive, was built off Wheelock Parkway. The Kasota stone gate that had originally been built at the corner of Arcade Street and Wheelock Parkway was moved to the new Phalen Drive entrance. Both Wheelock and Johnson Parkway were realigned, with Wheelock Parkway extending through the park to terminate with Johnson Parkway rather than at Arcade Street.[411] The overall effect of moving the roadways was to allow pedestrians full access to the shoreline on the west side of the lake. On the south, east, and north sides of the lake, pedestrian paths were located nearest to the lake while the traffic pattern that circulated automobiles around those three sides of the lake remained. On the west side, automobile traffic was limited to the central part of the park, providing access to all parts of the park but preserving the lakeshore for pedestrian use.

The trend of deemphasizing the use of automobiles in the Phalen Park was repeated in other city parks as well. For example, in 1979 the Parks Department began drafting the "Como Park Master Plan," which was published in 1981 and sought to "minimize the effect of automobile traffic through and around the park." This plan called for the removal of several roads in the park and a rerouting of Lexington Avenue away from the northwestern lakeshore. The rerouting of Lexington Avenue was completed between 1986 and 1987.[412]

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[408] Gruber, "Phalen Park (College of St. Thomas Term Paper)," Addendum 1, page 10.

[409] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 12.

[410] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 16, Addendum 1 page 11-12.

[411] Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, Aerial imagery from 1953, 1974, and 1985, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.

[412] Timothy V. Gadban, "A Chronological History of Como Park, Saint Paul, Minnesota," 2015, 56, 58, http://www.district10comopark.org/uploads/history-como_park-small.pdf.

In addition to redesigning roadways, the construction project included the removal of most of the earlier buildings. A new picnic pavilion was built northeast of the previous one and a new beach house was built in the preexisting beach area. A new amphitheater was constructed just northwest of the picnic pavilion. The athletic field area was moved south of Wheelock Parkway, to a part of the park that was historically part of the Minnesota Children's Hospital. A new recreation center was built at this location and the old recreation building was converted into a maintenance building for the golf course.[413] A new clubhouse was built for the golf course in 1978 and the lakeside activity center building was constructed ca. 1985.[414]

While most of the major buildings were rebuilt, they were generally rebuilt in the same approximate vicinity as their predecessors. In this way, the earlier design of the park from the 1920s emphasizing recreation was maintained during the 1970s redesign. The picnic area, picnic pavilion, and amphitheater remained in the same general location. The golf course was expanded but remained in the same location and with that expansion the athletic fields were simply shifted to the south. The beach area changed the least, remaining in the same location, and the site of the beach house shifted only slightly.[415]

In the same way, the natural areas that were part of the original Cleveland-inspired design also largely remained in place after the 1970s redesign. The lagoon and island remained largely unchanged while pedestrian paths were built around Round Lake, which included stone retaining walls and a seating/overlook area at the southwestern corner of the lake. Perhaps the biggest change to the original design of the park was the restriction of automobiles from circumnavigating the lake on the lakeside boulevard. After the 1970s redesign, autos could travel around the south, east, and north shores of the lake but only pedestrians could traverse the western shoreline. Review of aerial photographs, however, show that the circulation patterns used by pedestrians after the 1970s redesign mirror the circulation patterns used by automobiles previously.[416] In this way, the circulation pattern around the lake, intended to emphasize the natural beauty of the lake shore, remained in place after the 1970s redesign. Figures 41 and 42 provide a comparison of the park layout before and after the 1970s redesign.

[413] Gruber, "Phalen Park (College of St. Thomas Term Paper)," Addendum 1, page 11.

[414] Gruber, "Phalen Park (College of St. Thomas Term Paper)," 16.

[415] "Phalen Park (College of St. Thomas Term Paper)," Addendum 1, page 11.

[416] Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial imagery from 1953, 1974, and 1985.

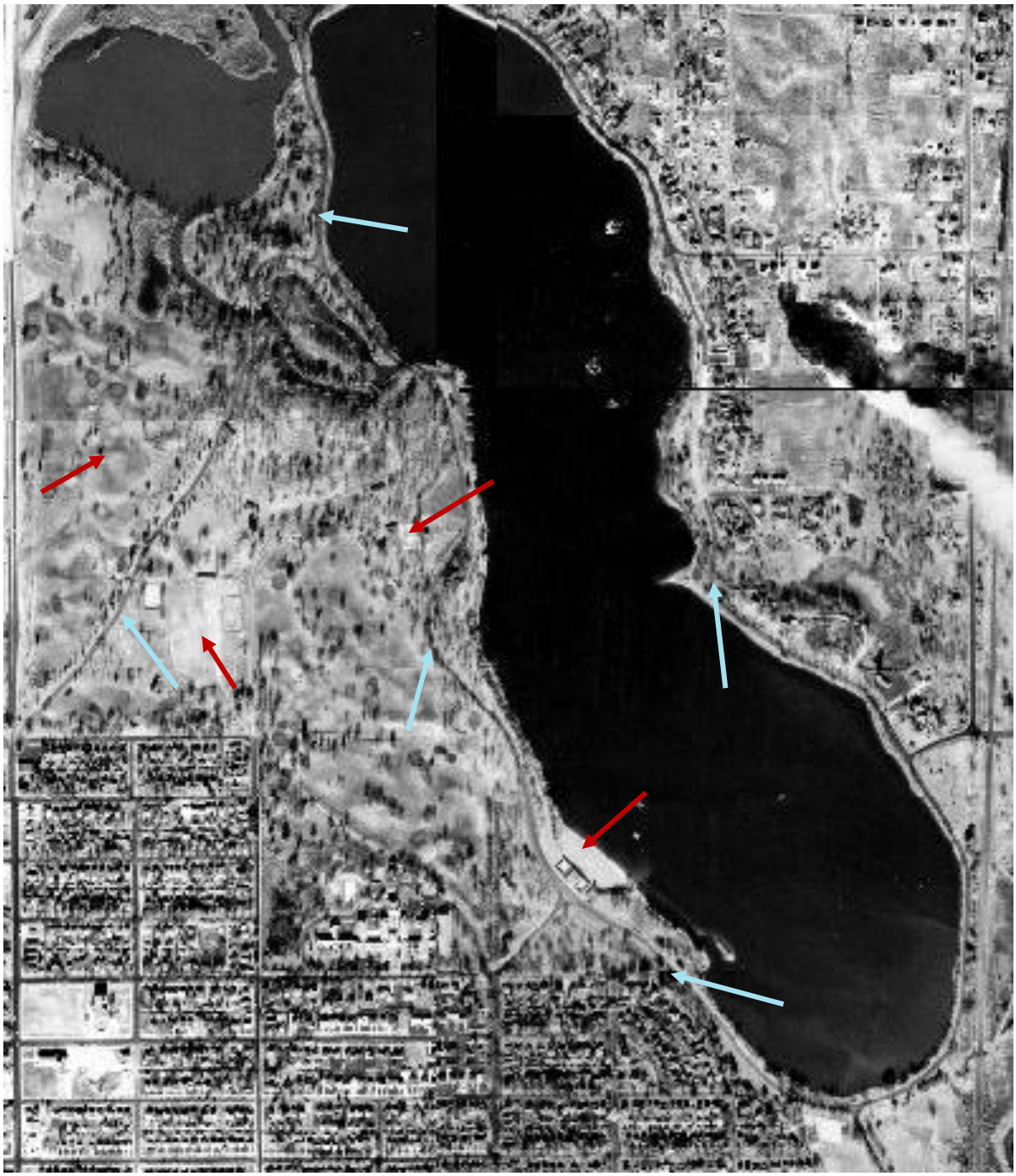

Figure 41. 1953 aerial image of Phalen Park showing the traffic circulation pattern prior to the 1970s redesign. Note the location of roadways through the park (denoted by blue arrows) and the location of recreational areas (denoted by red arrows).[417]

[417] Ramsey County, "Ramsey County Assessor Interactive Property Map," 1953 Aerial image.

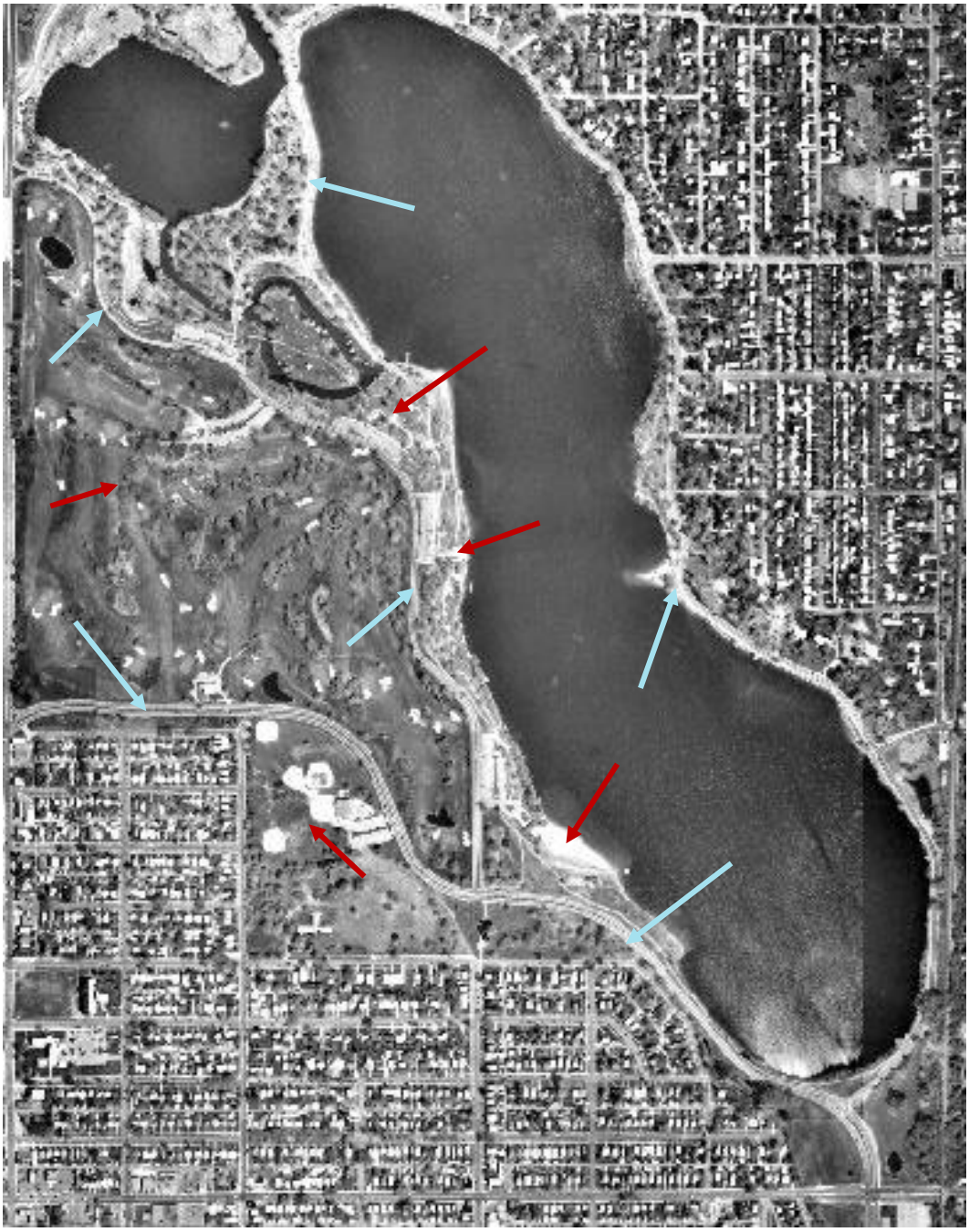

Figure 42. 1985 aerial image of Phalen Park showing the realignment of parkways and roadways within the park (denoted by blue arrows). This image also shows that the majority of the recreational areas (denoted by red arrows) remained in the same general location as previous designs. Note that the natural landscape areas of the park created during the first phase of construction, including the lagoon and island, the circular traffic pattern around Lake Phalen, the canal, and the natural area around Round Lake all remain.[418]

Recent park additions

The park design emphasis on ecology and cultural and natural stewardship that began in the 1970s continued through the 1980s, 1990s, and into the present. In 1983, for example, a $1 million grant from

[418] Ramsey County, "Ramsey County Assessor Interactive Property Map," 1985 Aerial image.

the Environmental Protection Agency began the process of cleaning up pollution in Lakes Phalen, Gervais, and Kohlman. One result of this project was that motorized boats (with the exception of emergency rescue boats) were banned from the lakes.[419] More recently, a wetland restoration project at the former marshy area at the southeastern end of the park near the Bruce Vento Regional Trail was begun ca. 2000.[420] At the same time, the shoreline of Lake Phalen has undergone a restoration project stretching from 2001 to 2008. This involved planting native plants and grasses along the shoreline to prevent erosion as well as building stone access points (SAPs), which are made up of limestone blocks that form steps and provide access from trails to the lake without disturbing the shoreline.[421] Similar shoreline restoration work has taken place in Como Park since 2003.[422]

In recent decades, the Parks Department also began integrating aspects of the city's cultural heritage into the park. In 1986, for example, the Saint Paul Winter Carnival ice palace was built in the park; 1986 marked the 100th anniversary of the Winter Carnival and a ca. 1987 granite marker commemorating the event is located between Phalen Drive and the Amphitheater.[423] More recently, the sister-city relationship between Saint Paul and Changsha, China, was commemorated with the creation of the Minnesota China Friendship Garden just north of the lagoon and island. Changsha is a major city in the central Chinese Hunan Province and is claimed by many Minnesota Hmong residents and their ancestral home. Hmong individuals and their families began migrating to Minnesota in the 1970s and many of them settled in Saint Paul's East Side neighborhoods. In 2003, Lake Phalen was the site of the Dragon Festival, intended to celebrate Asian-Pacific cultures and the diversity of Asian-Pacific Americans in Minnesota. The festival continues into the present and is perhaps best known for the dragon boat races, which take place on Lake Phalen.[424] In the winter of 2018-2019, a pavilion designed by Changsha architects was built in the garden (RA-MWC-0257). An installation called the Hmong Heritage Wall is located on the north side of the pavilion. South of the lagoon and island is a 2006 sculpture called *Meditation* (RA-SPC-11111). The sculpture is by the Changsha artist Master Lei Yixin, who also designed the Martin Luther King, Jr. monument in Washington, D.C.[425]

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[419] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 25.

[420] Quick, "Walking Tour of Historic Phalen Lake, Pamphlet," viii.

[421] "Lake Phalen Shoreline," *Ramsey-Washington Metro Watershed District*, accessed July 11, 2019, https://www.rwmwd.org/projects/lake-phalen-shoreline/.

[422] LimnoTech, *Como Lake Management Plan* (Capitol Region Watershed District, Saint Paul, MN, May 15, 2019), 45, https://www.capitolregionwd.org/wp-content/uploads/2019/05/Como-Lake-Management-Plan_2019.pdf.

[423] Koran, "The Mystery of the Leaking Lake: Phalen Park and Its Almost-100 Years of History," 25; "Ice Palaces," *Saint Paul Winter Carnival*, 2019 2002, https://www.wintercarnival.com/events/ice-palaces/.

[424] "Fire-Breathing Fun," *Star Tribune*, July 21, 2003, Newspapers.com; "Mission Statement," *Dragon Festival*, accessed August 13, 2019, http://www.dragonfestival.org/mission-statement.html.

[425] "Phalen Regional Park China Garden," *Saint Paul Department of Parks and Recreation*, 2019, https://www.stpaul.gov/departments/parks-recreation/design-construction/current-projects/phalen-regional-park-chinese; Chris Roberts, "Community Upset over Defaced Sculpture," *Minnesota Public Radio*, August 6, 2008, https://www.mprnews.org/story/2008/08/06/defacingpublicart.

Conclusion

At the time of Euro-American settlement, the area around what would become Lake Phalen was dotted with chains of lakes surrounded by marshland, oak woodlands, and brushland. Settlement of the area began in the middle of the nineteenth century, after Saint Paul began to grow after 1837. The area around Lake Phalen, however, remained sparsely developed in part because the lake and those that flowed into it were used as the main water source for the city of Saint Paul. In the 1880s, after the water system was expanded to other lakes north of the city, areas around Lake Phalen were first platted for development. Their distance from Saint Paul and specifically from streetcar stops generally limited development in the platted subdivisions.

At the same time that areas around Lake Phalen were being platted for residential subdivisions, others were pressuring the City of Saint Paul to purchase land around the lake for a large landscape park. These individuals were heavily influenced by H.W.S. Cleveland, who, starting in 1872, advocated that the City of Saint Paul (as well as the neighboring City of Minneapolis) acquire and preserve natural and picturesque parts of the city for large landscape parks that could then be connected by a series of broad, landscaped parkways. Following Cleveland's advice, the City began acquiring land for Phalen Park in 1892. Some sources suggest that the park was open as early as 1894, although early work on the park did not begin until 1901, when the stream between Lake Phalen and Lake Gervais was dredged to create a canal that, as it was envisioned by the park board, would connect Lakes Phalen, Gervais, and Kohlman, forming an aquatic park. The development of the canal was slow, as acquiring the land around it proved difficult, but other landscape features that fit with Cleveland's notions of a landscape park were developed in the meantime. These included the dredging of a lagoon, the creation of an island, and the preservation of the naturally forested lakeshore.

While the park was originally designed as a landscape park, based on park design trends of the late nineteenth century, later design trends shaped how the park evolved over time. Prior to World War II, for instance, the Progressive Era's emphasis of recreation as an important solution to urban ills like noise, pollution, and disease helped shape the development of recreational areas in the park. During this period the beach, beach house, picnic pavilion, picnic area, golf course, athletic fields, canoe docks, amphitheater, and band stand were all built. The WPA helped refurbish and expand a number of the areas and their associated buildings and structures. Little work was done on the park from World War II to the late 1960s and into the 1970s. At this time, the growing environmental movement shaped an emphasis on ecology and natural and cultural stewardship in park design. In Phalen Park, this new trend helped shape plans to separate automobiles and pedestrians, allowing pedestrians greater access to the lakeshore and keeping the presence of cars limited within the park. This plan came to fruition when a large sewer project was planned through the park and necessitated the excavation of much of the park. In later years, projects to rehabilitate the lake shore and other natural areas as well as projects that highlighted the cultural heritage of Saint Paul's East Side were also undertaken. While Phalen Park has experienced many changes over the more than 100 years of its existence, many of the design features of the different stages of its evolution remain.

Statement of Significance

Phalen Park was evaluated individually for the National Register under *Criteria A, B, C*, and *D*. The park is a component of the of Saint Paul's historic park and parkway system known as the Grand Round. This system, and Phalen Park's significance within that system, was not evaluated as part of the *Phase I and Phase II Architecture/History Survey for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* project. Previous work on elements of the Grand Round system include the *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round* and two evaluations of Johnson Parkway done simultaneously by two different consultants, one as part of the *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor*. Both consultants recommended Johnson Parkway individually eligible for the National Register.[426] In October 2017 Mead & Hunt, Inc. reassessed the integrity of the parkway and found that it no longer retained sufficient integrity to convey its historical significance.[427] The parkway has been assigned two Inventory numbers: RA-SPC-5685 and RA-SPC-8497.

National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes was referenced for this evaluation. The bulletin states that both that parks and grounds designed or developed for outdoor recreation are considered types of designed historic landscapes and, therefore, Phalen Park was evaluated as an example of this resource type.[428]

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of Saint Paul. From its early development, the City of Saint Paul recognized the importance of Lake Phalen. From the mid-nineteenth century, the lake supplied the city with clean drinking water and means of fire suppression until the pipeline from the lake was sealed in 1913. The lake and associated water system was an important catalyst that spurred residential development in the city, although the lake was only one part of the water system and was phased out of that system relatively early. The importance of the lake was highlighted again in the late nineteenth century as a main component of the conceptual plan for the city's park system. Although smaller parks were located within the city, at the end of the nineteenth century, Saint Paul became interested in establishing a larger and more formal city park system to provide recreation for the growing population. The city employed landscape architect H.W.S. Cleveland to design the overarching plan for the system. In his plan, Cleveland called for the retention of key

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[426] Landscape Research, LLC, *Historic Resources Evaluation for the North Portion of Saint Paul's Grand Round, Saint Paul, Ramsey County, Minnesota*; 106 Group and Kimley-Horn Associates, Inc., *Revised Phase I and II Architecture/History Investigation for the Gateway Corridor* (Ramsey and Washington Counties, March 2017), 67–80; Carol Zellie, "Johnson Parkway - RA-SPC-8497," n.d., Minnesota Historic Buildings Inventory-Ramsey County, Minnesota State Historic Preservation Office; The 106 Group, "Johnson Parkway - RA-SPC-8497," n.d., Minnesota Historic Buildings Inventory-Ramsey County, Minnesota State Historic Preservation Office.

[427] Mead & Hunt, Inc., *Integrity Assessment: Johnson Parkway*, October 2017.

[428] Timothy Keller and Genevieve Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes* (Washington, D.C.: National Park Service, U.S. Department of the Interior, 1994).

aspects of the natural landscape, including Lake Phalen, in order to preserve the most picturesque elements. Creation of the park and parkway system illustrates the City of Saint Paul's desire to provide park space and recreation areas around its key natural resources for citizens beginning in the late nineteenth century. Phalen Park itself is an important park in that it illustrates the City's attempts to create and provide parks and recreation for citizens beginning in the late nineteenth century. The park is important in the history of the City's establishment of a park system and was a main component of Cleveland's plan. The park also illustrates the important Progressive Era trend of providing recreation amenities to park goers. During that time, many recreation facilities were constructed within the park, which promoted organized activities and amenities within parks for urban residents beginning in the early 1900s, in addition to an area's natural beauty. By the 1970s, park design was influenced by the growing environmental movement and marked by a deemphasis on the automobile and a focus on natural and cultural stewardship. City plans to increase pedestrian use of the park were fast-tracked with the start of the Belt Line Sewer project, which spurred a major redevelopment of the park in the 1970s. As such, the park has significance under *Criterion A* in the areas of Entertainment/Recreation and Community Planning and Development. The park is significant as a park and not as part of the city's water system as the lake was only one part of the overall system and phased out of that system relatively early. Moreover, there are no visible features within the park that associate it with the early water system. Any such features were likely destroyed during the Beltline sewer construction in the 1970s. The period of significance spans from 1892, with the acquisition of land for the park, to 1978, the end of the last major wave of construction associated with the ecological/stewardship phase of the park's development.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to the creation, construction, or development of Phalen Park. Research did not reveal an association with significant individuals in the history of Saint Paul, Ramsey County. Although Phalen Park was largely created under the leadership of park commissioner Frederick Nussbaumer, the park does not have a significant association with his tenure or any other person in the Saint Paul Park Board. H.W.S. Cleveland is considered under *Criterion C* as a master landscape architect. As such, Phalen Park is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. According to *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*:

> Typically, a designed historic landscape meets criterion C because of its association with the productive careers of significant figures in American landscape architecture…; an association with a historical trend or school of theory and practice within landscape architecture…' the presence of highly skilled craftsmanship or use of particular materials in the construction of walls, walks, fountains and other landscape elements; evidence of distinguished design and layout that results in superior aesthetic quality and constitutes an

important artistic statement; or rare or specimen plant materials associated with a particular period or style of landscape history.[429]

The initial plan and concept of Saint Paul's park and parkway system (or Grand Round), of which Phalen Park is a component, was proposed by master landscape architect H.W.S. Cleveland. Although he was instrumental in the development of the overall system, he did not develop a separate, individual design for Phalen Park, nor did research reveal that any other landscape architect is known to have made an initial overarching design for the park. Therefore, individually, Phalen Park is not directly associated with the productive career of a significant figure in American landscape architecture and is not considered significant as the work of a master. Although Phalen Park may be significant as a component of the overall park system designed by Cleveland, the Grand Round system is not included in this evaluation. Additional research and evaluation to determine eligibility of the Grand Round system is recommended.

The initial construction of the park and the evolution of its design over time is associated with shifting historical trends, theories, schools of thought, and practices within landscape design. Drawing on the tradition of English picturesque and naturalistic landscape design, Cleveland's overall design for the Saint Paul park system emphasized the natural landscapes and picturesque designs. This design philosophy trickled down to the individual designs of the system's elements, including Phalen Park, even though Cleveland did not design the park himself. Extant elements of the park associated with this historical trend of landscape architecture include the canal, the boulevard around the lake, the naturally forested lakeshore, the lagoon and island, and the natural area around Round Lake. As construction of the park continued in the early twentieth century, Superintendent Nussbaumer followed the emerging national trend in landscape design that emphasized the importance of recreation for urban populations. A part of the Progressive Era's focus on reform, especially in urban settings, the idea behind this trend was that recreational opportunities for urban populations, many of whom were working-class and immigrants, would help alleviate illness, crime, and other issues related to noise, pollution, and unhealthy living conditions. Consequently, during the first two decades of the twentieth century, recreational areas and associated buildings and structures were constructed within the park. Many of these buildings, structures, and surrounding areas were refurbished and/or expanded in the 1930s by the WPA. Extant elements of the park associated with this historical trend of landscape architecture include the picnic area, beach area, and golf course. Buildings within these areas postdate the recreation trend but are located within the same general areas of the park and serve the same function as buildings constructed in the early twentieth century. Because Phalen Park retains elements that represent the historical evolution of trends within landscape architecture, it possesses significance under *Criterion C* as a park associated with shifting historical trends, theories, schools of thought, and practice in landscape architecture and park design.

Changes to the park that occurred in the 1970s also followed overarching trends of that time, namely theories and practices of park design that emphasized ecology and natural and cultural stewardship. At

[429] Keller and Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*, 6.

this time, Phalen Park was refurbished with additional pedestrian paths and natural areas that deemphasized the use of the automobile within the park and a greater engagement with natural areas.

Research and field survey did not indicate that Phalen Park has significance due to an association with highly skilled craftsmanship, the presence of a distinguished design of superior aesthetic quality, or the use of specimen plant materials associated with a particular period or style of landscape history. As such, Phalen Park is not significant under these areas of *Criterion C*.

Phalen Park has significance under *Criterion C* in the area of Landscape Architecture. The period of significance is 1901 to 1978. These dates represent the initial construction of the park, starting in 1901 and the last major construction done on the park during the ecological/stewardship phase of construction.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, Phalen Park does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Overall significance

Overall, Phalen Park has significance under *Criterion A* in the areas of Entertainment/Recreation and Community Planning and Development and under *Criterion C* in the area of Landscape Architecture. The period of significance under *Criterion A* spans from 1892 to 1978, and the period of significance under *Criterion C* falls within the *Criterion A* period of significance and spans from 1901 to 1978.

Criteria Consideration G

Criteria Consideration G for properties under 50 years of age applies at the time of this evaluation because the recommended periods of significance end in 1978, marking a logical endpoint for the last major construction done in the park and the full shifting of historical trends, theories, and practice in park design. However, the Rush Line BRT architecture/history survey study period also extends through 1978 in order to take into account properties that may become National Register-eligible during the extended planning and construction period identified for the project. The third refurbishment began 50 years ago and it is anticipated the majority of the resources associated with it will reach 50 years of age by the time the Rush Line BRT project is completed. Given the current academic analysis of 1960s and 1970s landscape architecture design (as noted in the context presented above), the third refurbishment will be considered significant once it reaches 50 years of age without needing to make a case for exceptional significance or conducting extensive comparative evaluation within the context. It is therefore recommended that the park as a whole be considered significant for the purposes of the Rush Line BRT project through the period ending in 1978. Should National Register nomination proceed prior to 2028, additional comparative analysis may be necessary pursuant to *Criteria Consideration G.*

Integrity

Location and setting

Phalen Park remains in the same location and retains the same boundaries it had during the period of significance, 1892-1978. As a result, Phalen Park retains integrity of location.

When land for the park was first acquired in 1892, the area around Lake Phalen was underdeveloped and largely farmland. Residential development had begun around the lake by the interwar period (1918-1941) and continued after World War II. The areas southwest of the park were particularly well developed while areas east of the park were only sparsely developed until after World War II. Mature trees and the buffer of the parkway create a separation between the residential development and the park and are features that date to the period of significance. As a result, Phalen Park retains integrity of setting as a park set within residential development.

Design, association, and feeling

The design of the park has evolved as theories, schools of thought, and practices of park design have changed over time. The park is associated with naturalistic/picturesque park design of the late nineteenth century, recreation-focused park design of the early twentieth century, and ecologically focused design of the 1970s. The park retains elements associated with all three historic trends/eras. For instance, the park retains the canal, the boulevard around the lake, the naturally forested lakeshore, the lagoon and island, and the natural area around Round Lake, all of which are associated with the period of naturalistic and picturesque park design. Likewise, the park retains the picnic area, beach area, and golf course first established during the recreation-focused period of park design. While the 1970s redesign has altered some of these elements, the general spatial relationships between them, vegetation, boundaries, and topography and grading generally remain the same. The park retains elements of the 1970s ecologically focused design, including pedestrian paths around the Lake Phalen, Round Lake, and the lagoon as well as a redesigned automobile traffic layout that deemphasized use of autos within the park. The elements of each phase of design retained in the park provide a sense of the evolution of park design during the period of significance. As a result, Phalen Park retains integrity of design, association, and feeling.

Materials and workmanship

The materials and workmanship that comprise the various elements of the park have changed over the three phases of construction that took place during the period of significance. Most of the buildings and structures from the picturesque and recreational phases, for example, are nonextant. However, some material, like WPA stonework in the rustic steps and retaining walls and the 1924 Kasota stone gate remain extant. Many of the nonextant buildings and structures were replaced with buildings and structures during the ecologically focused phase of park design in the 1970s. These extant buildings serve similar functions and are located in locations similar to nonextant buildings and structures from earlier phases. The park vegetation has changed over time but, generally speaking, the areas that were historically mowed and cleared of vegetation—like the island, picnic area, and beach—remain mowed and cleared, while the areas that historically featured the naturally forested lakeshore continue to retain

their trees. Likewise, the lake itself has been dredged and the shoreline changed over time. However, the general shape and outline of the present lake was established by the late nineteenth century and efforts in the 1950s and 1960s to control the dropping lake level are generally not visible (e.g., the "plugs" drilled in the bottom of the lake or the storm sewer), are minimal in appearance (e.g.. the output from the waterfall), or are removed from the lakeshore (e.g., the waterfall itself). Despite the replacement of earlier buildings and structures from the picturesque and recreational phases of park construction, most of the replacement buildings and structures were completed during the ecological phase of park construction and thus were completed during the period of significance. Extant buildings, structures, and other park elements dating from all three phases of park construction furnish physical evidence of the technology and aesthetic principles of park designs during the period of significance. As such, the park retains integrity of materials and workmanship.[430]

Overall integrity
Phalen Park retains integrity of location, setting, design, feeling, association, workmanship, and materials. As a result, Phalen Park retains overall integrity.

Recommendation
Phalen Park is recommended eligible for the National Register of Historic Places. The park is recommended significant under *Criterion A* in the areas of Entertainment/Recreation and Community Planning and Development and under *Criterion C* in the area of Landscape Architecture. The period of significance under *Criterion A* spans from 1892 to 1978, and the period of significance under *Criterion C* spans from 1901 to 1978, falling entirely within the *Criterion A* period of significance. The *Criterion A* start date (1892) reflects the acquisition of land for the park, while the *Criterion C* start date (1901) reflects the initial construction of the park. The end date of 1978 is intended to encompass the ecological/stewardship refurbishment phase of the park's development.

The character-defining features of the park are specific to the period of construction and development. The character-defining features of the initial construction of the naturalistic and picturesque landscape park from about 1901-1905 include the canal, the boulevard around the lake, the naturally forested lakeshore, the lagoon and island, and the natural area around Round Lake. The character-defining features of the recreational phase of construction include the picnic area, beach area, and golf course. Buildings within these areas postdate the recreation trend but are located within the same general areas of the park and serve the same function as buildings constructed in the early twentieth century. The character-defining features of the most recent, ecological and stewardship phase of construction include the pedestrian- and automobile-separated paths and roadways and the extant buildings from this period.

The boundary of Phalen Park generally corresponds to the parcels of the park owned by the City of Saint Paul. Because Johnson Parkway enters the park at the southern end and Keller Regional

[430] National Park Service, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1997), 45.

Parkway abuts the park at the northern end, a combination of parcel data and field survey observation were used to determine the boundaries of the park. At the south end of the park, for instance, signage at Maryland Avenue marks the entrance to the park and, therefore, Maryland Avenue serves as the southern boundary of the park. At the north end of the park, parcel data indicates that the parcels immediately surrounding Round Lake are owned by the City while parcels just north of the lake are owned by Ramsey County and are part of Keller Regional Park. This was boundary was observed during field survey as the parking lot and buildings and structures just north of Round Lake are identical to those found in the rest of Keller Regional Park. In the same vein, signage along the trail that parallels the canal between Lakes Phalen and Gervais indicate that the pedestrian bridge over the canal marks the boundary between Phalen Park and Keller Regional Park. On the east, the park boundary is East Shore Drive. On the west, the boundary is Arcade Street. A series of jogs at the southwest of the park follow Wheelock Avenue, Forest Street, and Ivy Avenue. Approximately 200 feet east of the intersection of Forest Street and Ivy Avenue, the boundary of Phalen Park jogs north to exclude parcels currently occupied by an apartment complex and the Minnesota Humanities Center. This was historically part of the Minnesota Children's Hospital Campus. The campus likely included green space that is currently part of Phalen Park. Research and review of aerial photographs could not determine where the hospital campus historically stopped and where the park began. Because these green spaces appear to have been generally indistinguishable, they are included in the current boundaries of Phalen Park.

Please see the table at the end of the Description section for a list of contributing and noncontributing resources with the historic boundary. These resources, along with the historic boundary, are identified on the boundary map. Four contributing resources are located within the Rush Line Bus Rapid Transit (BRT) Area of Potential Effects (APE) (see Table 2).

Table 2. Phalen Park resources within the Rush Line BRT APE

Name	Inventory No.	Notes
Johnson Parkway	RA-SPC-5685 and RA-SPC-8497	Johnson Parkway was recently evaluated for the Gold Line BRT project; therefore, an update inventory form was not prepared.
Bruce Vento Regional Trail	RA-SPC-11121	The Bruce Vento Regional follows the alignment of the Lake Superior & Mississippi mainline railroad corridor; see *Phase II Evaluation, Lake Superior & Mississippi Railroad Corridor Historic District, Saint Paul – White Bear Lake Segment (SHPO Inventory Number: XX-RRD-NPR001)*. A separate inventory form was not prepared for this portion of the original railroad roadway.
Phalen Park pedestrian and bicycle trails	RA-SPC-11122	Individual inventory form prepared.
East Shore Drive	RA-XXX-001	Individual inventory form prepared.

Map

A location map showing the location of the park and its resources is provided on the following page.



Phalen Park
RA-SPC-10850

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APPENDIX E9. PHASE II EVALUATION: JULIUS AND TINA SCHROER HOUSE (RA-MWC-0012)

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Julius and Tina Schroer House

SHPO Inventory Number: RA-MWC-0012
Address: 1865 Clarence Street North
City: Maplewood

Description

The Julius and Tina Schroer House (Schroer House) is located at 1865 Clarence Street in the city of Maplewood. The 0.9-acre property is situated on lots 9-16 of block 6 of the Gladstone plat, northwest of the T-intersection of Clarence Street and Summer Avenue. The surrounding neighborhood is filled with one- and one-and-one-half-story, mid-twentieth-century houses with some late-nineteenth- and early-twentieth-century residences mixed throughout. The subject property has a large, grassy lawn with mature deciduous trees and shrubs in both the front and rear yard. The former Lake Superior & Mississippi (LS&M) mainline railroad corridor (now the Bruce Vento Regional Trail) extends along the rear (west) property line and is lined with dense deciduous trees. Two driveways lead into the property from Clarence Street. One extends to an attached garage and the other to a ca. 1910 detached garage west of the house in the rear yard (see Figure 1). A second, ca. 1920, detached garage and a ca. 2018 shed are also located in the rear yard. A ca. 1976 swimming pool and hardscaping are located directly south of the house. The portion of the property around the pool is surrounded by a combination of wood and chain-link fencing. The fencing does not surround the entire property.



Figure 1. Schroer House, looking southwest. The two driveways are visible in the foreground and the ca. 1910 detached garage can be seen at the right side of the photograph at the rear of the house.

The two-and-one-half-story, rectangular-plan residence with Colonial Revival details was constructed in 1910.[431] It has a stone foundation and the walls are clad in wood siding. The side-gable roof is covered

[431] Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.

with asphalt shingles and has wide eaves with cornice returns and a central brick chimney. Simple wood frieze boards are located under the eaves. A ca. 1960, one-story, hip-roof garage with wood siding is located on the side (north) elevation. The garage addition is accessed on the north end of the facade. It was added to the property ca. 1960 as a carport and converted into a garage in the early 1980s.[432] Windows are generally one-over-one, double-hung, wood and vinyl sash and fixed wood sash with simple wood surrounds. Many of the windows are covered by wood storms.

The front (east) facade has a full-width, raised porch that is sheltered by an extension of the side-gable roof with a deep cornice return. The roof is supported by Doric columns on rusticated concrete block bases. Turned balustrades are located between the column bases. The porch is accessed by offset concrete steps that lead to a projecting entrance vestibule within the porch that has a wood door and simple wood surround. The entrance vestibule is flanked by a prominent wood picture window with a leaded transom to the south and a single-light, leaded, wood window on the north. Above the porch is a large second-story porch, enclosed with a series of vinyl, one-over-one, double-hung windows. It has a hip roof and turned balustrade (see Figure 2).



Figure 2. Front (east) facade with the full-width porch, enclosed second-story porch, and attached garage, looking west.

The side (north) elevation has multiple windows. The first story is largely obscured by the garage addition and has a pair of one-over-one, double-hung, wood windows with storms at the west end. A single-light, fixed, wood window is located directly above the garage, between the first and second stories. The second story has two, one-over-one, double-hung, wood windows, and a pair one-over-one, double-hung windows is located at the attic-story (see Figures 3 and 4). This pair of windows has a slightly more

[432] This alteration is referred to as a garage addition in the Description section. The general date was provided by current owner Jan Sundgaard.

decorative surround that is topped with a decorative fan detail. The two-car garage addition has a hip roof that is covered with asphalt shingles. It has an overhead door on both the front (east) and rear (west) elevations, which provides access from the driveway to the rear yard. Each door is flanked by a single Doric column on the south side and two on the north, which are likely part of the original carport design. A single-leaf door is located on the garage's north (side) elevation.



Figure 3. Side (north) elevation and the garage addition, looking southwest.



Figure 4. Side (north) elevation and the garage addition, looking south.

The side (south) elevation has a prominent one-story, three-sided, projecting bay on the west end of the first story. The bay has a central single-light window with a transom that is flanked by a one-over-one, double-hung, wood window on each angled side. The remainder of the first story has a single, one-over-one, double-hung, wood window. The second story has two pairs of one-over-one, double-hung, wood windows. An additional pair of one-over-one, double-hung, wood windows with decorative fan detail is located at the attic-story (see Figure 5).



Figure 5. Side (south) elevation with first-story projecting bay and paired windows, looking north.

The rear (west) elevation has a one-story, partial-width ell on the first story topped by a second-story porch that was partially enclosed in the 1970s with a bedroom addition (see Figure 6). A side entrance with a simple wood surround is located on the south elevation of the ell and is accessed by a raised porch that is covered by a flat roof supported by a single Doric column with a wood base. A turned balustrade is located between the column base and the ell. Concrete steps are located at the south end of the porch and lead to the side yard. A one-over-one, double-hung, wood window is adjacent to the side entrance on the rear elevation. A projecting one-story ell with a wood door that appears to provide access to a cellar is located at ground level on the rear elevation. Two, one-over-one, double-hung, wood windows are located above this ell.



Figure 6. Rear (west) elevation, looking east.

The enclosed portion of the second-story porch (now a bedroom) has a truncated hip roof and an entrance that leads to the remaining open portion of the porch, which has a single turned column and turned balustrade that extends the original length of the porch. Windows on the bedroom portion include two ca. 1990 replacement vinyl casements (see Figures 7 and 8).



Figures 7 and 8. Rear (west) elevation, looking northeast (left) and southeast (right). The first- and second-story open porches can be seen on the left, and the ells and bedroom addition are shown on the right.

The first of the two detached garages is located directly west of the house in the rear yard. The ca. 1910, multi-stall, one-story building is clad in wood siding and has a concrete foundation (see Figure 9). The hip roof is covered with asphalt shingles and extends over the front (east) facade to cover a narrow porch. Two gabled dormers, each with a four-over-four, double-hung window, are located above the porch. It has an inverted southeast corner with a single-leaf entrance and replacement vinyl window. The roof over the entrance is supported by a turned column. Other windows include two- and four-light, fixed wood and six-over-six, double-hung, replacement sash. Two overhead doors are located on the front (east) elevation.



Figure 9. Ca. 1910 detached garage, looking southwest.

Adjacent to the ca. 1910 garage, to the west, is a ca. 2018 one-story shed. It is clad in wood siding and has a shed roof covered in metal (see Figure 10). It appears to have a temporary wood foundation. A single-leaf glass door is located on the front (south) elevation and two single-light windows are located on the side (west) elevation.



Figure 10. Ca. 2018 shed, looking north, with adjacent ca. 1910 garage at right.

The second detached garage is located in the rear yard, west of the first garage and shed. The one-story, ca. 1920, single-stall garage has a concrete foundation and is clad in wood siding with wood shingles in the gable end and under the eaves (see Figure 11). The front-gable roof is covered with

asphalt shingles. An overhead door is located on the front (east) facade and a replacement single-leaf entrance and three-over-one, wood window are located on the side (south) elevation.



Figure 11. Ca. 1920 garage, looking northwest.

The ca. 1976 swimming pool and surrounding hardscaping are located directly south of the house and accessed via the rear porch (see Figure 12). At the time of field survey, the pool was covered with snow, but based on aerial imagery it is oval-shaped and has a diving board at the west end and entry steps at the east end.



Figure 12. Side yard with ca. 1976 swimming pool (covered) and surrounding wood and chain-link fencing.

Alterations

Overall the Schroer House has undergone few changes since its construction. The original second-story porch on the facade was enclosed sometime prior to 1953, with later window replacements, most recently ca. 1990.[433] During the 1960s, a carport was attached to the north elevation. It was converted into a garage in the early 1980s. An addition was also placed on the ca. 1910 detached garage. The garage's roofline was altered ca. 2010. The pool was constructed south of the house ca. 1976, when the single-stall garage was moved onto the property. In the 1970s, the second-story rear porch was also partially enclosed with a bedroom addition. The shed was added to the property ca. 2018 and some windows have been replaced.

History

Gladstone and New Canada Township

The Schroer House is located within the former community of Gladstone in New Canada Township, which was later incorporated into the city of Maplewood. The first major wave of Euro-American settlement began in the area during the 1850s. New Canada Township, which encompasses the area north of Saint Paul, was established in 1858, the same year Minnesota became a state.[434] It remained predominantly rural into the post-World War II (postwar) era, with a few small communities developing along transportation routes. One example was the railroad crossroads community of Gladstone, which was centered around the junction of the LS&M and the Minnesota, Saint Croix, and Wisconsin/Saint Paul and Saint Croix/Wisconsin Central/Soo Line (Wisconsin Central Branch Line). The LS&M mainline (XX-RRD-NPR01), which connected Saint Paul to Duluth, was constructed through the area in 1868.[435] The MStC&W, which eventually became the Soo Line, built a line from the LS&M to Stillwater and the Saint Croix River in 1884. The junction of these two lines was originally called Phalen Junction but after 1910 was referred to as Gloster Junction. It was just north of the intersection of present-day English Street and Frost Avenue, approximately two blocks north of the subject property.[436]

Between 1887 and 1888, the St. Paul and Duluth Railroad (StP&D), the successor to the LS&M, constructed what became known as the Gladstone Shops (named after the English statesman William Gladstone) at Phalen/Gloster Junction. The construction of the shops at this location was linked with a land speculation deal by businessman William Dawson, who had purchased 10,000 acres of land in the

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[433] Circa dates are based on information provided by the current property owner. Jan Sundgaard, Interview with Mead & Hunt, Inc., Maplewood, Minn., February 27, 2019.

[434] Pete Boulay, *The Lost City of Gladstone* (Maplewood, Minn.: P.J. Boulay, 1997), 7–11.

[435] Lester Burrell Shippee, "The First Railroad between the Mississippi and Lake Superior," *Mississippi Valley Historical Review* 5, no. 2 (September 1918): 141.

[436] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," Statewide, Minnesota, National Register #64501188, E-115; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study* (City of Maplewood Heritage Preservation Commission, August 2014), 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve" (Maplewood Local Designation Nomination Form, 2013), 4, https://maplewoodmn.gov/DocumentCenter/View/17584/Gladstone-Savanna-Local-Designation-Application?bidId=.

area, 30 of which he agreed to donate to the StP&D. In return, Dawson moved his St. Paul Plow Works to the area, providing freight rail traffic to the railroads. He also platted the townsite of Gladstone between 1886 and 1887 under the name Gladstone Land Company and sold lots to residents, many of which worked at the shops or at the plow works.[437] The Gladstone Shops was the first major business in the area and, at its peak, employed over 100 people.

The railroad, shops, and plow works spurred development in the area.[438] By 1890, Gladstone also included approximately six commercial buildings.[439] A decade later village businesses included saloons, a general store, meat market, hotel, post office, icehouse, and several boarding houses. A church, the New Canada Town Hall (RA-MWC-0023), and a school were also present by this time.[440] During the late nineteenth century, residences were scattered throughout the Gladstone plats, which were located east of the shops and south of the St. Paul Plow Works, in close proximity to the nearby commercial properties (see Figure 13).[441] Development in the area continued into the early twentieth century. In 1902, land previously owned by the Gladstone Land Company was sold at auction at reduced prices, making land ownership more accessible.[442] Those that lived in the area commonly worked at the nearby industries and business, in particular the railroad, shops, and plow works.[443]

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[437] Bob Jensen, "The St. Paul and Duluth Railroad," *Maplewood Area Historical Society Newsletter*, July 2018, Maplewood Area Historical Society; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; "Gladstone," *Saint Paul Globe*, August 14, 1887, 14.

[438] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 44.

[439] *Atlas of St. Paul, Minnesota (Plat Book), Volume 1* (Chicago: Rascher Insurance Map Publishing Company, 1891), 85–86, https://reflections.mndigital.org/catalog/spp:480.

[440] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 44.

[441] Bob Jensen, "The St. Paul and Duluth Railroad," *Maplewood Area Historical Society Newsletter*, July 2018, Maplewood Area Historical Society; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; "Gladstone," *Saint Paul Globe*, August 14, 1887, 14.

[442] "Burst Boom Is Echoed In Land Sale," *Saint Paul Globe*, October 22, 1902.

[443] Bob Jensen, "The St. Paul and Duluth Railroad," *Maplewood Area Historical Society Newsletter*, July 2018, Maplewood Area Historical Society; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; "Gladstone," *Saint Paul Globe*, August 14, 1887, 14.

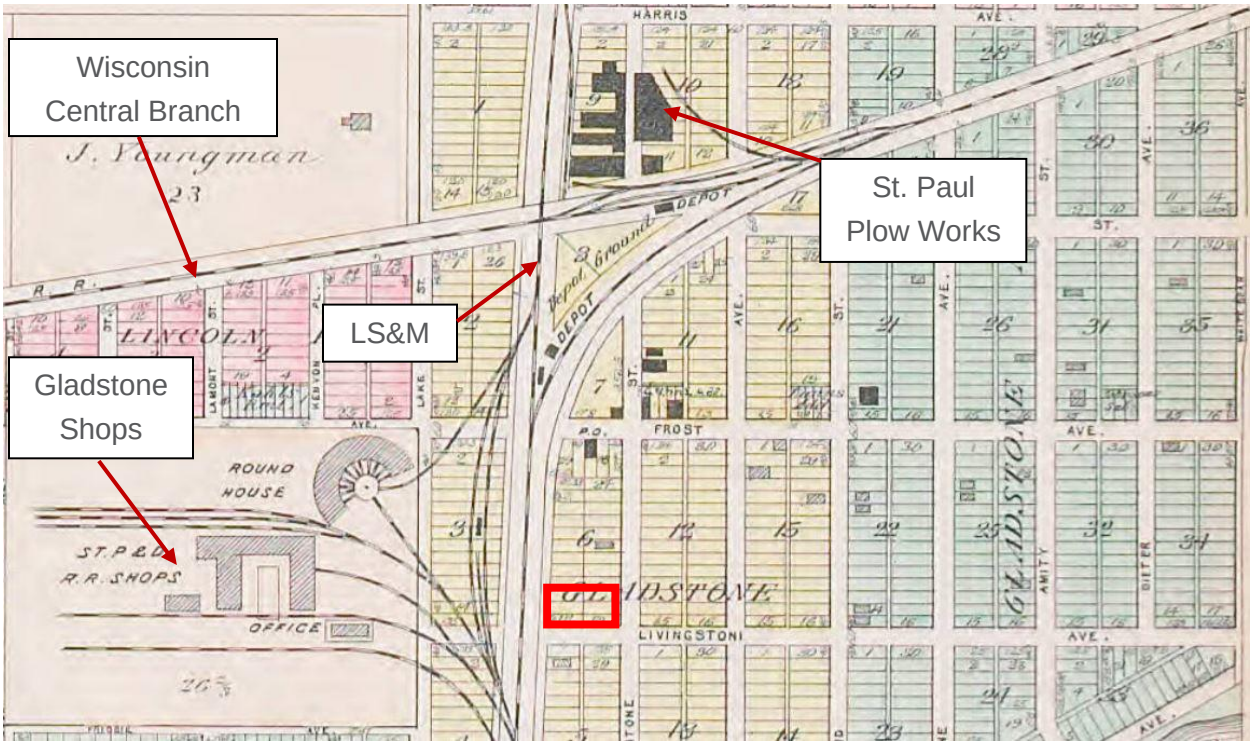

Figure 13. 1898 atlas of Saint Paul showing the small platted community of Gladstone. The subject property, denoted by the red rectangle, is located southeast of the rail lines and the two major industries: the Gladstone Shops and St. Paul Plow Works.[444] *Note the other nearby houses, denoted by black and grey rectangles, existing at this time within the Gladstone plats, shaded in yellow and green. Livingstone Avenue, which does not extend west of Clarence Street, is now Summer Avenue.*

Based on a field review of the area, residences built in Gladstone in the late nineteenth and early twentieth centuries are predominantly modest in size and exhibit simple front-gable, side-gable, and gable-ell forms, with little to no remaining architectural detailing. A few larger-scale residences can also be seen in the area and have the simple front-gable forms and a lack of architectural detailing. During the early twentieth century, it was common for properties in the area to consist of multiple parcels, like the subject property and the property immediately south at 1851 Clarence Street.

In addition to the railroad and plow works industries, farming was also a major economic driver in the Gladstone and greater New Canada Township area during the late nineteenth and early twentieth centuries. Although soil in the area was of lesser quality than other locations in Minnesota, the area around Gladstone was ideal for truck farming, mainly due to its proximity to Saint Paul and accessible transportation routes.[445] Truck farms, typically less than 20 acres, became popular around the beginning of the twentieth century and specialized in the production of perishable produce. The farms relied on local transportation networks to get their goods to market quickly. Gladstone area farms specialized in crops

[444] Peter M. Dahl, *Plat Book of Ramsey County* (Minneapolis, Minn.: Northwestern Publishing Company, 1898), 15, http://cdm16022.contentdm.oclc.org/cdm/compoundobject/collection/mhs/id/1299/rec/3.

[445] Brenda Rudberg, "Truck Farming in Maplewood," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood.

like asparagus, celery, berries, and flower bulbs, which farmers hauled to Saint Paul for sale. Several dairies were also present in the area.[446]

In 1900, the StP&D became part of the Northern Pacific (NP), which had existing shops in the Como-Midway area of Saint Paul. As a result, the Gladstone Shops were redundant and phased out by 1915, thus beginning the decline of the Gladstone area. The St. Paul Plow Works and other industries closed in the 1920s. With the closure of the Gladstone Shops and neighboring industries, the surrounding area largely reverted to farmland (see Figure 14). Residential development continued to be scattered, with the largest concentration remaining southeast of Gloster Junction. For a time, the railroad leased the shop buildings to railroad contractors and the Seeger Refrigeration Company of Saint Paul, but eventually the buildings were abandoned and then demolished in 1979. The railroad lines themselves were also eventually abandoned. Currently, the LS&M and Wisconsin Central Branch Line rail corridors are used as the recreational Bruce Vento Regional Trail and Gateway State Trail (RA-SPC-8215), respectively.[447]

[446] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 12.

[447] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., “Gladstone Savanna Neighborhood Preserve,” 4.

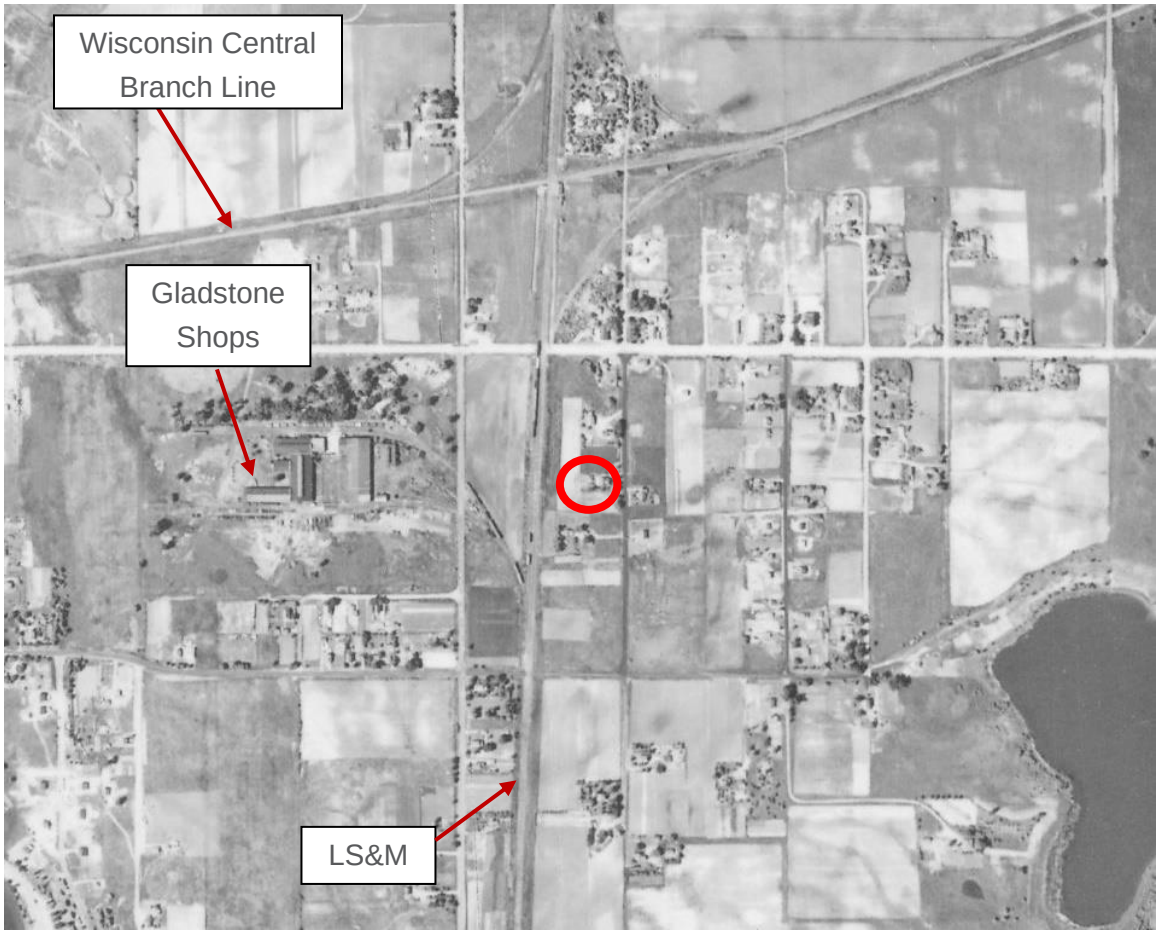

Figure 14. 1940 aerial photograph of the Gladstone area showing rural/agricultural nature of the area with scattered residential development.[448] The red circle denotes the location of the Schroer House.

Farms and dairies eventually gave way to postwar development. In the years following World War II, the area around Gladstone shifted from agricultural land to suburban residential development. Numerous postwar residences, including Ranch and Minimal Traditional houses, filled in amongst the remaining late nineteenth and early twentieth century properties (see Figure 15). The established properties, often comprised of multiple lots, appear to have been reduced in size as the result of postwar development. During this period of increased development, the area become part of the village of Maplewood, which incorporated in February 1957 to avoid annexation by Saint Paul.[449] Residential development continued into the later decades of the twentieth century. These developments often included split-level and modern style houses.[450]

[448] "Aerial Photograph, St. Paul, Minn., OWO-1A-035," 1940, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/ramsey_county/y1940/WO-1A-36.jpg.

[449] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 35–36, 45–48.

[450] Jodi Larson, Kyle Engelking, and Karen Majewicz, *The Story of the Suburbs in Anoka and Hennepin Counties* (Anoka, Minn.: Anoka County Historical Society, 2011), 65.

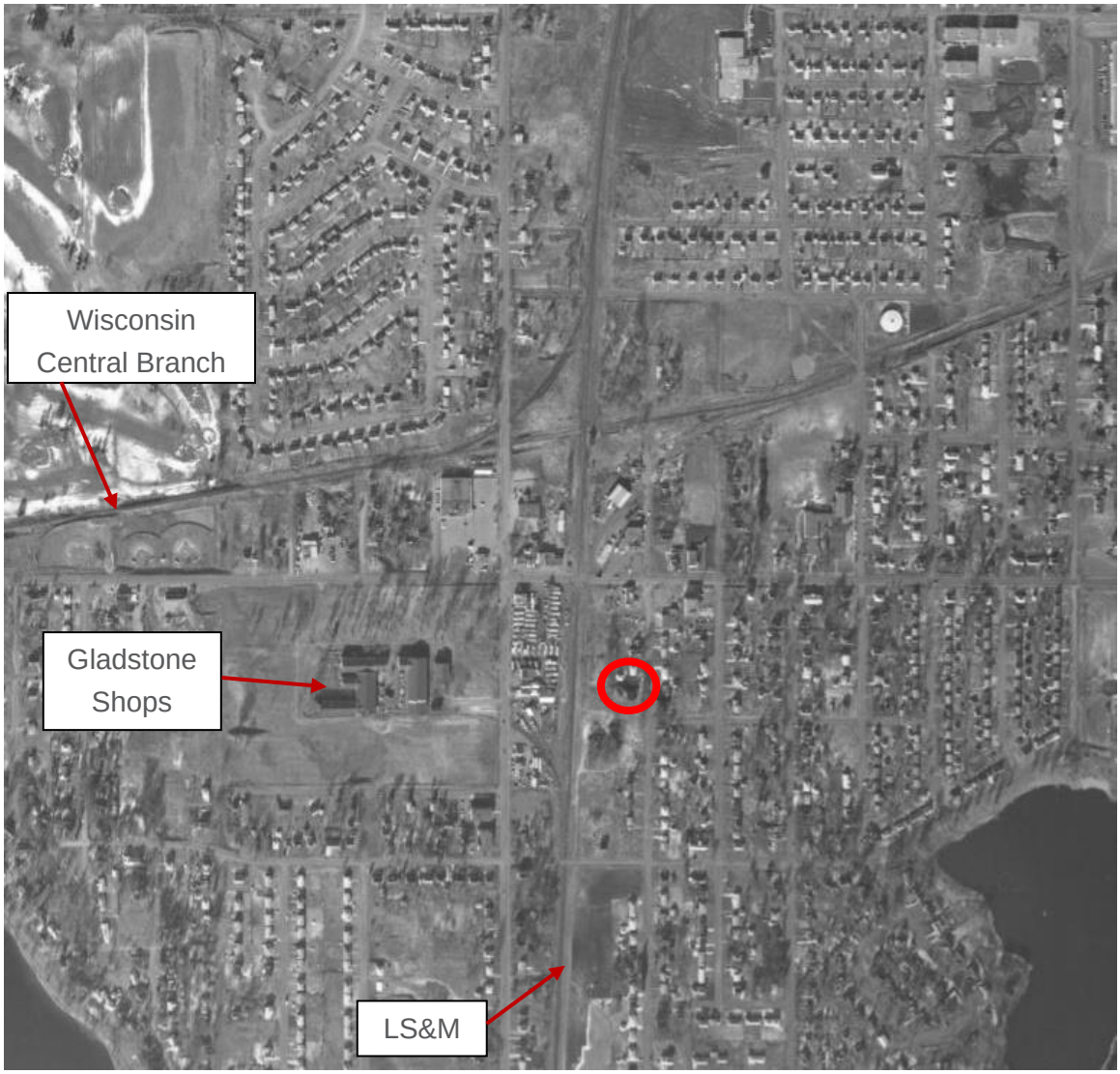

Figure 15. 1966 aerial photograph of the Gladstone area showing postwar suburban infill development in the area.[451] The red circle denotes the location of the Schroer House.

1865 Clarence Street owners

The Schroer House is located within the former community of Gladstone on lots 9-16 of block 6 of the Gladstone plat. The property, which was part of William Dawson's land during the late nineteenth century, was purchased by Julius and Tina Schroer from W.A. Scott and his wife in 1902.[452] According to the Ramsey County Assessor's office, the subject house was built eight years later in 1910.[453] As

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[451] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., GS-VBOX, Roll 3 Frame 137" (U.S. Geological Survey, November 2, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

[452] At the time of the transfer the property only consisted of lots 10-15. Lot 9 was added to the property at an unknown date. "Real Estate Transfers," *Saint Paul Globe*, November 11, 1902, 10.

[453] Maplewood Area Historical Society records for the property indicate that ownership of lots 13-15 were transferred to Julius's son William in 1910; however, additional research did not confirm the transfer of ownership of these lots or reveal any connection to the construction of the house or its residents; Ramsey County, "Ramsey County Assessor Interactive Property Map"; Maplewood Area Historical Society, "Chronology - 1865 Clarence Street," n.d., Maplewood Area Historical Society, Maplewood, Minn.

research indicates that the Schroers obtained ownership of the subject property in 1902, it is possible that the house may have been constructed prior to 1910; however, additional research, including an examination of buildings permits, did not confirm an earlier construction date.

Julius and Tina Schroer

The original owner and occupant, Julius Schroer, was born in 1858 in Saint Paul to German parents.[454] At an early age he moved to New Canada Township, where he lived for the remainder of his life.[455] Research suggests that Julius was in his late teens when he settled in New Canada Township, as the 1877-1878 Saint Paul city directory lists him as living outside the city boundary at that time.[456] He married Tina in 1882 and the couple had four children: Louise (Lulu), William H., Harry J., and Julius A.[457]

Research did not conclusively verify where in New Canada Township the Schroer family lived prior to the construction of the subject house, although a few possibilities were found. One is indicated in Maplewood Area Historical Society records, which state that the Schroers purchased the property at 1889 Clarence Street (north of the subject property) from J.W. Frost in 1899 and reportedly operated a boarding house.[458] Other research did not conclusively confirm a boarding house at that location, but the 1900 census records, which do not indicate the Schroers' exact address, indicate that they housed six boarders: two telephone operators, one section foreman, and three day-laborers.[459] Newspaper articles indicate other possible locations for the Schroer Homestead. For example, an 1889 newspaper article states that Julius Schroer lived on Gladstone Street (later Clarence Street), though the exact address is not provided.[460] Other newspaper articles allude to Julius's ownership of parcels throughout New Canada Township in the late nineteenth century. Specifically, he purchased land within Sabin's Addition to Gladstone (lot 28 of block 15) in 1895 and an additional lot at an unspecified location in 1899.[461] In 1902, the same year he purchased the subject property, he was also listed as a principal

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[454] The 1910 census records list his year of birth as 1859. United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C.: National Archives and Records Administration, 1900).

[455] "Fall From Roof Kills Pioneer, 69," *Saint Paul Pioneer Press*, February 28, 1928.

[456] *St. Paul City Directory* (St. Paul, Minn.: W.M. Campbell, 1877), 279.

[457] United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900*, Roll: T623, 1854; United States of America, Bureau of the Census, *Thirteenth Census of the United States, 1910* (Washington, D.C.: National Archives and Records Administration, 1910), T624_716.

[458] The records also suggest that this property at 1889 Clarence Street remained the Schroer homestead until Julius's death in 1928 but this information is contrary to other sources that indicate his ownership and residence at the subject property; United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900*, Roll: T623, 1854.

[459] Maplewood Area Historical Society, "99 Years on Clarence Street," n.d., Maplewood Area Historical Society, Maplewood, Minn.

[460] "Proposals," *Saint Paul Globe*, May 26, 1889, 16.

[461] "Town of New Canada - Continued," *St. Paul Daily Globe*, February 18, 1895, 28; "Assessment District, Town of New Canada - Continued Gladstone, Ramsey Co., Minn.," *Saint Paul Globe*, February 20, 1899, 32.

buyer of additional land during the previously mentioned auction of the Gladstone Land Company's assets elsewhere within the Gladstone plats.[462] Although research revealed that the Schroers purchased multiple properties in the Gladstone area at various times, it did not provide any additional information about whether the family lived at each location, how long they retained a specific property, what they used the properties for, or to whom or when they were sold. Julius Schroer's extensive land holdings in the area suggest that he was well off financially.

In 1910, the year the subject property was constructed, the Schroer family is listed as living on Gladstone Street and continued to house boarders, according to census records. During that year boarders included three men who were employed by the NP and Soo Line railroads. Julius and Tina's son William, who lived at the house at the time, also worked for the NP as a boilermaker.[463] These occupations are consistent with other area residents at this time.

Within New Canada Township, Julius Schroer had multiple occupations. The 1900 census lists him as a farmer, while the 1900 Saint Paul city directory lists him as a teamster. If Schroer did in fact farm in the area, it was likely at a different location or at a very small scale due to the size of the subject property. Additionally, research did not indicate the presence of agricultural outbuildings on the property. Saint Paul city directories indicate that Julius worked in the fuel and lumber industries for several years between 1900 and 1910.[464] In 1910, he is again listed as a farmer in census records.[465] Research did not reveal records of Julius's occupation after 1910, as city directories are not available or do not list him.

Mr. Schroer was very active within the community. Soon after his arrival in New Canada Township, he began serving in the local government, which he continued for 40 years in varying positions at different times, including supervisor, town clerk, constable, and assessor. Review of newspapers and documents at the Maplewood Area Historical Society did not reveal many specific details regarding his work in local government; however, he worked to improve the township's roads and bridges and represented Gladstone and wider Ramsey County at the 1896 Good Roads convention in the Minneapolis.[466] By at least 1889, he also served as president of the board of education, although research did not indicate the time he served at that post.[467]

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[462] "Burst Boom Is Echoed In Land Sale," 2.

[463] United States of America, Bureau of the Census, *Thirteenth Census of the United States, 1910* (Washington, D.C.: National Archives and Records Administration, 1910), Minnesota, Ramsey County, New Canada Township, Sheet No. 20B.

[464] Maplewood Area Historical Society, "Chronology - 1865 Clarence Street"; Maplewood Area Historical Society, "Julius Schroer," n.d., Maplewood Area Historical Society, Maplewood, Minn.

[465] United States of America, Bureau of the Census, *Thirteenth Census of the United States, 1910*, 1910, Roll: T624_716.

[466] "Fall From Roof Kills Pioneer, 69"; "For Good Roads. Ramsey County's Delegates to the Minneapolis Convention.," *Saint Paul Globe*, March 8, 1896, 12.

[467] "Proposals," 16; Maplewood Area Historical Society, "Chronology - 1865 Clarence Street."

Later owners

Julius Schroer appears to have retained ownership of the subject property until his death in 1928.[468] It is not known when Tina Schroer died, as research did not reveal a death certificate or obituary. Possession of the property then transferred to his son William, who is listed as the owner of the property with his wife Anna in the 1930 census.[469] William lived at the property until his death in 1945.[470]

It is unclear who owned the property after 1945. Mr. Lundberg, whose first name is not known, had acquired it prior to 1953, when he sold it to Gordon Sundgaard. Research did not reveal any additional information about Mr. Lundberg. In contrast, the Sundgaard family has a long-time presence in the Gladstone area. Before purchasing the subject property, Gordon Sundgaard spent his childhood living in the adjacent house to the south: 1851 Clarence Street. His father Olaf, also a long-time resident of the area, bought that property in 1918. Gordon was a veteran of World War II, entrepreneur, and restorer of old cars. He had three children who grew up in the subject house: Jan, Kip, and Kirsten. When Gordon died in the early 1980s, ownership transferred to his wife Joanne for a time before her death in the late 1980s, after which time Jan gained ownership. Gordon's son Kip was a competitive ski jumper. As a teenager in the early 1970s, Kip participated in skip jumping competitions in multiple states.[471] During his professional ski jumping career, Kip represented the United States in the 1976 Winter Olympics and several World Championships. He was inducted into the American Ski Jumping Hall of Fame in 2008.[472] Although Kip began ski jumping as a child while living at the subject property, research did not reveal that he lived there during his professional ski jumping career or at any time as an adult.[473]

Building history and architecture

Building history

The Schroer House was built in 1910 for owners Julius and Tina Schroer. According to the Maplewood Area Historical Society, upon construction the house was equipped with the modern conveniences of the time, including "an indoor cement rainwater cistern to gather rainwater, double entry doors, windows that opened at an angle allowing fresh air to enter in any season, a double-car garage, gutters built into the eaves, and a two-hole outhouse."[474] Research did not provide any additional specifics

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[468] "Fall From Roof Kills Pioneer, 69."

[469] U.S. Department of Agriculture, *Fifteenth Census of the United States: 1930, Agriculture* (Washington, D.C.: Government Printing Office, 1930), Roll: T626; "Fall From Roof Kills Pioneer, 69."

[470] "Death Certificate #1945-MN-024703: William H. Schroer," February 28, 1946, Death Records, Minnesota Historical Society, St. Paul, Minn.

[471] "South Dakota Thirteenth In National JC Ski Meet," *Lead Daily Call*, March 2, 1970, 3.

[472] Maplewood Area Historical Society, "99 Years on Clarence Street."

[473] Maplewood Area Historical Society, "99 Years on Clarence Street"; Brenda Rudberg, "Sundgaard Family – Second Generation," *Maplewood, Minnesota Official Website*, accessed October 18, 2018, https://www.maplewoodmn.gov/1691/Sundgaard-Family-Second-Generation.

[474] Rudberg, "Sundgaard Family – Second Generation."

about these features but a ca. 1910 photograph shows the original design including the front porch with balustrade and projecting bay on the side (south) elevation as well as the original window configuration and entry doors (see Figure 16). Additionally, the balustrade can also be seen at the now-enclosed second-story porch and the rail corridor can be seen in the background. Although a garage cannot be seen in the photograph, according to current owner Jan Sundgaard, the detached garage directly west of the house is the original garage. He states that it was constructed on the property in 1910 or shortly after. The original hip roof structure accommodated two cars and a workshop, as well as the outhouse, which is still present.[475] The property was also described as having abundant vegetation such as rose bushes, hedges, and apple and plum trees. Figure 16 suggests that the described vegetation was not present until several years after 1910.[476]



Figure 16. Undated photograph (likely ca. 1910) of the Schroer House depicting the original design. Note the active rail corridor at rear of the property. Image from the Maplewood Area Historical Society.[477]

The Maplewood Area Historical Society's account of the property does not mention an architect or builder. However, information in its collection states that the house was built by the Schroer's son-in-law Louis Yetter. In 1910, when the house was constructed, he was living on Margaret Street in Saint Paul with his wife Louise (Julius's daughter) and mother and working as an engineer for a railroad (census records did not indicate which railroad). Additional research did not confirm Yetter as the

[475] Sundgaard, Interview with Mead & Hunt, Inc., Maplewood, Minn.

[476] Rudberg, "Sundgaard Family – Second Generation."

[477] Rudberg, "Sundgaard Family – Second Generation."

builder of the house or identify if he was involved in the construction of other residences. Building permit research for the property also did not reveal the builder.

Overall, few alterations have been made to the property since its construction. The earliest known change was the enclosure of the second-story porch on the front facade, which occurred sometime prior to 1953 according to owner Jan Sundgaard.[478] An examination of building permits did not reveal the exact date of this alteration, nor did it reveal dates of other changes to the property. According to owner Jan Sundgaard, later changes to the property were made by the Sundgaard family, particularly Gordon.[479] In the early 1960s, a carport was constructed on the north elevation. It was converted into a garage in the early 1980s. Additionally, a flat-roof addition was constructed on the ca. 1910 detached garage. The entire roof was removed from the detached garage ca. 2010 and replaced with the current continuous hip roof with dormers. During the 1960s, a horse corral and barn were also located on the property to house the family's horses. These structures were not original to the property and are nonextant. In the 1970s, a bedroom addition was placed on the rear second-story porch. The swimming pool was constructed ca. 1976 and the ca. 1920 single-car garage was moved onto the property at the same time. Recent changes include the ca. 1990 replacement of windows on the enclosed second-story porch and the ca. 2018 addition of the shed to the property.[480]

Architecture

The Schroer House has limited architectural details of the Colonial Revival style, which was popular in residential architecture between the 1880s and 1950s and often blended elements from the Colonial Period, including French, Dutch, and Georgian styles. Common elements of the style include rectangular massing, dormers, double-hung windows with multi-pane glazing, paired windows, symmetrical facades, and pedimented entrances with classical columns or pilasters.[481] Although the house can be categorized as an example of the Colonial Revival style, the simple architectural detailing, including the simple door and window surrounds, Doric Columns at the porch, and paired windows, comprise only a modest example of the style.

Although the design of the Schroer House does not exhibit architectural features that would make it an excellent example of the Colonial Revival style, it represents the types of residences constructed in the Gladstone area in the early twentieth century. As mentioned, the modest-sized residences built in Gladstone in the late nineteenth and early twentieth centuries have simple front-gable, side-gable, and gable-ell forms with little to no architectural detailing. The Schroer House continues this trend but is a later example in the area, being built in 1910. Most examples from this time have been largely modified with replacement siding, windows, and/or additions (see Figures 17 and 18, which illustrate these

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[478] Sundgaard, Interview with Mead & Hunt, Inc., Maplewood, Minn.

[479] Sundgaard, Interview with Mead & Hunt, Inc., Maplewood, Minn.

[480] Sundgaard, Interview with Mead & Hunt, Inc., Maplewood, Minn.

[481] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2006), 66, 409, 555; Thomas C. Hubka, *Houses Without Names: Architectural Nomenclature and the Classification of America's Common Houses* (Knoxville, Tenn.: The University of Tennessee Press, 2013), 57.

changes). Figure 17 shows replacement siding and windows, while Figure 18 shows replacement siding and windows, an altered porch, and a rear addition.



Figure 17. House at 1770 Clarence Street, looking northeast. The house is an example of a modified front-gable residence in the Gladstone area. Note the replacement siding and windows and altered porch.



Figure 18. House at 2091 Birmingham Street, looking northwest. The house is an example of a modified side-gable residence in the Gladstone area. Note the replacement siding and windows, modified porch, and rear addition.

Evaluation

The Schroer House was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, New Canada Township, or the city of Maplewood. The Schroer House was built in the community of Gladstone in the early twentieth century. At the time of its construction, Gladstone was experiencing a period of growth and development catalyzed by the arrival of the railroad and other industries in the area in the late nineteenth century. During this period, residences were largely scattered throughout the Gladstone plats on large properties (comprised of multiple parcels) southeast of Gloster Junction, in close proximity to the railroad shop, plow works, and commercial buildings where area residents worked. Gladstone's initial period of growth and expansion, which began in 1886-1887, was short-lived as the community began to wane in 1915 with the closure of the Gladstone Shops. While brief, this growth period in Gladstone between the late nineteenth and early twentieth century is significant in the history of the area that was predominantly agricultural or undeveloped until the mid-twentieth century. Although the Schroer House was built during this time of growth in Gladstone, it was constructed late in the period. The railroad and surrounding industries were well established when the house was constructed in 1910 and soon after the area began to decline. As such, the house does not fully reflect this early development and residential construction in Gladstone. Other residences in Gladstone constructed closer to the establishment of the railroad and associated industries better reflect this trend and have a stronger association with the initial settlement of Gladstone. As such, the Schroer House does not appear to have significance under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history. The original owner, Julius Schroer, was an early and long-time resident of Gladstone. As a teamster and farmer, he appears to represent typical occupational trends of residents of the area. Although he was active in the community, including local government, research did not indicate that he was significant or instrumental in the development of the area. His actions do not appear to stand out amongst other individuals who also served Gladstone in this capacity. Additionally, his work on the board of education and local government largely took place in the late nineteenth century and first years of the twentieth century, before the construction of the subject house, so any significance related to his work at that time would be associated elsewhere. Later owners and residents of the house, specifically those in the Sundgaard family, are also long-time residents of the area; however, they do not appear to have been significant within its history. Although it was the childhood home of Olympic athlete Kip Sundgaard, his professional athletic career occurred after he occupied the house and is not associated with the residence. Other properties related to his career, such as where he practiced or competed, would better represent his significance within competitive ski jumping. Therefore, the Schroer House does not appear to have significance under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of a type, period, or method of construction. Research suggests that the house was built by railroad engineer Louis Yetter; however, he was not confirmed to be the builder or architect of the property. Additionally, he is not known to be a prominent builder in Gladstone or a wider area. Thus, the property does not appear to be the work of a master. While this house does have limited elements of the Colonial Revival style, including the door and window surrounds, Doric columns, and paired windows, these characteristics do not make it an exemplary example of the style, nor does it possess high artistic value.

The Schroer House is a relatively intact example of a residence built during the early twentieth century in Gladstone. It is typical of the type and form of residences, specifically front- and side-gable, one- or one-and-one-half-story houses built in the area during the late nineteenth and early twentieth centuries. These types of residences were common and widely constructed throughout Gladstone and the surrounding area at that time. Although the Schroer House has limited architectural detailing, the house does not possess distinguishing characteristics that make it stand out as an important example of this residential type. Thus, the Schroer House does not appear to have significance under *Criterion C*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Schroer House does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

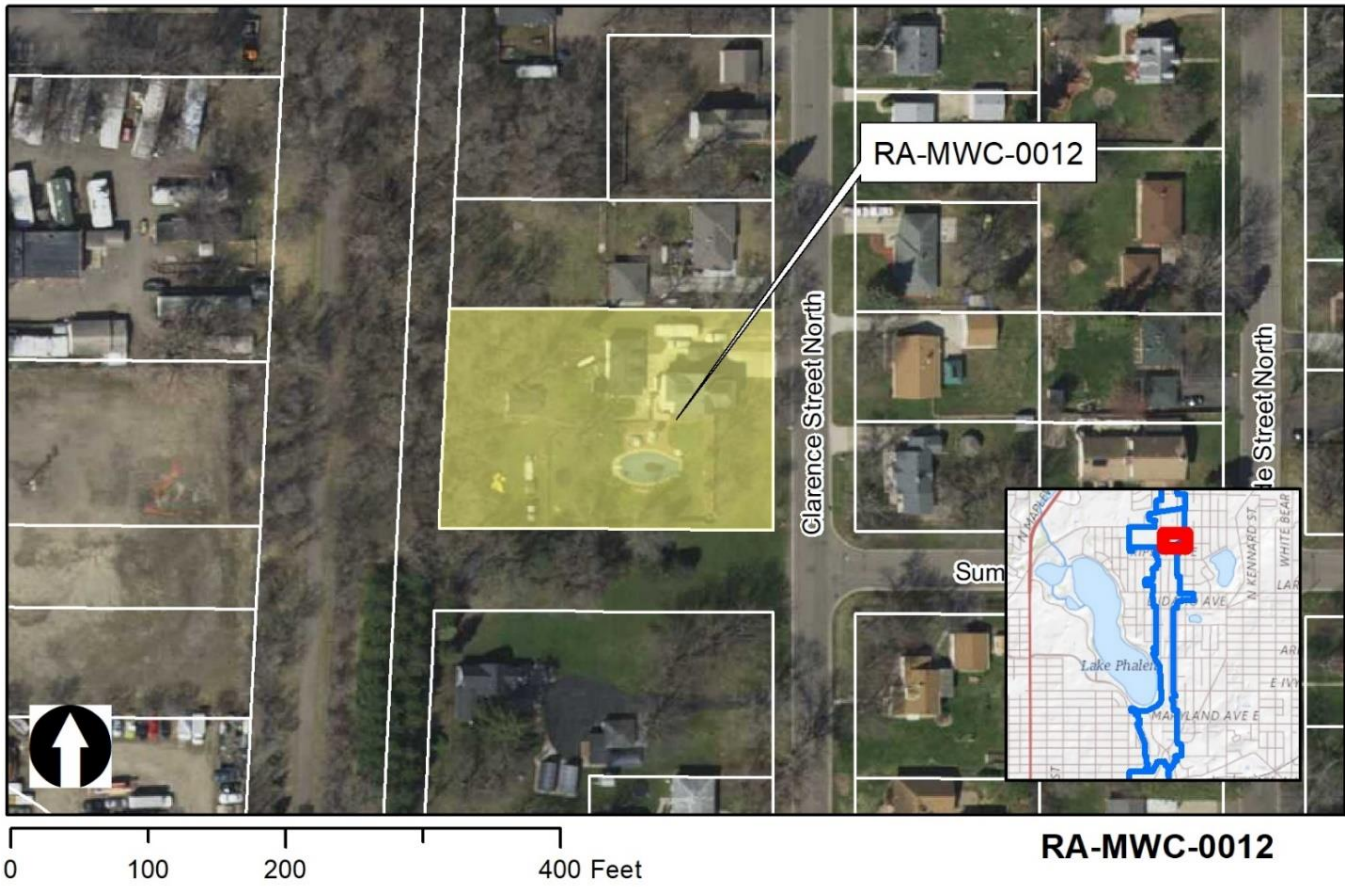
Integrity

Because the Schroer House does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

Recommendation

The Schroer House is recommended not eligible for the National Register.

Map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APPENDIX E10. PHASE II EVALUATION: MADELINE L. WEAVER ELEMENTARY SCHOOL (RA-MWC-0106)

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Madeline L. Weaver School

SHPO Inventory Number: RA-MWC-0106
Address: 2135 Birmingham Street
City: Maplewood

Description

The Madeline L. Weaver Elementary School (Weaver School) is located at 2135 Birmingham Street in Maplewood, southwest of the intersection of Birmingham Street and County Road B East. Sited within a residential neighborhood, the school property is predominately surrounded by 1950s and 1960s houses. It is bordered by County Road B East on the north, Birmingham Street on the east, Eldridge Avenue East on the south, and the Bruce Vento Regional Trail (the former Lake Superior & Mississippi Railroad [LS&M] corridor) on the west (see Figure 1). A private mid-century residence not associated with the school is located within the southeast corner of this general boundary. The Bruce Vento Regional Trail is lined with mature deciduous trees and additional trees are located at the northwest corner of the property; they serve as a nature area for students. Recreational fields are located to the west of the building. A metal chain-link fence surrounds most of the property. Irregularly shaped parking lots are located north and northeast of the school with an additional service parking lot located adjacent to the southeast corner. A bituminous-paved play area, picnic tables, ca. 1985 playground, and ca. 2000 concrete-block garbage enclosure are located south of the school with additional bituminous-paved play areas located to the east and north. Paved paths connect the play areas as well as the southeast parking lot and an additional paved path extends from the west elevation of the building to a Bruce Vento Regional Trail crossing and the residential areas to the west.

The one-story Weaver School was constructed in 1966.[482] It is clad in cream and tan, common-bond brick and has a very shallow, cross-gable roof with metal coping and fascias. The roof material and foundation are not visible. The school has a cross-plan with four nearly identical wings, one of which is a 1967 planned and phased addition on the west elevation (see Figure 2).[483] The north, west, and south wings house the classrooms. The east wing houses the kitchen, boiler and storage rooms, and slightly taller one-story gymnasium and cafeteria spaces. The taller one-story spaces are also clad in brick and do not have any fenestration other than a single-leaf roof access door. The main entrance is located at the junction of the east and north wings.

[482] A date stone on the facade indicates that the building was completed in 1967. The dates used in this evaluation are taken from building permits unless otherwise noted; Village of Maplewood, “Building Permit No. 11044,” April 25, 1966, Property File for 2135 Birmingham Street North, City of Maplewood, Maplewood, Minn.

[483] Village of Maplewood, “Building Permit No. 11615,” November 30, 1967, Property File for 2135 Birmingham Street North, City of Maplewood, Maplewood, Minn.

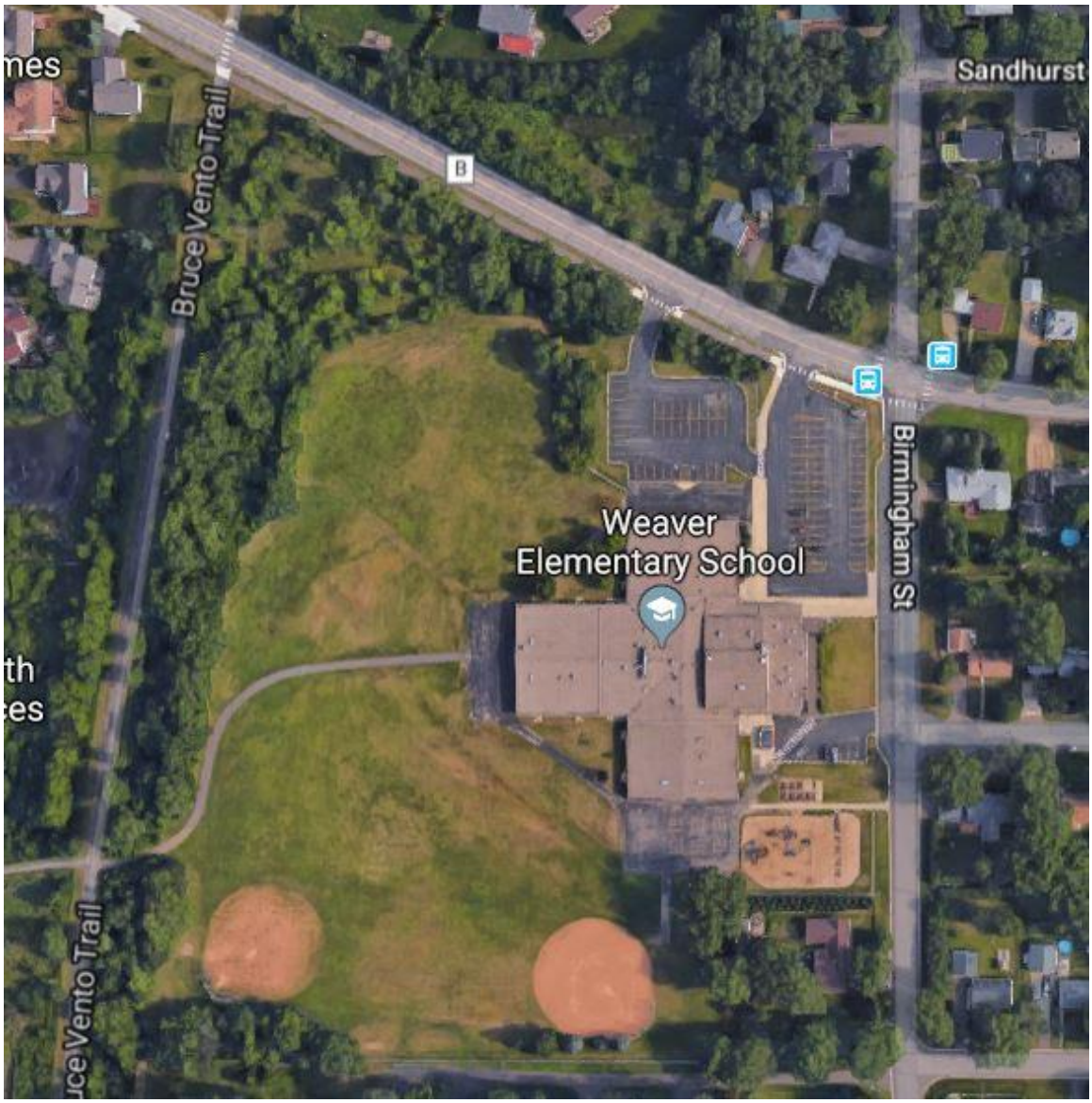

Figure 1. Current Google aerial of Weaver School property depicting the location of the school parking lots, play areas, and ball fields around the school building.

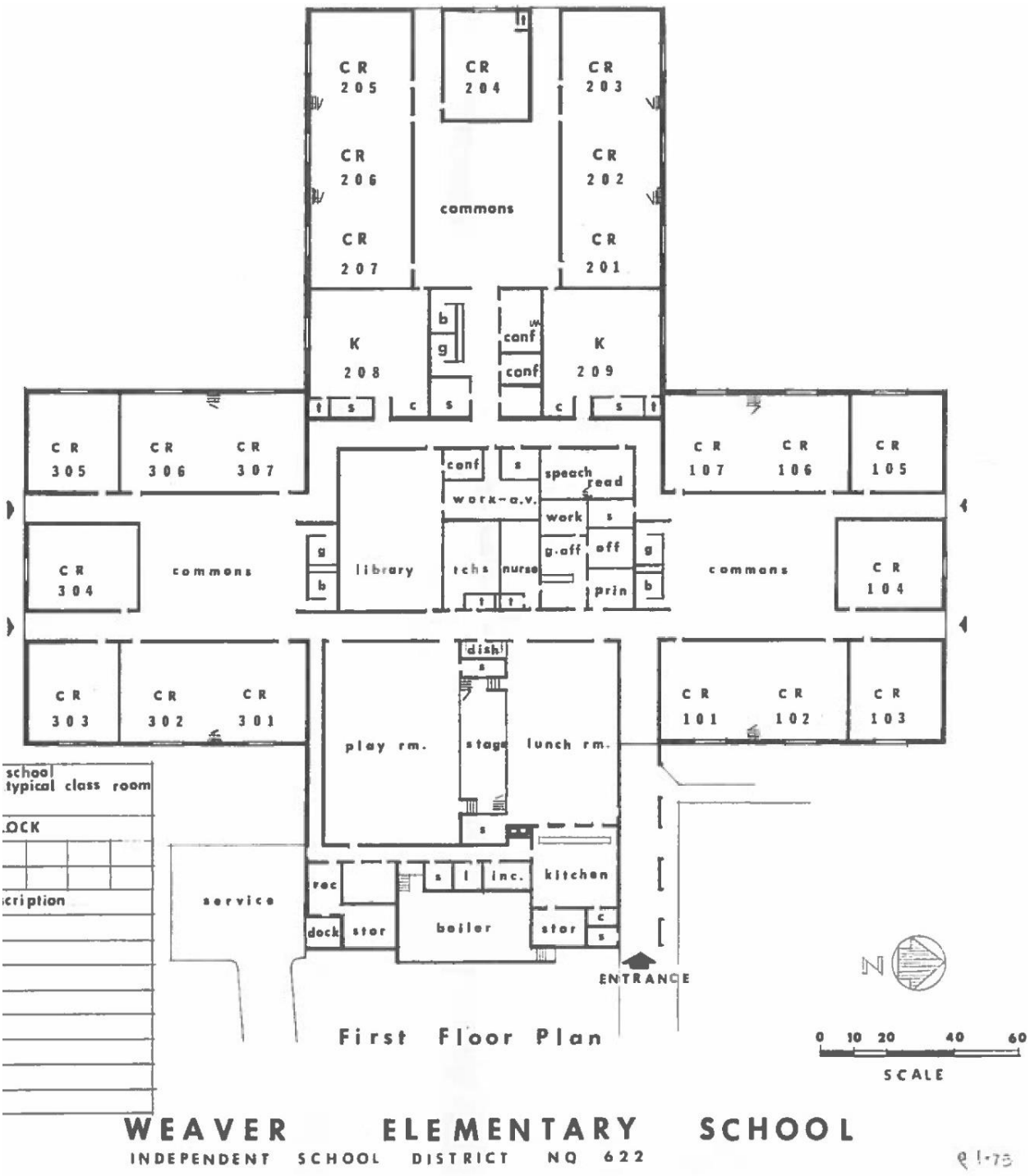

Figure 2. Current plan of the Weaver School depicting the cross-plan and four wings of the building.[484]

The facades of each wing are consistent throughout the school, with the only variation occurring in the east wing, which houses different functions. The three-sided classroom wings each have identical fenestration patterns. The exterior window compositions, spaced symmetrically around each wing, are identical and considered character-defining features of the school. Each window composition consists

484 "Weaver Elementary School Plan" (Independent School District #622, n.d.), Independent School District #622, North St. Paul, Minn.

of a central window bay with a pair of side-by-side, fixed-frame windows with a filled-panel metal transom above and a slatted metal grate panel below (see Figure 3). The unit is framed by full-height, precast concrete pilasters. Adjacent to each window unit is a vertically aligned metal ventilation panel, which is the exterior component of an interior HVAC unit, providing individually controlled heat and air to each classroom space.



Figure 3. Typical window bay composition with full-height pilasters and an adjacent ventilation grate, view looking northwest.

Each “front” elevation (facing away from the central core) has a single central window that is centered on the interior classroom space. On each side of the window bay is a recessed entrance with a single-leaf metal door with sidelights and a filled metal transom panel (see Figure 4). The side elevations of the classroom wings are framed by slightly projecting end walls. A wide eave overhang extends across each side elevation but not on the front elevations, which follow the shallow gable roof line. The north and south classroom wings are identical, with three window units spaced symmetrically on each side (Figure 5). Mounted letters that spell out “Weaver Elementary | Leadership Starts Here” are located near the upper left corner of the front facade of the north wing. The west wing follows the same configuration but includes a fourth window bay on each side elevation (see Figure 5).



Figure 4. Typical front elevation of the classroom wing with a central window bay flanked by secondary entrances, south elevation of south wing, view looking north.



Figure 5. Typical side elevation of a classroom wing with window bay units framed by projecting pilasters and adjacent ventilation grates. This photograph is the east elevation of the north wing, view looking west.



Figure 6. West and south classroom wings with repeated window bays, view looking northeast. Note the four window bays on the west wing (left) compared to the three window bays on the south wing (right).

The east wing represents a variation on the pattern established in the other three wings. The front facade has a projecting central bay with a single-leaf entrance to the north. Mounted letters that spell out “Madeline L. Weaver | Elementary School” are centered just below the roofline of this bay wall. A date stone is located at the north end, near grade. The offset front entrance, located at the junction of the east and north wings, is accessed by a walkway that spans the side (north) elevation of the east wing and is sheltered by an extension of the gable roof that is supported by four wide brick screens with multiple, equally sized square openings (see Figure 7). In general form and size, the four brick screens that double as columns for the projecting roof replicate the form and size of the pilaster-flanked window

bays that mark the exteriors of the other wings, representing a continuation of the main design element of the school's architecture.



Figure 7. Eastern wing with the projecting bay on the front elevation (left) and entrance walkway with Mid-Century brick screens (right), view looking southwest.

The entrance has two single-leaf metal and glass doors, each with a transom panel. The doors are separated by a central metal and glass panel (see Figure 8). The brick exterior wall within the covered walkway has multiple windows and doors. From west to east, these include a single, fixed-frame window with metal transom and spandrel panels; single-leaf, metal door with concrete stoop; a single, fixed-frame window with metal transom and spandrel panels; and a single-leaf metal door (see Figure 9). The south (side) elevation of the wing also has multiple windows and secondary entrances. From east to west, these include a recessed loading dock with side entrance; single, fixed-frame window with metal transom and spandrel panels; single-leaf metal entrance with concrete step; and two, fixed-frame windows with metal transoms and spandrel panels (see Figure 10).



Figure 8. Main entrance, view looking west.



Figure 9. Covered walkway leading from the entrance with the brick screens to the left and secondary entrances and windows on the east wing to the right, view looking east.



Figure 10. Side (south) elevation of the east wing with recessed loading dock, single-leaf entrance, and multiple windows, view looking northwest. Note the higher one-story spaces located within this wing that house the gymnasium and cafeteria spaces.

Alterations

The Weaver School has remained intact since construction in 1966.[485] According to an examination of building permits and discussion with employees of Independent School District #622 (ISD 622), the large 1967 addition was constructed to create a symmetrical wing extending to the west. This wing was included in the original design of the school and was intended as a phased element (see the History section below for more information on the addition). As intended, the west wing addition incorporates the design elements of the other wings and is considered as part of the original school design plan. In 1974, bituminous-covered surfaces and paths were added around the school to connect outdoor play areas.[486] According to historic aerials, baseball fields were also created in the open space west of the school building between 1972 and 1980 and playground equipment was placed on the site ca. 1985.[487] None of these later changes altered the original school design.

History

Neighborhood history

The Weaver School is located within the city of Maplewood, an irregularly shaped first-ring suburb of Saint Paul. Prior to Maplewood's incorporation in 1957, the area was predominantly rural, with a few small communities centered on developing along transportation routes. One example was the railroad crossroads community of Gladstone, which was centered around the junction of the LS&M and the Minnesota, Saint Croix, and Wisconsin Railroad (known as the Wisconsin Central and later the Soo Line). The Weaver School is sited within the former Gladstone area, three-tenths of a mile northeast of this junction, which was referred to as Gloster Junction. The Gladstone Shops were built at the junction in 1887-1888 and spurred early development in the area, including other industries, businesses, and residences.[488] The earliest school, the Gladstone School, was constructed on Birmingham Street in 1887.[489] The community of Gladstone was short lived; however, as the phasing out of the Gladstone Shops by 1915 began the community's decline and the area largely reverted to farmland (see Figure 11).

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[485] Due to school being in session, the interior of the Weaver School was not accessed. Discussion of the interior in this document is based on review of historic photographs and interviews with Mike Boland, Operations Supervisor, Independent School District #622.

[486] Village of Maplewood, "Building Permit No. 14990," July 30, 1974, Property File for 2135 Birmingham Street North, City of Maplewood, Maplewood, Minn.

[487] The original playground equipment appears to have been replaced with the current equipment within recent years.

[488] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., "Gladstone Savanna Neighborhood Preserve," 4.

[489] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 38.

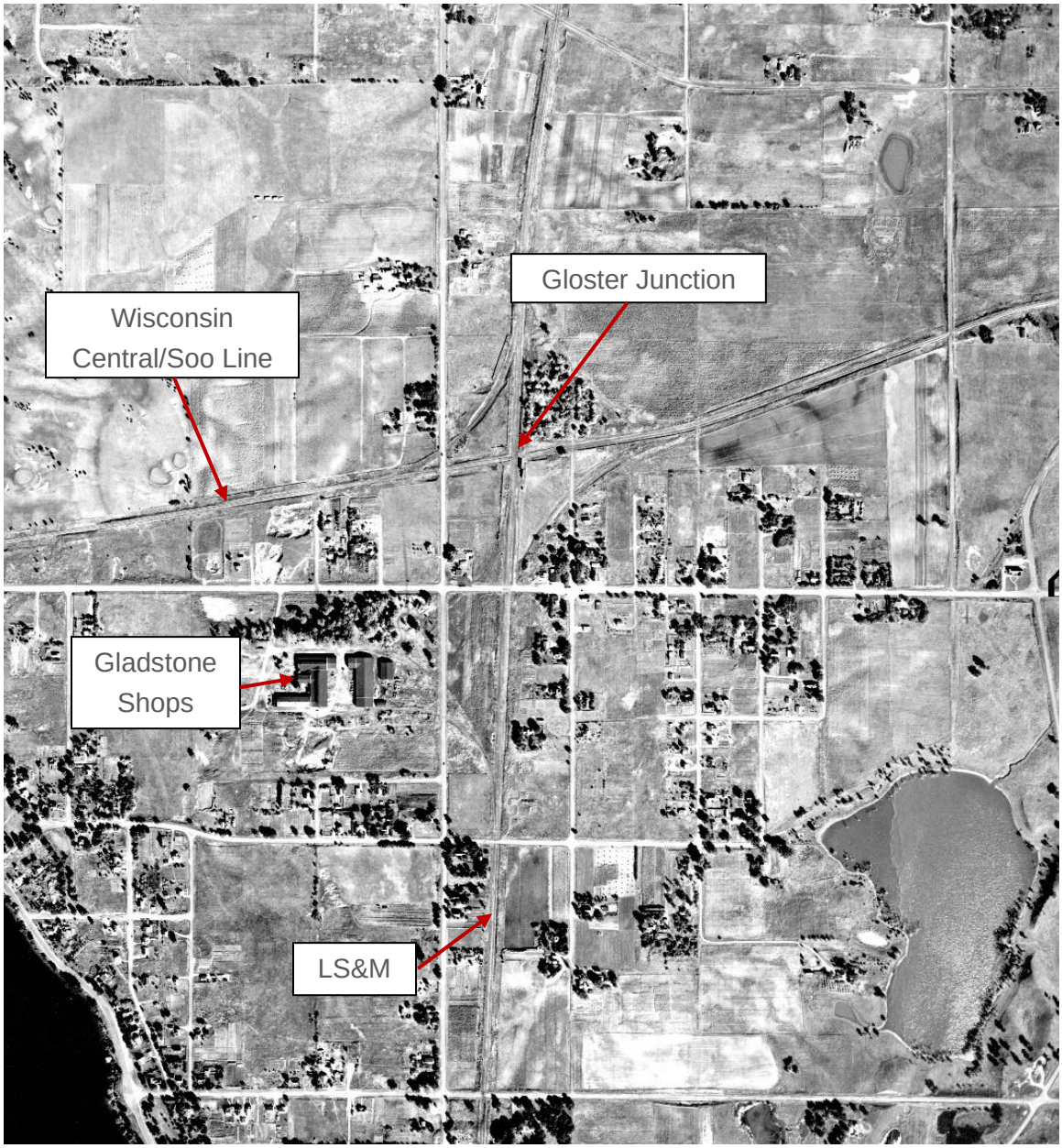

Figure 11. 1945 aerial photograph showing the agricultural nature of the Gladstone area after its decline in the early twentieth century, prior to the formation of Maplewood.

In the post-World War II (postwar) years, farms, including those in the Gladstone area, gave way to suburban development, shifting the agricultural landscape to dense residential developments (see Figure 12). Suburbanization correlated with a dramatic increase in the area's population, which prompted residents to incorporate Maplewood in February 1957 to avoid being annexed by Saint Paul.[490] After incorporation, the population continued to increase, almost doubling from 14,200 residents in 1957 to 25,222 in 1970.[491] Like other Twin Cities suburbs, the population of Maplewood was largely white. While minorities constituted a fraction of the overall local citizenry, a small

[490] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 36.

[491] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan* (Maplewood Village Council, September 21, 1972), 32, City of Maplewood, Maplewood, Minn.

concentration of black residents lived in the city.[492] Maplewood's black population was at least triple that of other suburbs and Maplewood was home to nearly 20 percent of the seven-county metro-area's black suburbanites by 1967. The black population remained small in terms of numbers, however, with a total of just over 200 individuals, including school-age children.[493]

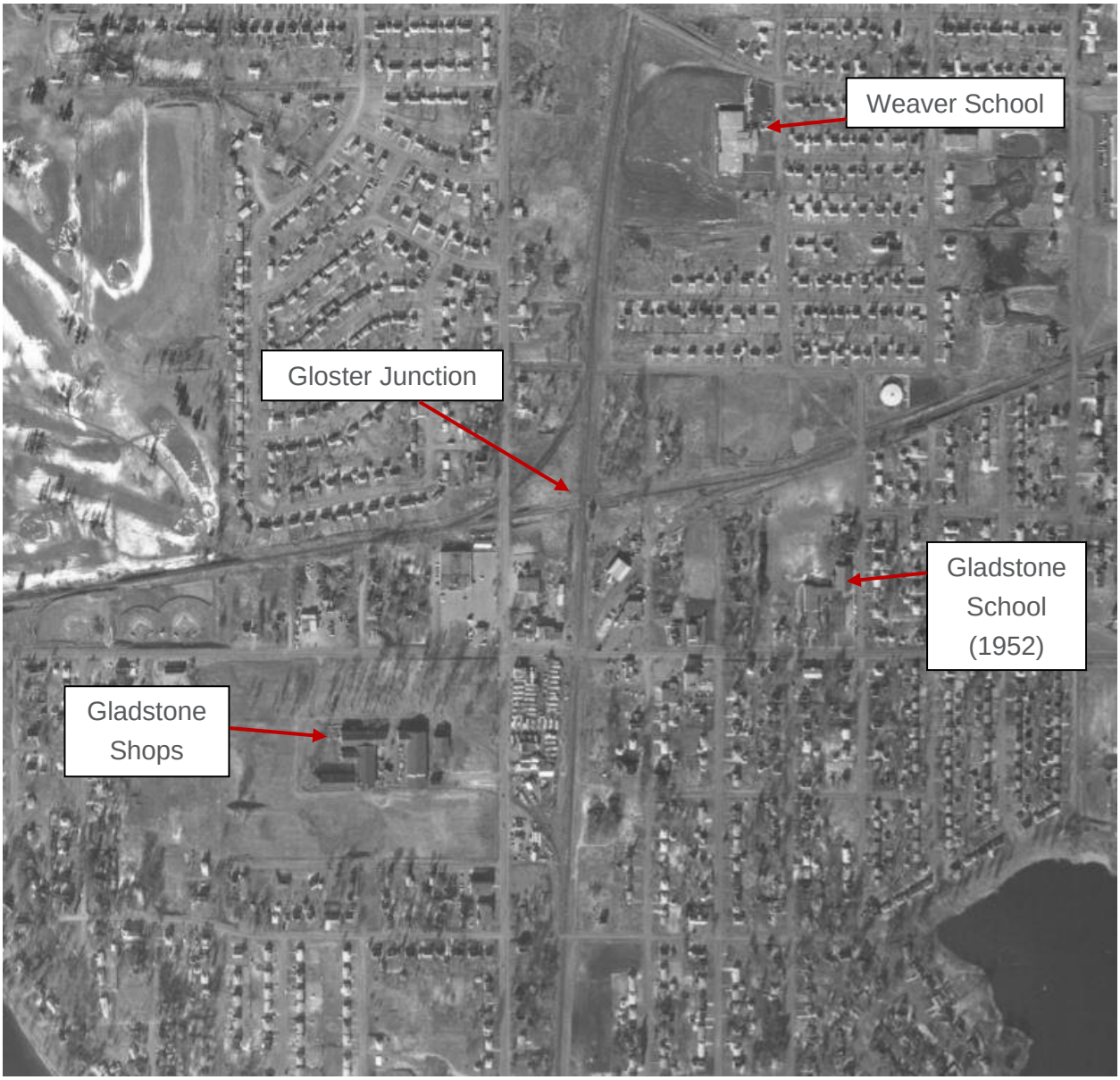

Figure 12. 1966 aerial photograph of the Gladstone area showing postwar suburban development. The newly constructed Weaver School and nearby Gladstone School can be seen near Gloster Junction.[494]

As the overall population of Maplewood increased in the mid-twentieth century, so did the number of school-age children, which necessitated the construction of numerous additional schools. Locations of

[492] Sherrie Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life," *The Minneapolis Star*, May 29, 1967; Mazingo, "Two Centers Develop in Last 7 Years."

[493] Mazingo, "Two Centers Develop in Last 7 Years," 19.

[494] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., GS-VBOX, Roll 3 Frame 137."

new schools generally followed residential growth as the district utilized property taxes to fund its construction and day-to-day operation. Schools were also constructed within the expanding residential areas to allow for easy student access.

Independent School District #622

Schools within Maplewood are predominantly located within ISD 622. The district was first organized in 1952 under the name Joint Independent School District No. 40 of Ramsey County and No. 105 of Washington County, consolidating several previous districts in both counties. Other districts were annexed into ISD 622 in later years, including 1954, 1957, and 1962, ultimately creating the current district size of approximately 23,720 acres spanning portions of Ramsey and Washington Counties. The district was renamed ISD 622 in 1957 and is currently also referred to as the North Saint Paul-Maplewood-Oakdale School District.

The earliest postwar schools in the district were constructed in the 1950s, including the 1953 Cowern Elementary School and 1954 North Elementary School. In the former Gladstone area, the Gladstone School was constructed in 1952 to replace the 1887 Gladstone School building, which was demolished that year. Located a few blocks south of the subject property at 1945 Manton Street, the 1952 school later became the Gladstone Community Center and is now the Gladstone Education Center.[495] Beginning in the early 1950s, the district's student population increased rapidly, tripling to 6,500 from 1953 to 1960. The student population was increasing so fast that in 1960, the University of Minnesota Bureau of Field Studies and Surveys recommended that the district "embark on an accelerated building and site acquisition program."[496] To address the booming student population during the 1960s, the district presented several school bonding requests to residents.[497] These bonding measures were approved and led to the construction of several new schools in the 1960s. In addition to Weaver School, these include John Glen Junior High School (1962), located a few blocks east of the subject school; Harmony Elementary (1962); Webster Elementary (1964); Eagle Point Elementary (1965); and Oakdale Elementary (1967). The measures also financed additions to existing schools.[498] By the start of the 1968 school year, the district contained 11 elementary schools, including Weaver School, two junior high schools, and one high school, serving a total of 11,234 students.[499] The district continued to grow and by 1972, had added another elementary school and another high school. The student

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[495] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 38.

[496] "North St. Paul Schools Vote Set Tuesday," *Minneapolis Star*, November 21, 1960, 16C.

[497] "North St. Paul Schools Vote Set Tuesday," 16C.

[498] *Prospectus: $1,750,000 School Building Bonds, Series 15, of Independent School District No. 622, State of Minnesota, North St. Paul-Maplewood.* (Saint Paul, Minn.: Peterson & Popovich, 1968); Mike Boland, Operations Supervisor, Independent School District 622, Interview with Mead & Hunt, Inc., North Saint Paul, Minn., February 13, 2019; Mike Boland, Operations Supervisor, Independent School District 622, Phone interview with Mead & Hunt, Inc., March 26, 2019.

[499] *Prospectus: $1,750,000 School Building Bonds, Series 15, of Independent School District No. 622, State of Minnesota, North St. Paul-Maplewood.*, 11.

population at that time was 11,672.[500] Although Maplewood had a larger black population compared to other suburbs, the number of black students within ISD 622 remained small.[501] Research at ISD 622 and the Maplewood Area Historical Society did not indicate that there was a specific district school(s) that had a higher minority population or that specific efforts towards desegregation were underway within the district during the 1960s and 1970s, as the number of minority school children was small.

From the 1950s to the 1970s, nearly every new ISD 622 school and school addition were designed by the same architectural firm: Corwin, Seppanen & Associates, Inc. (early work for the district was done by E.D. Corwin & Associates, an earlier iteration of the same firm).[502] Research, including interviews with ISD 622 personnel, did not provide an explanation as to why the firm was selected for multiple school designs; however, it is possible that utilizing the same firm provided efficiencies and continuity to the district. As the need for schools was so high, particularly in the 1960s, buildings were constructed as quickly as possible in order to meet the needs of students. As a result, several schools built at that time, including the Weaver School, were designed with planned later additions. These later additions were often included in the original plans but constructed a year or two after the initial portion of the school, as the student body increased and additional funding became available (see Figure 13).[503]

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[500] *Prospectus: $2,040,000 School Building Bonds, Series 19, of Independent School District No. 622, State of Minnesota, North St. Paul-Maplewood.* (Saint Paul, Minn.: Peterson & Popovich, 1972), 8.

[501] Mike Boland, Operations Supervisor, Independent School District 622, Interview with Mead & Hunt, Inc., North Saint Paul, Minn.

[502] Mike Boland, Operations Supervisor, Independent School District 622, Interview with Mead & Hunt, Inc., North Saint Paul, Minn.; Mike Boland, Operations Supervisor, Independent School District 622, Phone interview with Mead & Hunt, Inc.

[503] Mike Boland, Operations Supervisor, Independent School District 622, Interview with Mead & Hunt, Inc., North Saint Paul, Minn.; Mike Boland, Operations Supervisor, Independent School District 622, Phone interview with Mead & Hunt, Inc.; Corwin, Seppanen, & Associates Inc., “Madeline L. Weaver School,” n.d., Weaver Elementary School Files, Independent School District #622, North St. Paul, Minn.

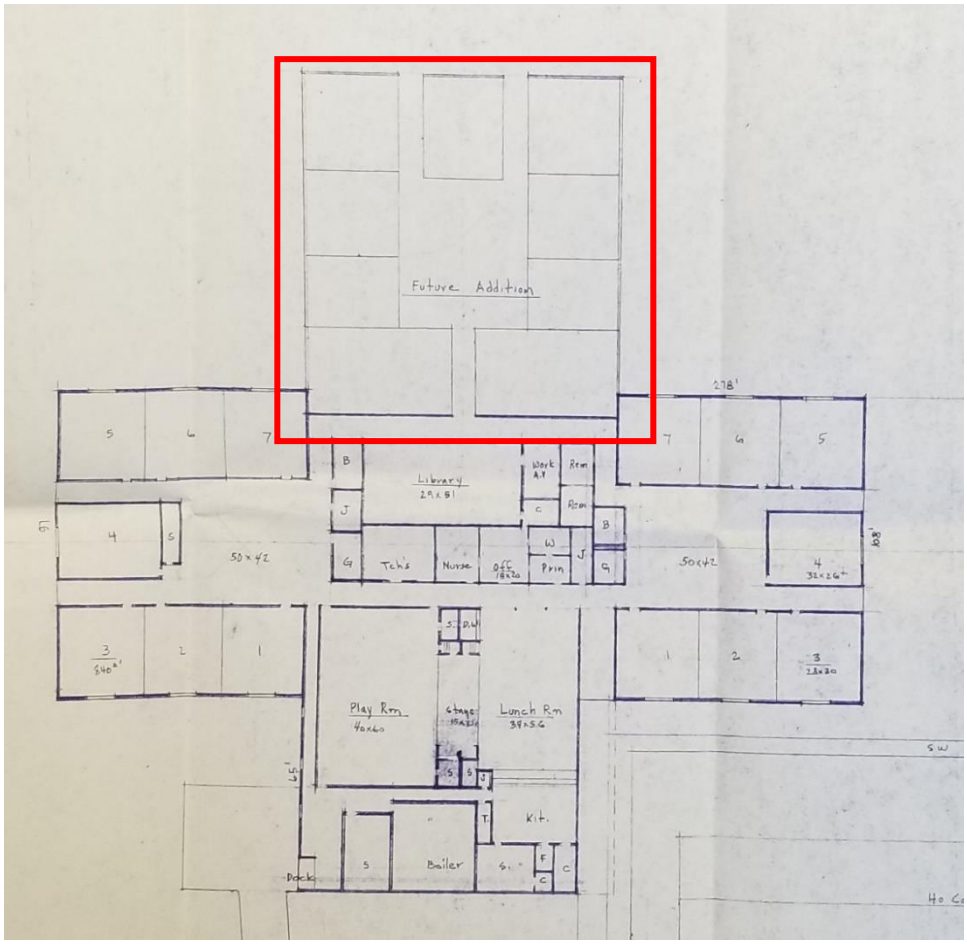

Figure 13. Original plan of the Weaver School by Corwin, Seppanen, & Associates, Inc. depicting the portion of the school built in 1966, shown in dark blue, as well as the anticipated "future addition," outlined in red.[504]

Madeline L. Weaver Elementary School

The Weaver School is named after beloved first grade teacher Madeline L. Weaver. She taught at the Gladstone schools since 1950. Ms. Weaver died at the age of 63 in 1966 and, subsequently, the Parent Teacher Association recommended her name for the new elementary school that same year. These is no evidence to suggest that the school was named after Weaver because she played an important role within the school district or is considered significant within the teaching profession.

The Weaver School was one of several elementary schools constructed within ISD 622 during the mid-twentieth century to accommodate the rapidly growing suburban student population in Maplewood. Residents of Maplewood approved the funding for the school, along with others, in 1965, and construction began a year later.[505] Upon completion in 1967, the school served elementary students with 14 classrooms (see Figure 14). Like other schools in the district, it was designed by Corwin, Seppanen, &

[504] Corwin, Seppanen, & Associates Inc., "Proposed Elementary School Plans," December 22, 1965, Weaver Elementary School Files, Independent School District #622, North St. Paul, Minn.

[505] "North St. Paul to Vote on Bond," *Minneapolis Star*, October 5, 1965, 7B.

Associates, Inc. The contractor was the Loeffel – Engstrand Construction Company of Hopkins, Minnesota.[506]



Figure 14. 1966 aerial showing the original Weaver School prior to the construction of the planned 1967 addition.[507]

As mentioned, the school's original design included a future addition on the west elevation in anticipation of an increased student population (see the plan in Figure 13 above). As a ca. 1967 Corwin, Seppanen, & Associates description of the building states, "When the enrollment in the school district increases, another similar wing to the west will be added, with two kindergartens included."[508] The firm also served as the architect for the addition, which was constructed by the Al. M. Noyce Construction Company of Minneapolis.[509] Construction of the addition began in 1967. It housed nine classrooms, including two kindergarten rooms (see Figure 2 above for a current plan of the school that includes the 1967 addition).[510]

The Weaver School has some characteristics of the Mid-century Modern style. Used in the postwar period, the style is generally characterized by its use of simple forms and lack of ornamentation. The

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[506] Village of Maplewood, "Building Permit No. 11044."

[507] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., GS-VBOX, Roll 3 Frame 137."

[508] Corwin, Seppanen, & Associates Inc., "Madeline L. Weaver School."

[509] The contractor listed on the building permit is only partially legible so the spelling of the name may not be correct; Village of Maplewood, "Building Permit No. 11615."

[510] Village of Maplewood, "Building Permit No. 11615."

style moved away from historical styles of the past and emphasized functionality over aesthetics.[511] The style is incorporated into the school design through the application of simple geometric forms used in both the plan and elevations and lack of ornamental detailing.

Since the construction of the west addition, no substantial changes have been made to the property.[512] Additional paths and bituminous-covered areas around the building were added in 1974.[513] According to historic aerials, baseball fields were created in the open field west of the building between 1972 and 1980 and playground equipment was placed on the site ca. 1985.[514] Seven vacant adjacent parcels located to the south were added to the overall school property in 1988.[515] A garbage enclosure was constructed ca. 2000.[516]

Education and school design during the 1960s and 1970s

The Weaver School exhibits several features of education design of the 1960s and 1970s, specifically through its use of modern building methods and an open-space interior plan. Education during this period was influenced by overarching societal trends and issues, such as desegregation, conservation, and an emphasis on freedom of expression and the individual. These social trends affected both the physical nature of schools and educational philosophies. Education philosophies were manifested in school design and construction in two primary ways: through an emphasis on building and mechanical systems and the open-space school concept.[517]

Architects designing schools during this period utilized new technology and mechanical systems, which encompassed ventilation, lighting, and acoustics to increase energy conservation while achieving desired interior conditions.[518] Simultaneously, architects moved towards a reduction of windows and

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[511] Larry Millett, *Minnesota Modern: Architecture and Life at Midcentury* (Minneapolis: University of Minnesota Press, 2015), 1–13.

[512] Mike Boland, Operations Supervisor, Independent School District 622, Interview with Mead & Hunt, Inc., North Saint Paul, Minn.

[513] Village of Maplewood, "Building Permit No. 14990."

[514] "Aerial Photograph, Maplewood, Minn., 1966," *Historic Aerials by NETROnline*, n.d., historicaerials.com; "Aerial Photograph, Maplewood, Minn., 1972," *Historic Aerials by NETROnline*, n.d., historicaerials.com; "Aerial Photograph, Maplewood, Minn., 1980," *Historic Aerials by NETROnline*, n.d., historicaerials.com; "Aerial Photograph, Maplewood, Minn., 1991," *Historic Aerials by NETROnline*, n.d., historicaerials.com.

[515] "Purchase Agreement," June 15, 1988, Weaver Elementary School Files, Independent School District #622, North St. Paul, Minn.

[516] "Aerial Photograph, Maplewood, Minn., 1966"; "Aerial Photograph, Maplewood, Minn., 1972"; "Aerial Photograph, Maplewood, Minn., 1980"; "Aerial Photograph, Maplewood, Minn., 1991"; "Aerial Photograph, Maplewood, Minn., 2003," *Historic Aerials by NETROnline*, n.d., historicaerials.com.

[517] Ben E. Graves, *School Ways: The Planning and Design of America's Schools*, ed. Clifford A. Pearson (New York: McGraw-Hill, Inc., 1993), 17, 27–31; Lindsay Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today* (Washington D.C.: National Clearinghouse for Educational Facilities, 2012), 17–20, http://www.ncef.org/pubs/greenschoolshistory.pdf.

[518] Graves, *School Ways: The Planning and Design of America's Schools*, 28; Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 18–20.

greater use of artificial lighting, which in turn provided increased flexibility in terms of spatial design as well as reduced heat, glare, and exterior distractions.[519] Additionally, schools constructed during the this period shed the revival styles of the previous decades for modern designs that were often characterized by single-story, flat-roof buildings with brick, concrete, glass, and metal walls. In particular, elementary schools tended to be one-story, brick-clad buildings of various configurations. Classrooms were often placed in one or more wings and oftentimes allowed for interior spaces to be reconfigured to meet different needs.[520] Plan configurations differed widely and included various shapes. Additional forms, like the circular school, also came about in the 1960s and entrance canopies were a common feature. Elementary schools in Minnesota were commonly designed with these general features and did not establish new national trends in educational architecture.[521] Innovative or extraordinary examples are rare in Minnesota.[522] The Weaver School follows the common educational design concepts of the time, specifically with its low, one-story form with a strong horizontal emphasis, as shown in Figure 15. Furthermore, it was constructed of typical building materials of the time, specifically brick, and has an entrance that is accentuated with brick screens with square openings. The limited number of windows with adjacent ventilation grates at the classroom also reflects this move toward artificial lighting and emphasis on mechanical systems.

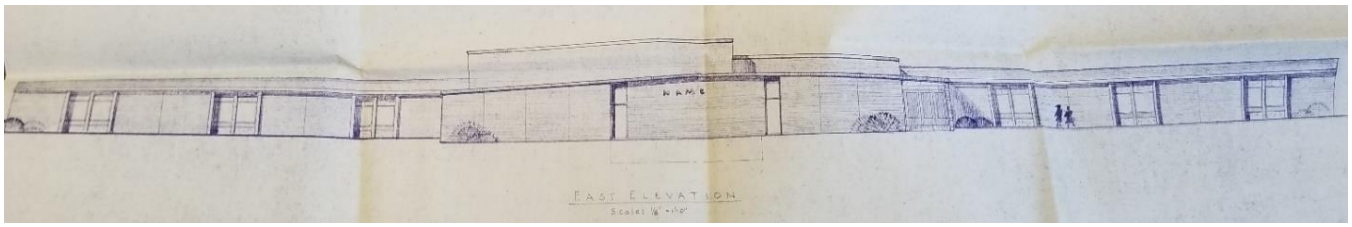

Figure 15. Preliminary drawing of the Weaver School's east elevation, depicting the low one-story design and limited windows.[523] *Note that the drawing does not depict the school as it was built; specifically, the two windows on the central section were not included in the final design and the grates adjacent to each window bay are not shown.*

The other change in school design during this period was the idea of the open-space school, which brought about new approaches to classroom design and use.[524] Emerging in the 1960s, open-space schools were built across the country by the 1970s, including the greater Twin Cities metro area.[525] The philosophical foundation of the open-space school stressed both individuality and flexibility, which were thought to better serve the learner, community, and society at large. As such, instruction was centered

[519] Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 18–20.

[520] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 165–68.

[521] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 168, 171.

[522] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 176.

[523] Corwin, Seppanen, & Associates Inc., "Birmingham Site," January 13, 1966, Weaver Elementary School Files, Independent School District #622, North St. Paul, Minn.

[524] The overarching philosophy of the open-space school is referred to by slightly different terms in various sources, such as open-plan school or open education classrooms; Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 17.

[525] Graves, *School Ways: The Planning and Design of America's Schools*, 29.

on individual pupils and school space was adapted to meet the changing needs of students. In its basic design, "the open space school makes provision for a series of non-partitioned teaching stations" with the overall building providing square footage equivalent to a traditionally designed school.[526] In application, the open-space design could vary widely, ranging between vast areas of uninterrupted space, classroom or pod clusters, or interior partitions and moveable walls that allowed educators to easily adjust the classroom size on an as-needed basis and experiment with different ways of teaching. On a smaller scale, teachers could also manipulate spaces through the specific placement of furniture.[527]

Concepts within the broader idea of open-space schools were utilized in the design of the Weaver School. According to a Corwin, Seppanen and Associates, Inc. description of the school, the design of the school allowed for instruction not only in self-contained classrooms but also permitted "experimentation in non-graded teaching and team teaching."[528] Team teaching gained popularity among educators in the 1960s and involved "a course under the direction of two or more teachers, all of whom participate in the planning and teaching of the course, such as the teaching of literature and history together."[529] Team teaching was made possible in the Weaver School as several classrooms opened up through the use of moveable walls, thereby creating larger classroom spaces in which educators could team teach. A ca. 1967 photograph depicts team teaching occurring in two Weaver School classroom spaces with a central moveable wall (see Figure 16). In addition to moveable walls, the school design has other features that allow for experimental ways of teaching. Within each classroom wing, including the west addition, classrooms are arranged around common areas (see Figure 17).[530] These spaces allowed for flexible and small group teaching, as shown in Figure 18. Other elementary schools within ISD 622 have features of the open-space concept, including moveable walls and common areas spaces. For example, the 1967 Oakdale Elementary also has variable classroom spaces through the use of moveable walls (see Figure 19). Oakdale Elementary is an example of a circular-plan school, which were seen in the Twin Cities area but were uncommon.

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[526] Robert F. Eberle, "The Open Space School," *The Clearing House* 44, no. 1 (September 1969): 23.

[527] Graves, *School Ways: The Planning and Design of America's Schools*, 29.

[528] Corwin, Seppanen, & Associates Inc., "Madeline L. Weaver School."

[529] Deborah Howell, "Metro Survey Shows School Innovations Abound," *Minneapolis Star*, March 19, 1968, 21.

[530] Corwin, Seppanen, & Associates Inc., "Madeline L. Weaver School."



Figure 16. Ca. 1967 photograph of Weaver School showing two separate classroom spaces with a central moveable wall in the open position, at the right of the photograph, being used for team teaching.[531] *One teacher is located at the front of the classroom while the other is in rear corner.*

[531] Corwin, Seppanen, & Associates Inc., “Madeline L. Weaver School.”

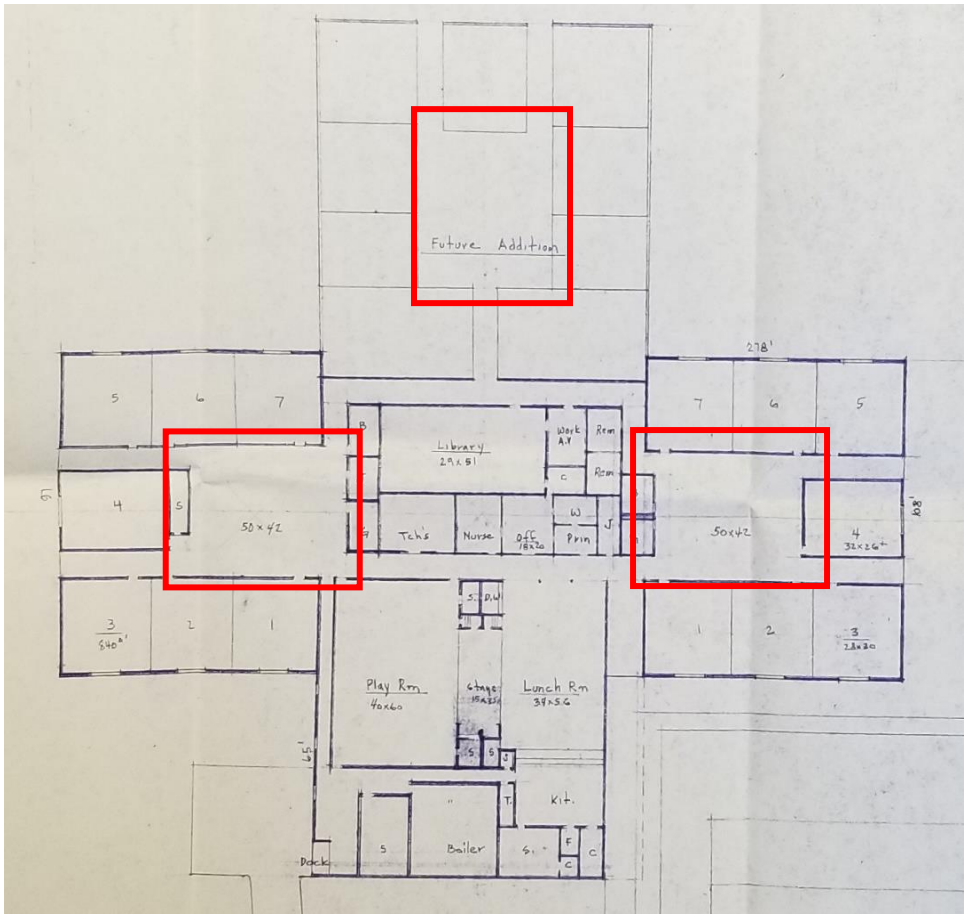

Figure 17. Original Weaver School plans. The common spaces in each of the teaching wings, including the west addition, are outlined in red.[532]



Figure 18. Ca. 1967 photograph of Weaver School common space that allowed for flexible classroom and teaching spaces.

[532] Corwin, Seppanen, & Associates Inc., "Birmingham Site."

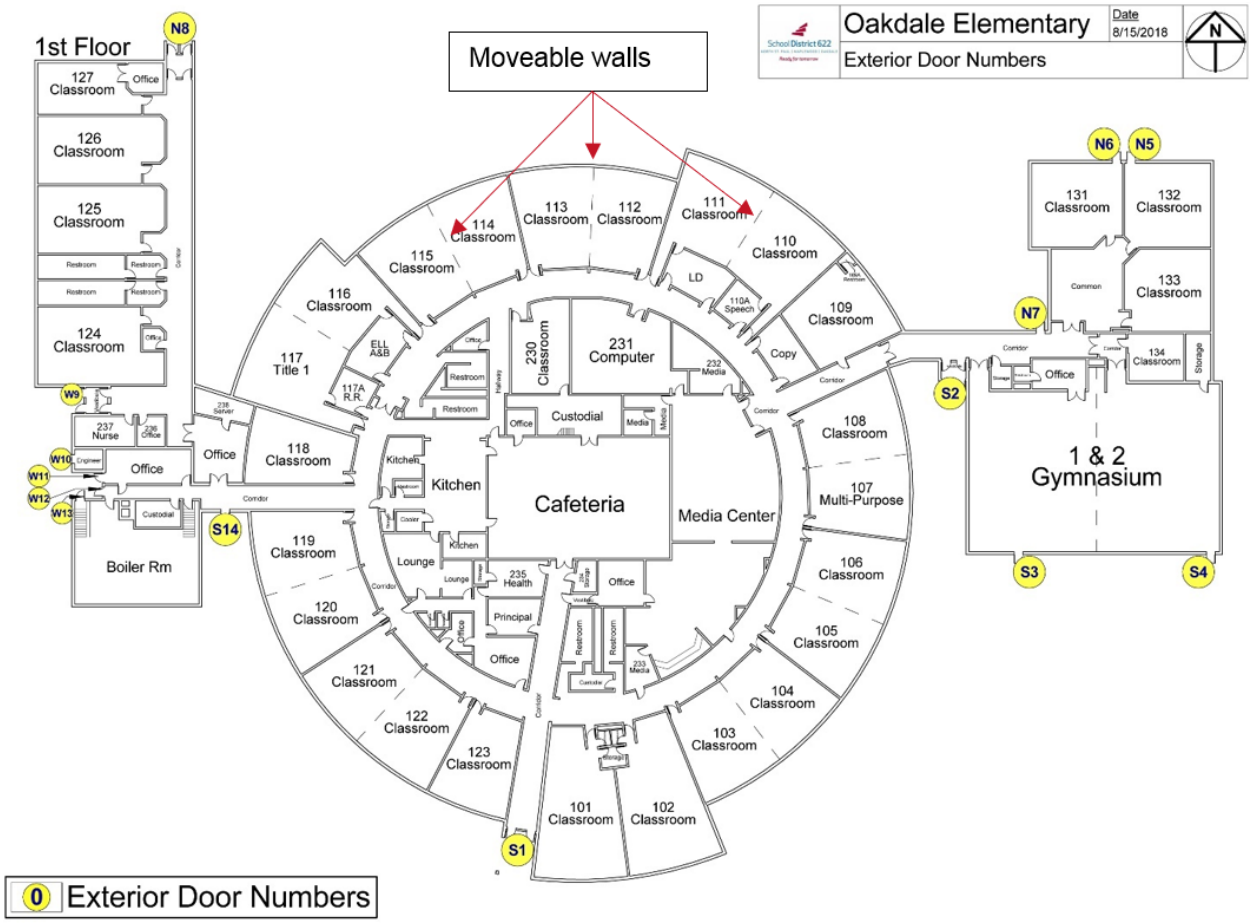

Figure 19. Current plan of ISD #622's Oakdale Elementary School.[533] Like the Weaver School, many of the classrooms within the circular portion of the school have moveable walls (denoted with dashed lines). Note the school's irregular wings are later additions.

Corwin, Seppanen & Associates, Inc.

The Weaver School was designed by the Saint Paul-based architecture firm of Corwin, Seppanen & Associates, Inc. Established in 1960, it was the successor firm to E.D. Corwin & Associates, the firm founded by architect Eugene Delbert (E.D.) Corwin.[534] The firm's principal architects were Ralph Corwin, Eugene Corwin, and Jarl Seppanen. It was located in Saint Paul, initially at the First National Bank Building downtown and by 1970 at 375 Jackson Street.[535] The architectural firm was one of several within the Twin Cities that specialized in school design, but the firm also designed churches, hospitals, apartments, factories, and commercial buildings.[536] Ralph Corwin's 2005 obituary suggests

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[533] "Oakdale Elementary School Exterior Door Numbers" (Independent School District #622, 2019), Independent School District #622, North St. Paul, Minn.

[534] "Architect Firm Changes Name," *Minneapolis Sunday Tribune*, January 17, 1960.

[535] E. D. Corwin & Associates was previously known as E.D. Corwin, Architect George S. Koyl, ed., *American Architects Directory Second Edition* (New York: R.R. Bowker Company, 1962), 137, http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/1962%20American%20Architects%20Directory.aspx; George S. Koyl and Gane, John F., eds., *American Architects Directory Third Edition*, 3rd ed. (New York: R.R. Bowker, LLC, 1970), 181.

[536] Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 171.

that several of the firm's school designs were displayed at national conventions of the American Association of School Administrators (AASA).[537] Newspaper research confirmed that the firm's design for the Maplewood Junior High School in North Saint Paul was chosen for exhibition in the 1961 school building architectural show in St. Louis, Missouri, held in conjunction with the AASA convention.[538] Research did not reveal any additional designs that were exhibited at the AASA convention, nor did research reveal that the firm received any awards for any of its designs. The firm disbanded in 1985.[539]

Principal Ralph D. Corwin was the architect of record for the Weaver School. Corwin was born in Saint Paul in 1921 and received his B.S. in Architecture from the University of Minnesota in 1943. During World War II, he served in the United States Navy, after which he joined his father's firm, E.D. Corwin & Associates, where he worked as a draftsman and specification writer and later a partner before becoming a founding principal of Corwin, Seppanen & Associates, Inc. in 1960. [540] Research did not indicate how long he remained at the firm before his death in 2005.[541] Throughout his career Corwin designed primarily educational and industrial buildings. Within ISD 622 he is identified as the primary architect for the 1961 Corwern Elementary Addition; 1966 Weaver Elementary, 1967 Oakdale Elementary, and 1969 Castle Elementary (see Figures 20 and 21). In addition to schools within ISD 622, Corwin designed the 1961 Saint Francis Elementary School and the 1969 Zumbrota High School Addition. He is also known to have designed the 1960 cold storage building at J.V. Bailey Nurseries in Newport Township and the 1968 control building at Great Northern Oil Company in Pine Bend.[542]



Figure 20. Current Google street view of Oakdale Elementary School, view looking southeast.

[537] "Ralph Corwin Obituary," *Star Tribune*, July 3, 2005, B6.

[538] "Architectural Plans for the Maplewood," *Minneapolis Star*, December 29, 1960.

[539] Schwartz, Jim, "Architects Closing Shop after Long Career of School Creations," *Ramsey County Review*, September 25, 1985, Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis.

[540] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[541] "Ralph D. Corwin, Obituary," *Pioneer Press*, July 3, 2005, https://www.legacy.com/obituaries/twincities/obituary.aspx?n=ralph-d-corwin&pid=14414628; "Ralph Corwin Obituary."

[542] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.



Figure 21. Current Google street view of Castle Elementary School, view looking southeast.

Professionally, Ralph Corwin was an active member of the Construction Specification Institute (CSI), American Institute of Architects (AIA), AIA State Building Codes Committee, and Minnesota Society of Architects, where he served on the residential architecture and education committees. According to the 1970 American Architects Directory, he also served as secretary and president of the Minnesota School Facility Council (MSFC) and was a member of the education and aviation committees of the Saint Paul Chamber of Commerce. Within the community North Saint Paul, where he lived, Corwin was a member of the North Saint Paul Village Planning Council and City Council for many years. He was also involved in the North Saint Paul Historical Society and local Lions Club.[543]

Corwin's partner Jarl Seppanen was born in Virginia, Minnesota, in 1910. He received his B.S. in Architecture from the University of Minnesota in 1933, and his M.A. from Harvard University in 1938. After graduating, he worked as a designer for E.D. Corwin for two years, from 1938-1940, before leaving to join Edwin. H. Lundie. He worked for Lundie from 1940 to 1942 and E.I. Dupont De Memour from 1942 to 1945 before returning to E.D. Corwin & Associates. He served as president of the firm when it became Corwin, Seppanen, & Associates.[544] Research did not indicate how long he worked at the firm before his death in 1999.[545] His school designs include Hartley Element School in Waseca; Maplewood Junior High in North Saint Paul; and Indian Mounds, Creekside, and Washburn Elementary schools in Bloomington.[546]

Eugene Corwin was born in Illinois in 1889. He first moved to Saint Paul at the age of 10 and attended public schools. In 1907, he entered the studio of A.A. Gewalt, where he studied for two years, after which he worked for Reed and Stem and Herbert Sullwold. In his early career he worked at several firms in multiple states, including Myron Hunt in Los Angeles and Rapp and Rapp in Chicago. After serving in World War I, he returned to Saint Paul to work for noted architect Clarence Johnston. Beginning in 1923, he partnered with Serenus Colburn for four years before joining Larson and

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[543] "Ralph D. Corwin, Obituary."

[544] "Architect Firm Changes Name."

[545] "Death Certificate #1999-MN-004953: Jarl Seppanen," February 6, 1999, Minnesota, Death Index, 1908-2002, ancestry.com.

[546] Koyl, *American Architects Directory Second Edition*, 632.

McLaren and then Buechner and Orth. During the latter part of his career, he established his own practice: E.D. Corwin & Associates.[547] His career ended as a senior member of Corwin, Seppanen, & Associates, retiring from the firm by 1970.[548] He died in 1973.[549] Although research did not reveal details as to Eugene Corwin's role in the firm, designs produced by the firm during the 1960s largely appear to have been executed by the other two principals based on information recorded in American Architects directory, which suggests that Eugene Corwin's role in the company was one of senior advisor.[550]

Neither Ralph Corwin or Jarl Seppanen, nor Corwin, Seppanen & Associates, Inc., are listed in general architecture books of the Twin Cities, including *AIA Guide to the Twin Cities*, *A Guide to the Architecture of Minnesota*, or *Minnesota Modern: Architecture of Life at Midcentury*. The lack of inclusion in these publications suggests that the firm's work was not prominent or recognized within the Twin Cities architectural community. Of the firm's principals, Eugene Corwin appears to be the most prominent as he and some of his early works are noted in the previously mentioned publications. Specifically, his 1931-1932 design of the Goodhue County Courthouse is noted in *A Guide to the Architecture of Minnesota* and his residential work is highlighted in *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*.[551] These designs, however, predate the creation of Corwin, Seppanen & Associates and its association with ISD 622 and the Weaver School.

Corwin, Seppanen & Associates, Inc. and ISD 622

Corwin, Seppanen & Associates Inc. was the primary architectural firm for ISD 622 through the postwar period. Educational philosophies of that time were incorporated into the firm's school designs for the district, as illustrated by their use of low, horizontal, or circular forms and flexible teaching spaces. Several district schools designed by the firm share similar components. Specifically, the schools had a common core comprised of cafeteria and gymnasium spaces separated by an open stage with library and office spaces located nearby (see Figures 22 and 23). The architects placed the classroom spaces in various configurations around this core, thereby creating variety in their designs. Figures 24 and 25 of the Oakdale (1967) and Castle (1969) Elementary Schools, respectively, show the similar common core also seen in the Weaver School, with differing classroom configurations. Note that while these spaces remain intact within the Weaver School, they have been slightly modified within the other schools through wall partition or changes in space use, as evidenced in the current floorplans.

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[547] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis: University of Minnesota Press, 2010), 49.

[548] Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[549] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 49.

[550] Koyl, *American Architects Directory Second Edition*, 137; Koyl and Gane, John F., *American Architects Directory Third Edition*, 181.

[551] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 49; David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1977), 308; Carole Zellie, *Historic Context: Residential Real Estate Development in St. Paul, 1880-1950*, n.d., 21.

Although Corwin, Seppanen & Associates, Inc. is known to have designed schools in other districts, research did not reveal whether those designs have similar design characteristics, specifically the common core with varied classroom configurations, as those found in ISD 622. In comparison, the Weaver School better illustrates the educational concepts of the time and design patterns of Corwin, Seppanen & Associates as only minimal changes have occurred to the building while others, such as Oakdale and Castle Elementary Schools, have been modified.



Figure 22. Ca. 1967 photograph of the Weaver School depicting the cafeteria and gymnasium spaces separated by an open stage. This common core is found in other elementary schools built in the mid-twentieth century for ISD 622.

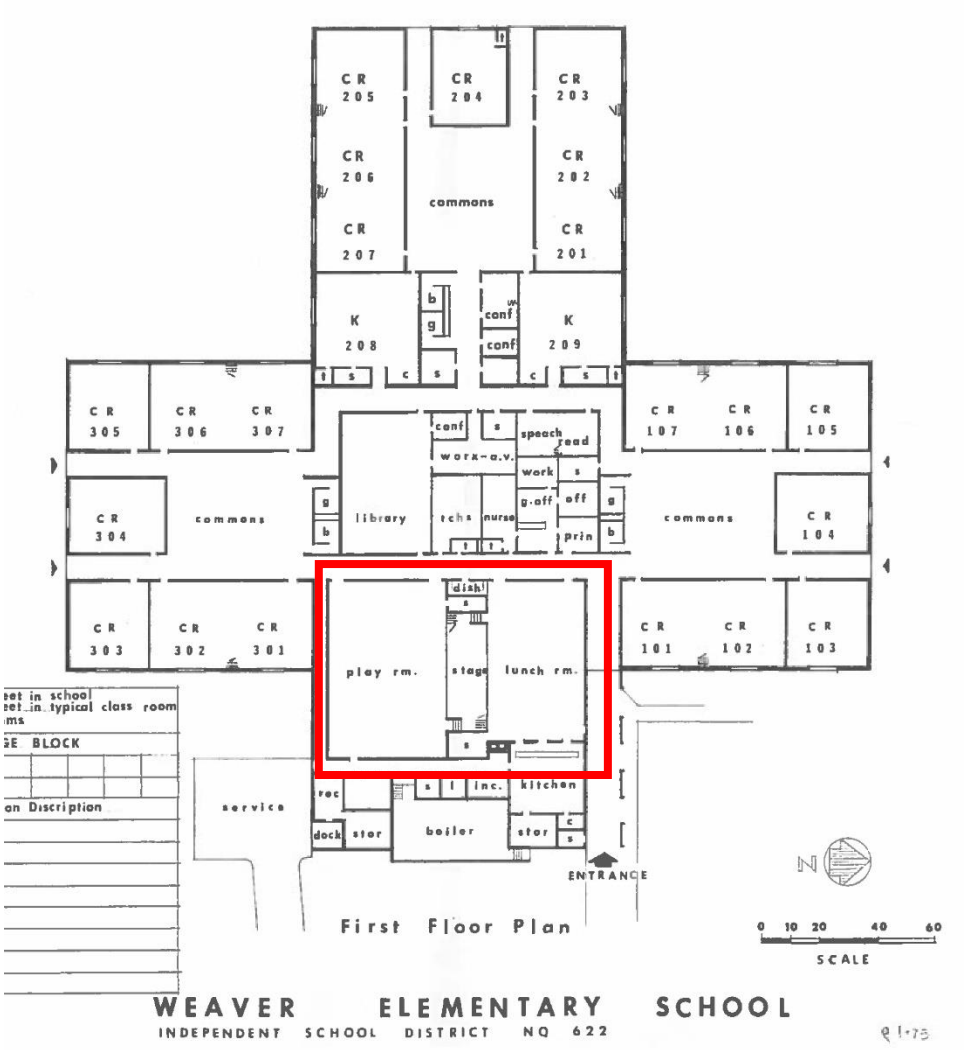


Figure 23. Weaver School floorplan with the gymnasium, stage, and cafeteria spaces outlined in red.

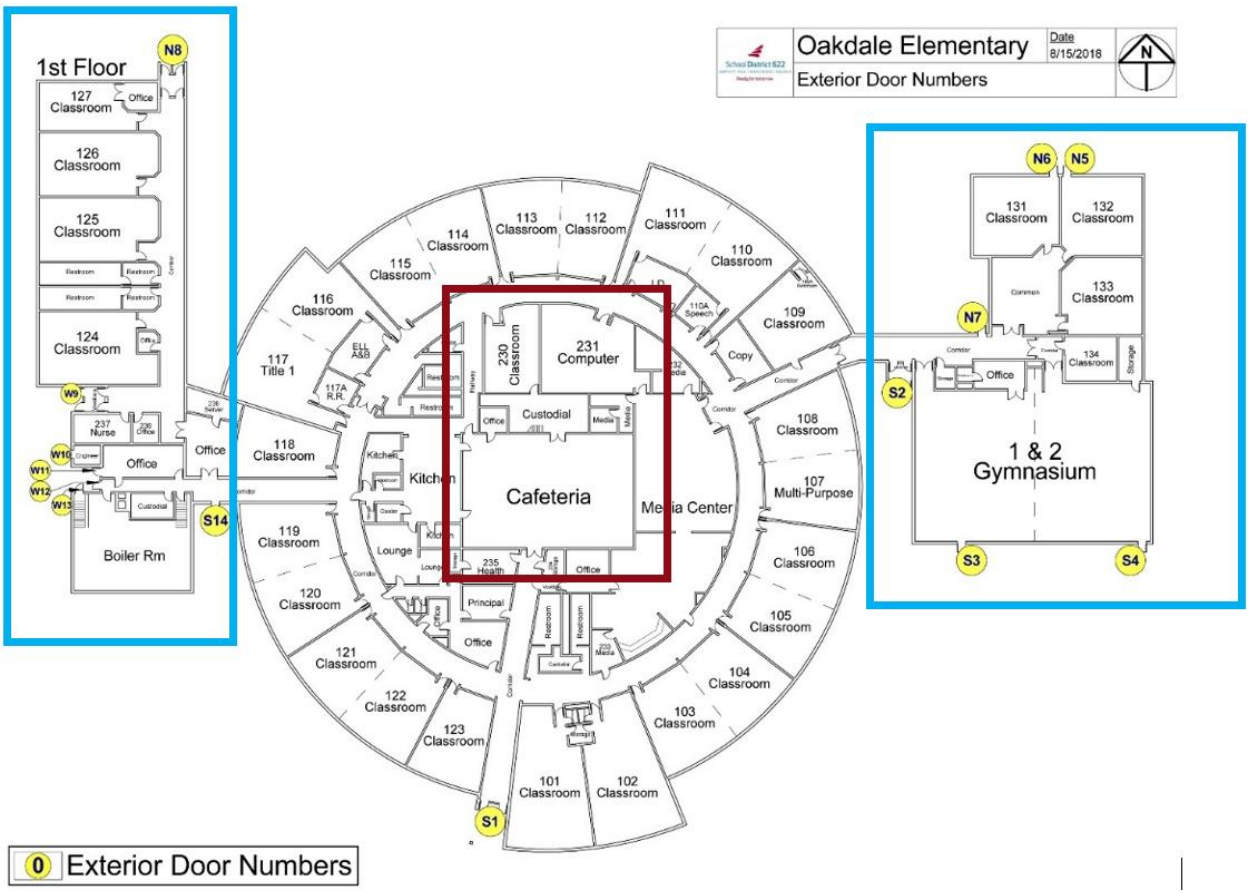


Figure 24. Current floor plan of Oakdale Elementary School. The original common core of the cafeteria, stage, and gymnasium is outlined in red. Note the common core has been modified through the addition of partition walls and specific use of the respective spaces. Later additions, not planned as part of the original design, were also made to the building and are outlined in blue.

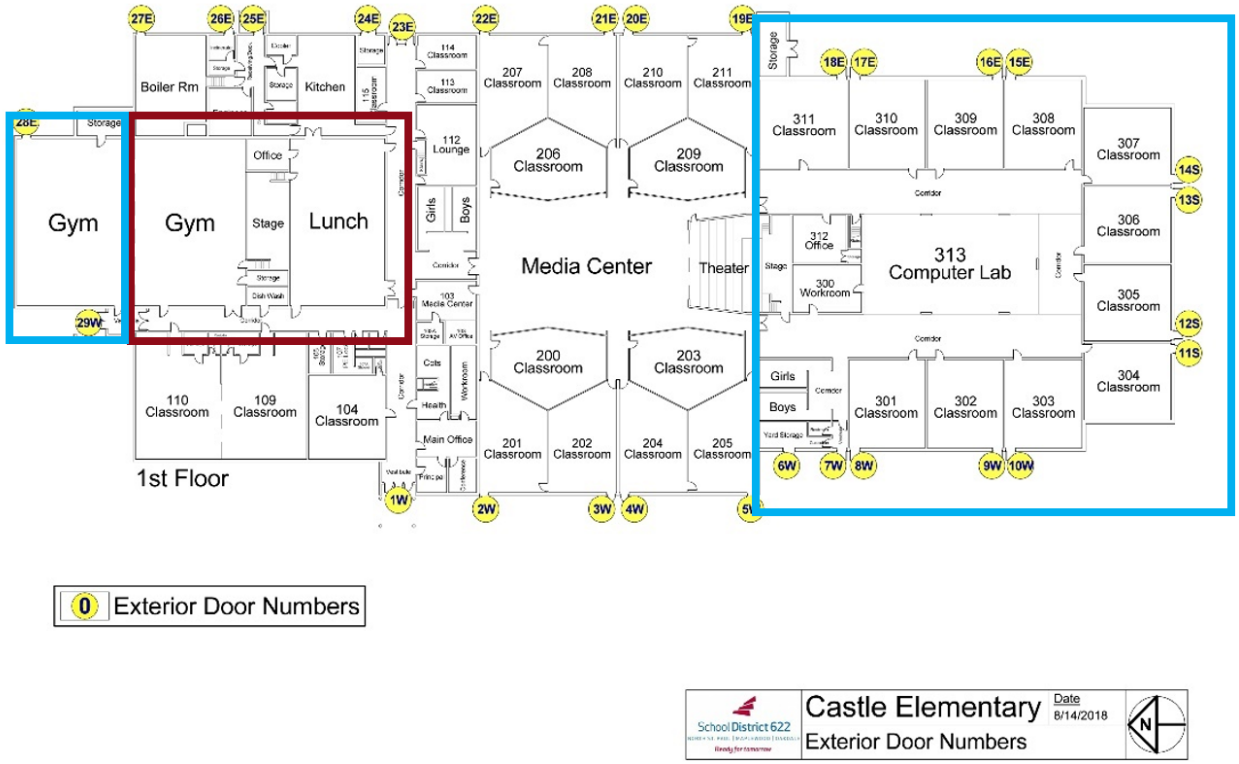


Figure 25. Current floor plan of Castle Elementary School. The original common core of the cafeteria – stage – gymnasium is outlined in red. Note the school has been modified through later additions, not planned as part of the original design, as outlined in blue.

Evaluation

The Weaver School was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of Maplewood. After World War II, Maplewood transformed from an agricultural area, characterized by extensive farm fields, into a suburban landscape with large residential developments. The overall population boomed during the 1950s and 1960s and, correspondingly, so did the local student population. To accommodate the massive increase in the number of students, ISD 622 constructed numerous new schools and school additions, particularly in the 1960s. The Weaver School was constructed as part of this building wave. Although the school is representative of this trend, it did not play a significant role within in the district in its response to the high student population in the mid-twentieth century. Several other schools, including Oakdale and Castle Elementary Schools, were built at that time to deal with the same issue and Weaver School does not stand out in an important way from these other examples.

When Weaver School was constructed, new educational philosophies and design characteristics were being implemented in schools, specifically the open-space concept. School design of this period utilized open-space planning to allow for adaption of interior spaces for experimental teaching methods. This was manifested through variable classroom sizes, often with moveable walls, and flexible open spaces

to be used for larger or smaller groups. While the subject school has these characteristics, such as moveable walls and common areas that allowed for new and experimental ways of teaching, these features are found in other schools within the district and the Weaver School does not stand out from these other examples. Additionally, the school does not represent an advancement in educational philosophies or design trends from this period, but rather follows the established educational ideas from the 1960s through its utilization of the open-space concept. Research did not indicate that the school was instrumental in bringing these philosophies to ISD 622.

Additionally, the school follows local trends within ISD 622 as it was designed by Corwin, Seppanen, & Associates, which served as the district's architectural firm from the 1950s and 1970s and, like, many schools, was designed with a planned later addition. As such, the Weaver School is recommended not eligible under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history or educational trends. Research did not reveal an association with significant individuals in the history of Maplewood, Ramsey County, the ISD 622 school district, or the field of education. As such, the Weaver School is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction.

The Weaver School was designed by the architectural firm Corwin, Seppanen & Associates, specifically principal architect Ralph Corwin. This firm is known to have designed several schools throughout the Twin Cities, including several within ISD 622. However, neither the firm nor Ralph Corwin appear to be a noteworthy or distinct within the Twin Cities architectural community as neither was highlighted in architectural publications of the time. Additionally, the firm's work is not showcased as important works of architecture in the Twin Cities. Therefore, the Weaver School does not appear to be the work of a master. While the school does have some detailing, specifically in the brick screen along the entrance accessway, this feature alone does not make it an exemplary example of a style nor does it result in the school possessing high artistic value.

The Weaver School exhibits the distinctive characteristics of postwar educational design and embodies the education philosophies of the 1960s. These characteristics are exemplified in both the school's unaltered exterior and interior elements. Regarding the exterior, the school's low-sprawling, one-story design with brick cladding, a shallow roof, and few windows are distinct characteristics of schools from the 1960s. The plan-configuration of the school also follows common practices, with the classrooms being placed in multiple wings. The visible grates adjacent to the classroom window units also illustrate the emphasis on mechanical systems. Similarly, the interior has the character-defining features of 1960s schools, specifically flexible teaching spaces realized through moveable walls and common

areas that allow for team and other experimental teaching methods. Although additional schools within ISD 622 were built contemporaneously with Weaver School and exhibit features of 1960s school design, the Weaver School stands out as an intact example that better illustrates these characteristics within the district and Maplewood. Therefore, the Weaver School possesses local significance under *Criterion C: Architecture* as a distinct and intact example of a 1960s elementary school within Maplewood and ISD 622. The period of significance is 1966-1968, which encompasses the initial construction of the school as well as the completion of the west wing.

The historic boundary corresponds to the parcel boundary and includes the school building and the surrounding play area and fields. Although the fields surrounding the school do not appear to be a significant element in the overall design, they were historically part of the property and were likely used for recess and other outdoor activities. Therefore, they are included in the historic boundary.

The character-defining features include the following: the low-sprawling, one-story design with a shallow roof and limited windows; brick exterior cladding, including the brick screens at the main entrance; window units and slatted metal grate panels at each classroom; the cross-shaped plan with distinct classroom wings that include common areas; and interior elements that allowed for flexible teaching methods, including common areas and moveable walls between individual classrooms.

Criterion D
Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Weaver School does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity
The Weaver School retains a high degree of integrity. It remains at its original location within Maplewood, specifically in the former community of Gladstone, and thus retains integrity of location. The school continues to be sited within a residential neighborhood comprised of mostly 1950s and 1960s houses. Additionally, the former railroad corridor (now the Bruce Vento Regional Trail) continues to abut the property to the west. Therefore, the Weaver School retains integrity of setting.

The school's design, both interior and exterior, has remained intact since its construction in the 1966-1966. Although the west wing is an addition, it was planned as part of a phased approach to the school's construction and was included on the original drawings. As such, the west addition does not diminish integrity of design. Since completion of the 1967 addition, the school has undergone no substantial alterations and continues to exemplify its original design, both interior and exterior. Only small changes have occurred on the property, including the bituminous-paved surfaces and paths

around the school added in 1974, baseball fields added ca.1975, and playground added ca. 1985.[552] None of these elements altered the original school, including the west wing. Therefore, the Weaver School retains integrity of design, materials, and workmanship. As the property continues to be used for education and retains integrity of design, materials, and workmanship, and therefore reads as a mid-twentieth-century school, it retains integrity of feeling and association. Overall, the Weaver School retains sufficient integrity to convey its significance under National Register *Criterion C*.

Recommendation

The Weaver School is recommended eligible for the National Register under *Criterion C* in the area of Architecture as an excellent example of a 1960s elementary school within Maplewood and ISD 622. The recommended period of significance extends from 1966 with the initial construction of the school to 1968 and the completion of the west classroom wing. The historic boundary corresponds to the parcel and includes the school building and associated play fields.

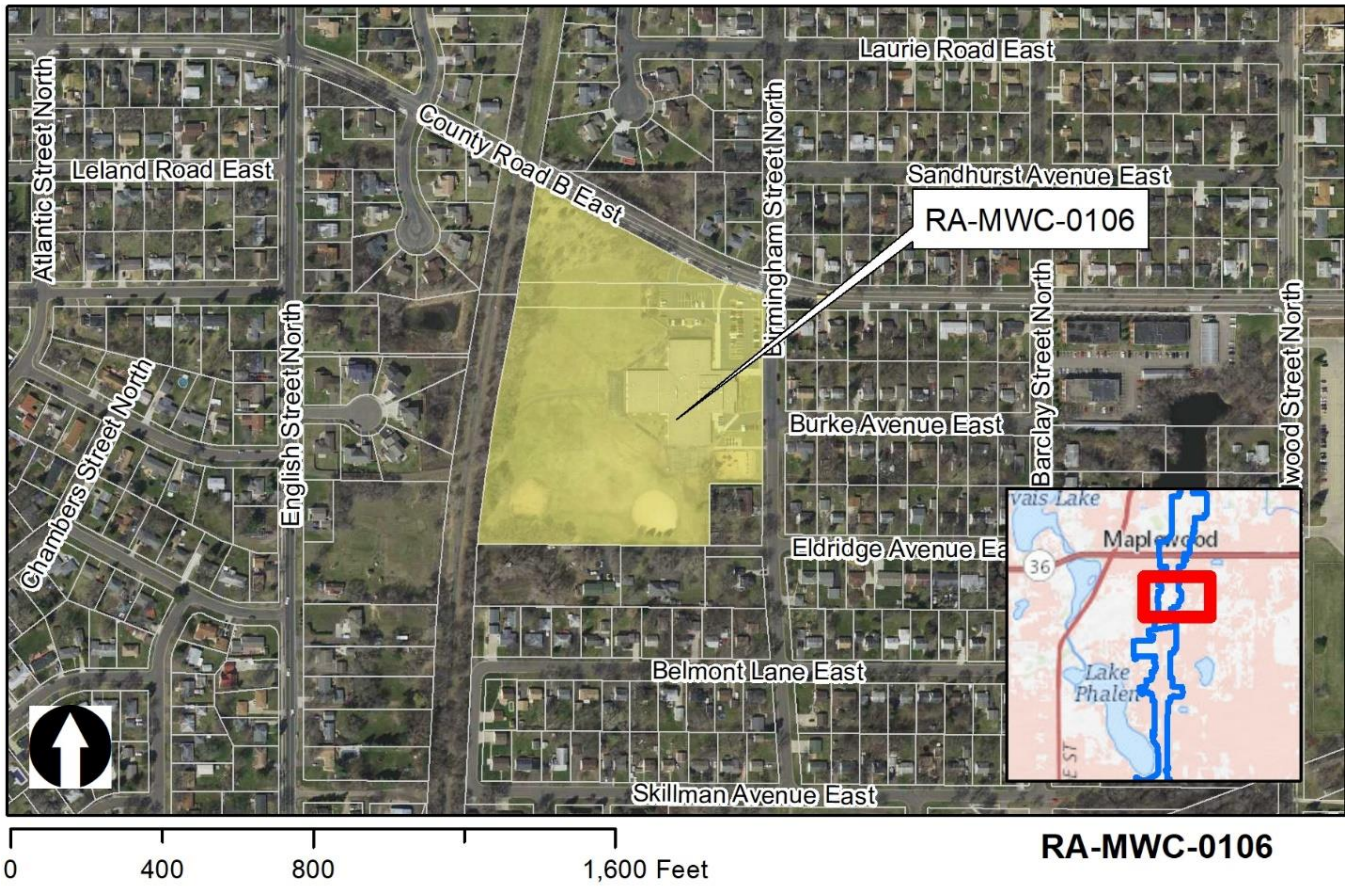
The character-defining features consist of the low-sprawling, one-story design with a shallow roof; brick exterior cladding, including the brick screens; window units and slatted metal grate panels at each classroom; the cross-shaped plan with distinct classroom wings that include common areas; and interior elements that allowed for flexible teaching methods.

Although a number of features are located within the parcel that Weaver School has historically occupied, they are part of the overall landscape and do not contribute to the significance of the school under *Criterion C: Architecture*. The significance lies within the building itself and not the associated landscape and play areas. Therefore, these features are considered noncontributing:

- Wooded nature area adjacent to Bruce Vento Trail
- Chain-link fence at perimeter
- Recreation fields
- Paved parking lots
- Paved play areas
- Playground
- Paved paths
- Picnic tables
- Garbage enclosure

[552] Village of Maplewood, “Building Permit No. 14990”; “Aerial Photograph, Maplewood, Minn., 1972”; “Aerial Photograph, Maplewood, Minn., 1980”; “Aerial Photograph, Maplewood, Minn., 1991”; “Aerial Photograph, Maplewood, Minn., 2003.”

Map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Leland Road East
County Road B East
Birmingham Street North
Sandhurst Avenue East
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APPENDIX E11. PHASE II EVALUATION: MOOSE LODGE 963 (RA-MWC-0134)

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Moose Lodge 963

SHPO Inventory Number: RA-MWC-0134
Address: 1946 English Street North
City: Maplewood

Description

Moose Lodge 963 (Lodge) is located at the center of an L-shaped parcel near the intersection of English Street and Frost Avenue in the Saint Paul suburb of Maplewood. English Street and Frost Avenue are, respectively, heavily trafficked north-south and east-west roads in the area. Properties within approximately one block east, west, and south of the building are a mix of commercial, light industrial, and civic properties. Beyond this approximately one-block radius, properties in these directions are residential. The Gladstone Savanna, formerly home to the Gladstone Railroad Shops (RA-MWC-002, also locally designated by the city of Maplewood), is a park and nature area located directly southwest of the Lodge across the English Street Frost Avenue intersection. Properties north of the building, across the Gateway State Trail (formerly the Wisconsin Central railroad corridor, RA-SPC-8215) are residential.

The southern edge of the L-shaped parcel borders Frost Avenue and the western edge borders English Street. The northern edge of the parcel is wooded and borders the Gateway State Trail. On the eastern edge of the parcel, the northern third borders the Bruce Vento Regional Trail (formerly the Lake Superior & Mississippi [LS&M] mainline railroad corridor, XX-RRD-NPR01) while the southern two-thirds borders commercial and light industrial properties. A chain-link fence separates the Lodge parcel from these other properties. Large parking lots are located both north and south of the building, with two entrances on English Street and one on Frost Avenue. A freestanding metal sign is located near the driveway entrance off the northwestern corner of the building. A series of horseshoe pits (described in more detail below) are located along the northeastern edge of the parcel. A location map is provided at the end of this document.

Exterior

The building itself consists of the original 1964 building and a ca. 1980 addition.[553] The 1964 building comprises the southern half of the current building and the ca. 1980 addition comprises the northern half (see Figure 1). The current building has a rectangular plan with a flat roof and metal coping. The foundation is not visible but is presumed to be concrete block. The building fronts Frost Avenue to the south.

[553] Ramsey County, “Ramsey County Assessor Interactive Property Map,” Parcel data, Aerial photographs, 1974, 1985.

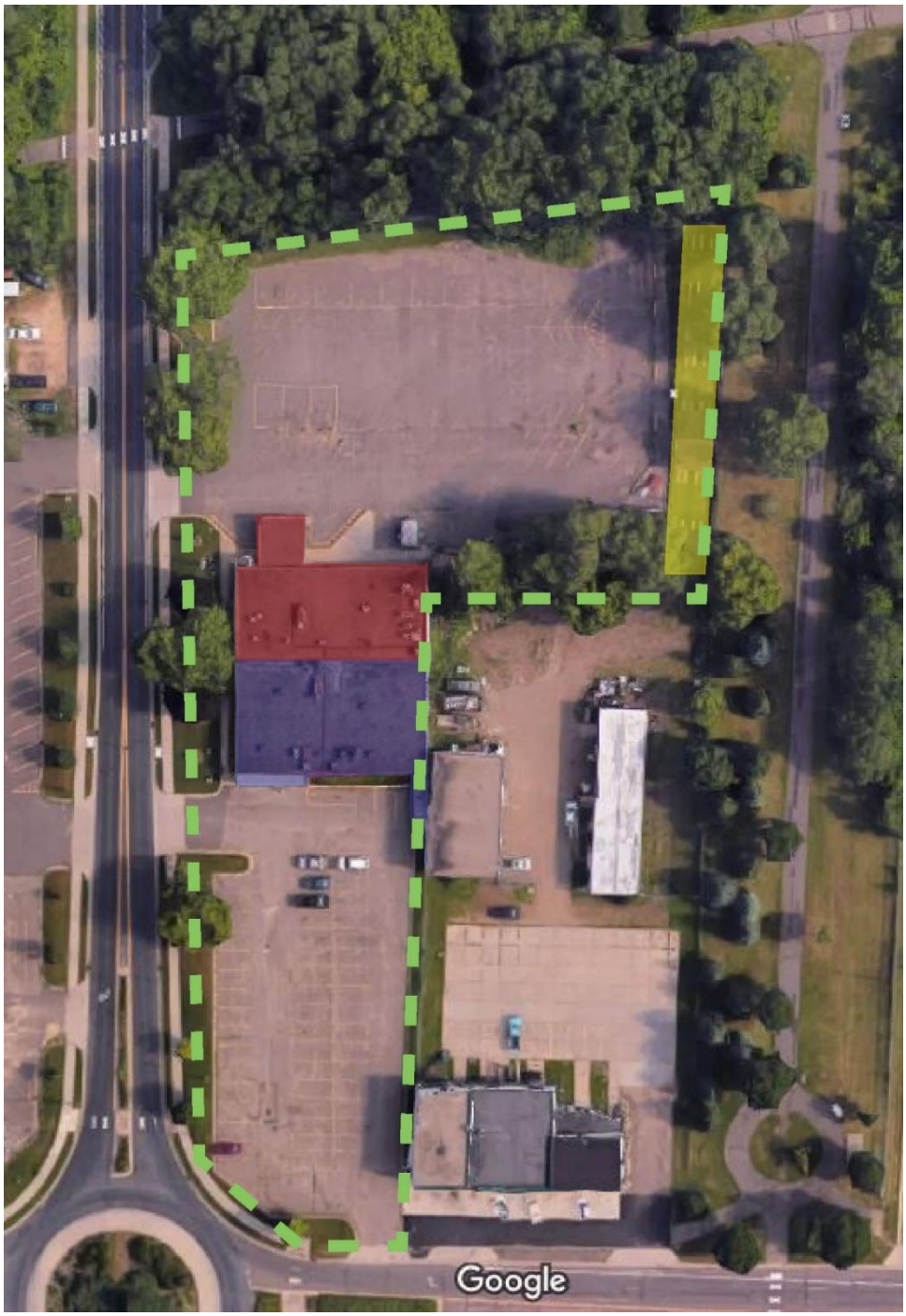

Figure 1. Aerial image (from Google maps) showing the L-shaped Lodge property (dotted green line) with the centrally located building (the 1964 original building in blue and the ca. 1980 addition in red) surrounded by two parking lots. The horseshoe pit area (in yellow) marks the northeastern corner of the main parcel. The southern half of the south parking lot consists of two separate legal parcels; the parking lot was expanded onto these parcels ca. 1990.

The front (south) facade is clad in a combination of concrete block and rusticated brick. The concrete block is found on the eastern two-thirds of the facade while the rusticated brick is found on the western third of the facade, most of which is covered by the enclosed entry vestibule (see Figures 2 to 4). The vestibule is comprised of aluminum framing with aluminum panels and fixed, one-over-one, aluminum,

sash windows. Double glass doors with transom lights provide the main entrance to the building via the vestibule, which is topped by a metal cornice with the ghost images of letters announcing, “Moose Lodge 963” (see Figure 5). A second entrance is located near the southeast corner of the building. This entrance has a single-leaf metal door and a metal awning that extends from near the doorway to a wooden light/power pole approximately 15 feet to the south (see Figure 6). This door provides secondary access to both the main floor and a stairway to the basement level (see interior description below).



Figure 2. Front (south) facade, view facing north.

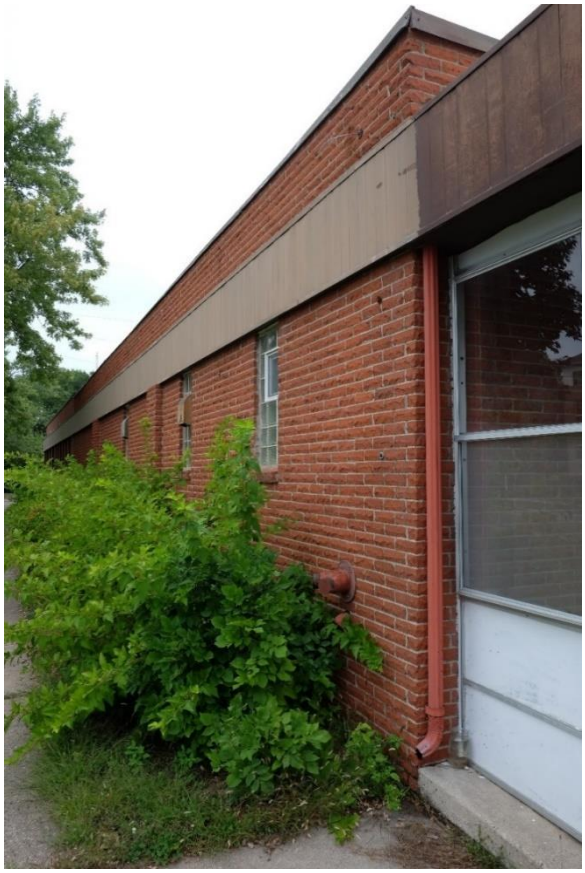

Figure 3. Southwest corner of the front (south) facade showing the building clad in rusticated brick, view facing northeast.



Figure 4. Closeup image of the rusticated brick cladding at the southwestern corner of the building.



Figure 5. Closeup image of the aluminum frame entry vestibule, view facing northeast.



Figure 6. Image showing the secondary entrance on the front (south) facade near the southeastern corner of the building as well as the metal awning that extends from the corner of the building to a wooden light/power pole approximately 15 feet to the south. View facing northeast. The white building in the upper right of the frame is a light industrial building on the adjacent property to the east and is not connected to the Lodge building.

The west elevation is clad in brick and has metal coping and a metal cornice (see Figures 7 and 8). There is a slight jog in the roofline near the center of the elevation. This marks the transition from the original 1964 building (to the south) to the ca. 1980 addition (to the north). The 1964 portion of the elevation is clad in the rusticated brick found on the front (south) facade while the ca. 1980 addition is clad in a smoother brick (see Figure 9). The 1964 portion also has two pilasters that extend from the foundation to the cornice. The west elevation has 12 window openings, of three different sizes, all of which have glass block. The three window openings on the 1964 portion of the elevation are rectangular and have glass block with a diamond pattern/texture on the surface. Two of the windows have metal exhaust fans, which correspond to restrooms, and the third has a small plastic awning window (see Figure 10). The nine window openings on the ca. 1980 portion of the elevation are square; three are large, approximately four feet square, while six are smaller, approximately two feet square. The glass block in these openings has a square pattern/texture created by horizontal and vertical ridges in the block itself (see Figure 11).



Figure 7. West elevation from the southwestern corner of the building. View facing northeast.



Figure 8. West elevation from the northwestern corner of the building, including the freestanding metal sign. View facing southeast.



Figure 9. Closeup image of the west elevation showing the jog in the roofline and change in brick texture that indicates the transition from the 1964 building (at right) to the ca. 1980 addition (at left). View facing east.



Figure 10. Window openings in 1964 building with diamond patterned/textured glass block and metal exhaust fans. One of the two pilasters on the 1964 elevation is also showing. View facing east.



Figure 11. Four of six of the smaller window openings in the ca. 1980 addition with square patterned/textured glass block. View facing east.

The rear (north) elevation has metal coping and is clad in brick. A port cochere with a flat roof, metal cornice, and square brick-clad columns extends from the building near the northwest corner. The base of the square columns of the port cochere are placed in a concrete median, which is also the location of a flagpole. The port cochere shelters a driveway adjacent to the rear entrance, which is an opening with double metal doors that originally had large, single-pane, glass lights. The glass lights have been destroyed and the openings are now covered with plywood panels. A smaller flat roof porch with a metal cornice and square brick-clad columns is located at the northeast corner. This porch covers a secondary rear entrance that corresponds to a stairway in the northwestern corner of the building, which provides secondary access to both the main floor and basement levels. Two other door openings are located east of the main rear entrance. These three doors are all single-leaf metal doors. Two large, approximately four feet square window openings are located between the main entrance and the stairway entrance at the northwest corner. The openings are filled with glass brick with square pattern/texture (see Figures 12 to 14).



Figure 12. Rear (north) elevation, view facing southeast.



Figure 13. Rear (north) elevation, view facing south.



Figure 14. Rear (north elevation, view facing southwest.

The east elevation abuts a light industrial property and was not accessible. The view of the elevation was largely obscured by vegetation and vehicles. The elevation is concrete block and has metal coping (see Figure 15). It exhibits the same jog in the roofline found on the west elevation that indicates the

transition from the 1964 original building on the south to the ca. 1980 addition on the north. The east elevation of the 1964 building has pilasters similar to those found on the west elevation.

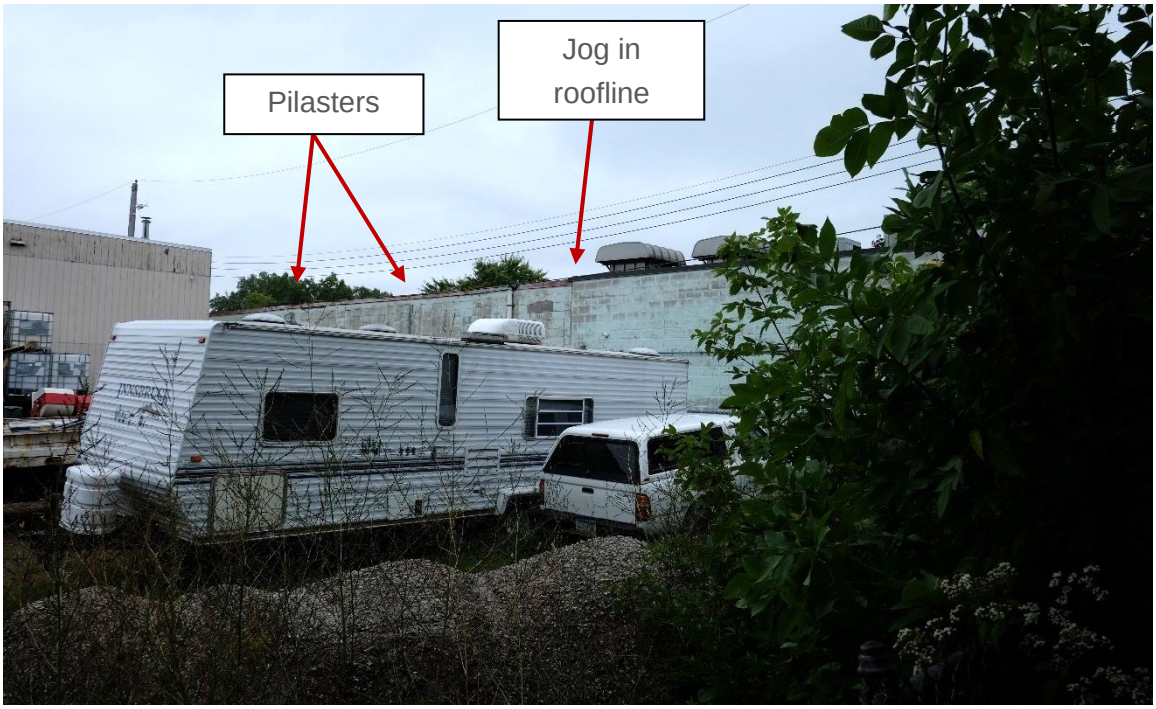

Figure 15. Image of the east elevation, facing southwest. This elevation abuts a light industrial property and was not directly accessible. The elevation was also obscured by vehicles and vegetation. The jog in the roofline and two pilasters on the 1964 building are partially visible in this photo.

Four small c.1990 outbuildings are located near the northeast corner of the building, clustered between the building and the southern end of the horseshoe pit area. These outbuildings do not appear in 1985 aerial imagery but are present by 1991. A front-gable shed with vertical wood siding, a roof clad in asphalt shingles, and a single leaf door is located directly east of the northeast corner of the building and faces west. Behind that shed (to the east) is a smaller, front-gable roof (stylized as if a gambrel roof) shed with vertical wood siding, a roof clad in asphalt shingles, and double wood doors that face north. A dumpster enclosure with a concrete pad and three concrete-block walls is located just east of the smaller front-gable shed (see Figure 16). Approximately 80 feet east of these two sheds and the dumpster area, just west of horseshoe pit area, are two more sheds, both facing north. The larger of these is clad in wood shingles with a front-gable roof clad in asphalt shingles. This shed has a wood composite garage door on the north elevation and window openings filled with plywood panels on both the east and west elevations. Directly behind this shed is a smaller shed with vertical word siding, a gambrel roof clad in asphalt shingles, and a single-leaf wood door on the north elevation (see Figure 17).



Figure 16. Image of two of the four sheds on the property and the concrete-wall-enclosed dumpster area, view facing south. Note how these sheds are immediately east of the northeast corner of the building.



Figure 17. Image of the two sheds adjacent to the horseshoe pit area (left). View facing south.

The ca. 1980 horseshoe pit area is approximately 200 feet long and 25 feet wide and located at the northeastern edge of the property. It first appears in aerial imagery in 1985 and was expanded to the north by 1991. The western edge of the area is separated from the northern parking lot by a wooden fence. Wooden fence posts on the northern end of the area suggest the wood fence continued there. The southern end of the area is marked by a chain-link fence while the eastern end has a retaining wall of wood railroad ties atop which are metal poles that may have previously held a chain-link fence. The pit area itself is divided into four sections by spans of wood fence with two pits per section. Three open, wood, frame shelters are located where the various sections meet. The central shelter is the largest of the three with a gable roof clad in asphalt shingles and vertical wood siding in the gable end. The other two shelters are identical and have a combination gable-shed roof clad in asphalt shingles and vertical wood siding in the gable ends (see Figures 18 to 20).



Figure 18. Image showing the northern end of the horseshoe pit area, view facing east.



Figure 19. Image showing the southern end of the horseshoe pit area, view facing southeast.



Figure 20. Image from within the horseshoe pit area showing the pit sections divided by wood fencing and the northernmost of the three shelters. Note the wood railroad tie retaining wall and metal poles at left that mark the eastern edge of the horseshoe pit area and the eastern edge of the overall parcel. View facing south.

Alterations to the exterior of the building appear limited in number but extensive in scope. Most notably, an addition was built onto the rear (north) elevation of the original 1964 building around 1980.[554] A ca. 1970 image of the building prior to the ca. 1980 addition also shows the front (south) facade of the building without the enclosed entry vestibule and without the metal cornice that wraps around the majority of three sides of the building. These elements were likely added at the same time as the addition (see Figure 21).[555] A review of aerial photographs also shows that the current extent of the building's parking lots are also later alterations. The northern lot appears to have been added ca. 1980, likely in conjunction with the addition. Additionally, the southern lot did not extend all the way south to Frost Avenue until ca. 1990, after the buildings that previously occupied the southern part of the current parcel were removed. The horseshoe pits and outbuildings on the north side of the building were also added after 1980.[556]

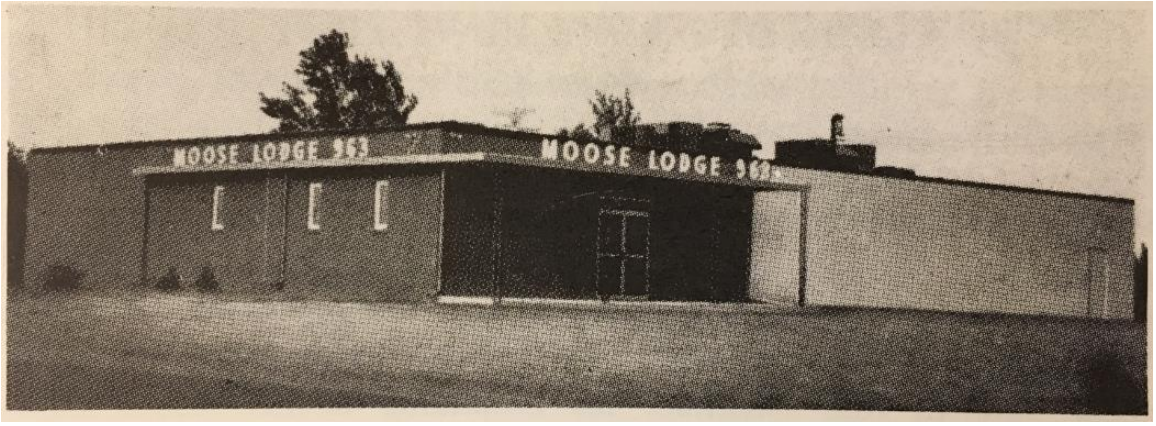

Figure 21. Ca. 1970 image of the original 1964 building. Note the absence of the enclosed entry vestibule and metal coping.[557]

Interior

Access was granted to the interior of the building. However, photographs of the interior are limited as, at the time of field survey, the building had been vacant for some time and, although still supplied with electricity, the majority of interior lights were not functioning. Additionally, while the building was vacant, many of the light fixtures, windows, and other interior elements were destroyed due to vandalism.

The interior of the building is comprised of a main floor and basement level. A central staircase is located immediately inside the building, just to the right of the main front entrance. Three other staircases are located at the northwest, northeast, and southeast corners. The two floors largely mirror each other, with a small L-shaped hallway off the central staircase that provides access to large, open gathering space on the east side of the building. Bar and kitchen areas occupy the center of the main

[554] The addition first appears in aerial imagery in 1980 and is not present in 1974.

[555] John Evangelist and Ellie La Valla, eds., *Minnesota Lodges and Chapters History* (Minneapolis: DS Graphix, 1976), n.p.

[556] Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial images, 1974, 1985, 1991.

[557] Evangelist and La Valla, *Minnesota Lodges and Chapters History*, n.p.

and basement floors, respectively, while offices, storage spaces bathrooms, and other service spaces are located around the periphery of the larger gathering areas. Figures 22 and 23 are drawings of the approximate floorplans of the main floor and basement level.

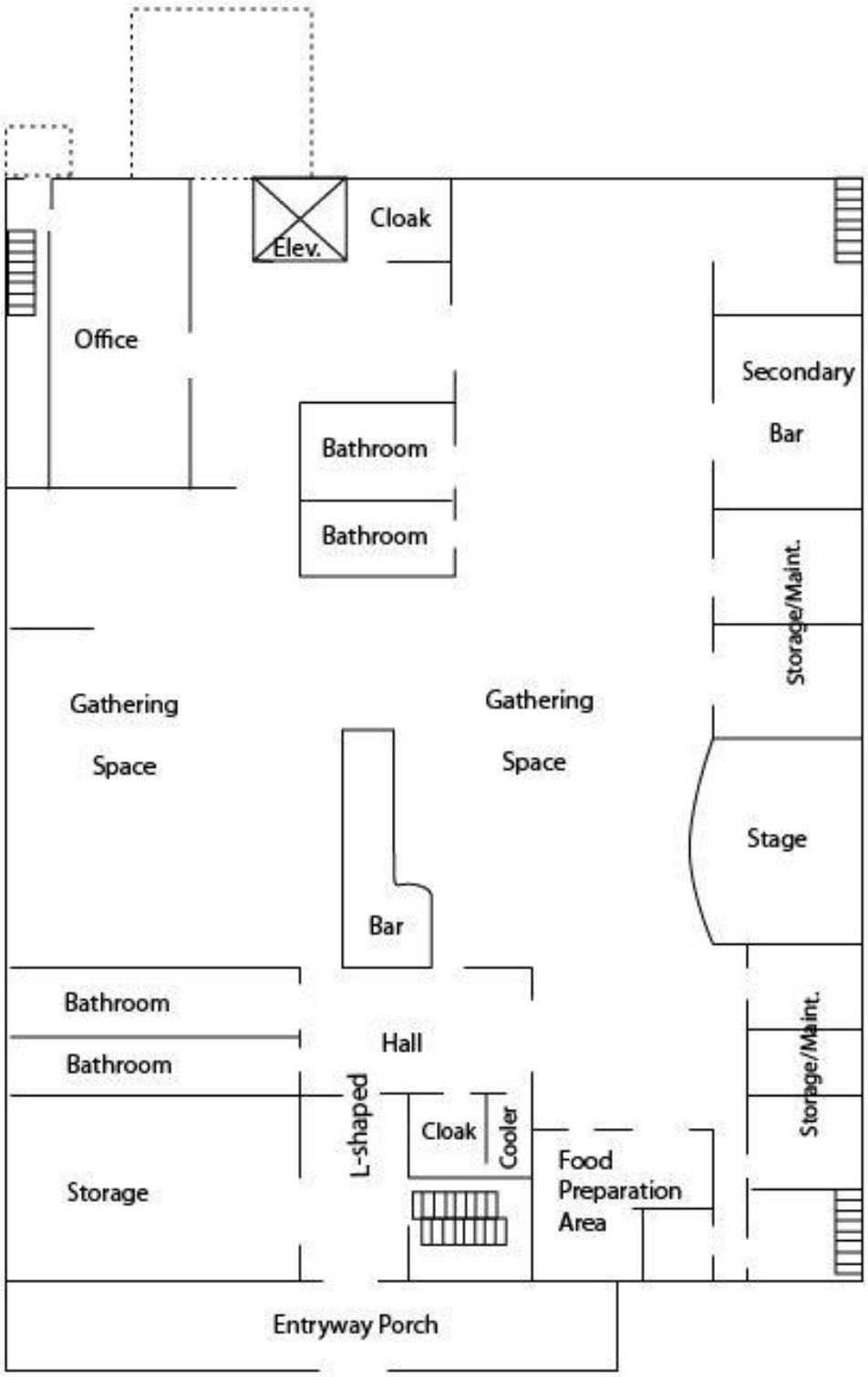

Figure 22. Drawing of approximate floorplan of the main floor; not to scale.

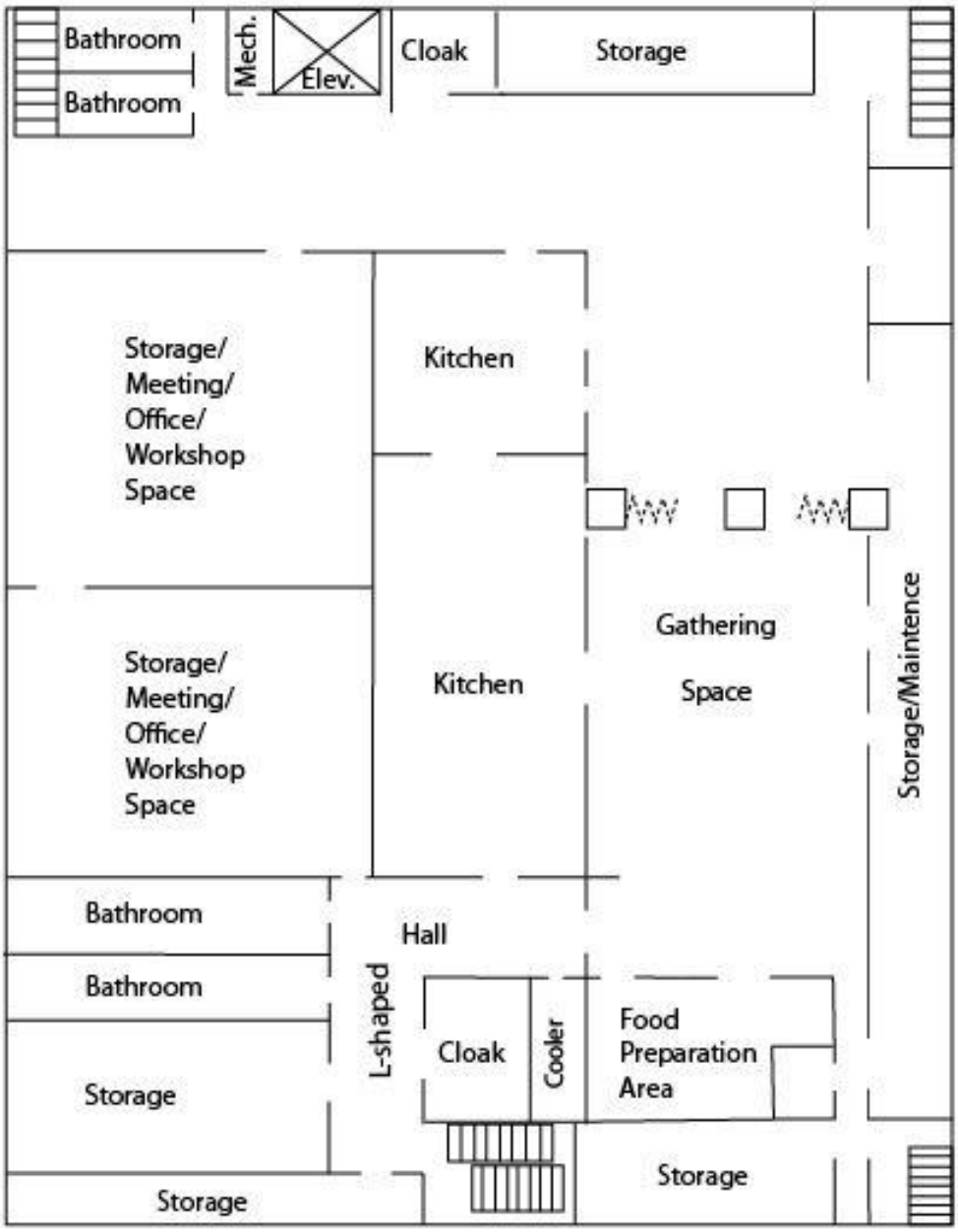

Figure 23. Drawing of the approximate floorplan of the basement level; not to scale.

Exterior walls are generally painted concrete block while interior walls are a mix of painted concrete block and walls clad in wood paneling. Floors are a mix of linoleum and carpet, except in bathroom and kitchen spaces, which are tiled.

On the first floor the L-shaped hallway passes a storage area and bathrooms on the left (west) and the central staircase on the right (east) (see Figures 24 and 25). As the hallway turns right (east), two doors provide access to a large bar and gathering area on the left (north) and a walk-in cooler on the right (south) (see Figure 26). At the end of the hallway, a third double door provides access to the large central gathering area, which includes a stage at the eastern end and is open to the bar area to the north of the L-shaped hallway. The stage is flanked by storage and maintenance closets (see Figure 27). A food preparation area with a pass-through counter is located near the southeastern corner of the

building, while additional bathrooms, cloakroom, elevator, and office are located near the northwestern corner and the main rear entrance (see Figure 28). From the inside, it is not clear where the 1964 building transitions to the ca. 1980 addition, implying that extensive renovations took place when the addition was built.



Figure 24. First-floor front main entrance. A storage area is located in the room at left (west) and the main staircase is at right (east). The main L-shaped hallway extends from the main front entrance, past the wood-paneled wall, before turning to the right. The bar and gathering space are located beyond the concrete wall in the background.

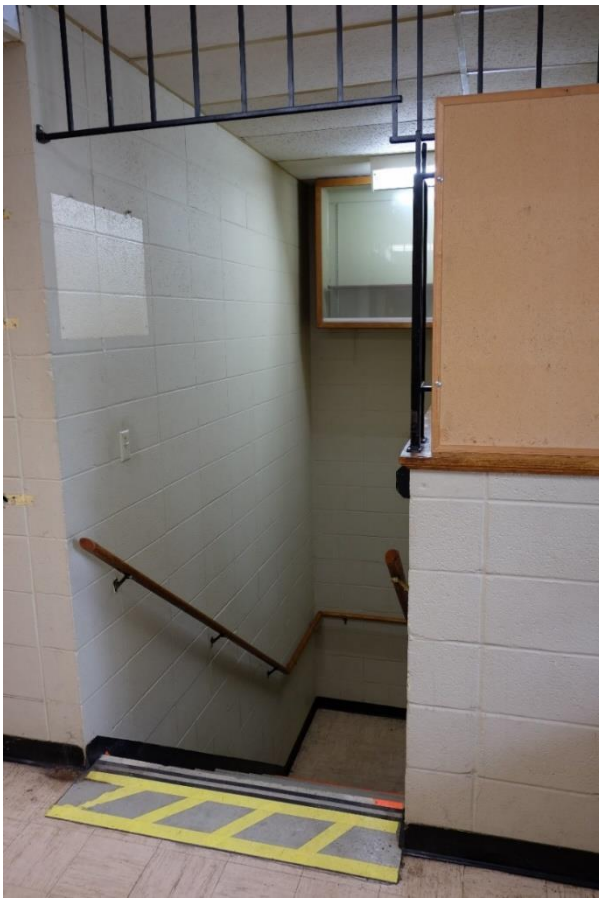

Figure 25. Image, from the main floor, of the central staircase located just inside the front main entrance.



Figure 26. Image of the bar in the large gathering area north of the L-shaped hallway. The gathering area extends to the right (east) and occupies the central area of the building's first floor. An office is located beyond the wood-paneled wall in the upper left while an elevator, additional bathrooms, and a cloakroom are located beyond the wood-paneled wall in the center background.

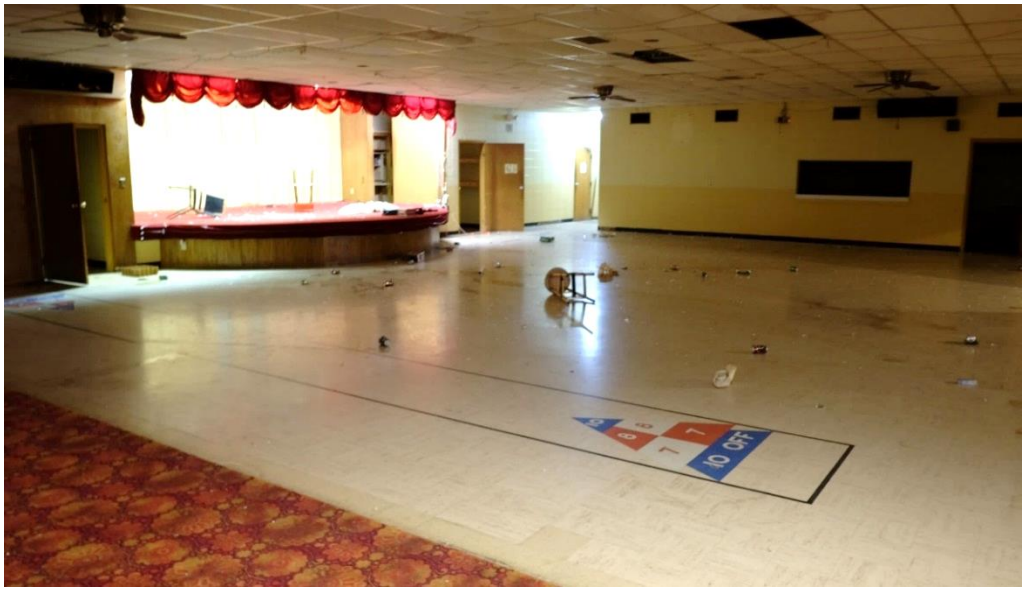

Figure 27. Image of the stage at the eastern end of the large central gathering area. The bar is located out of frame at right. Note the doors that provide access to the storage and maintenance closets along the east wall, flanking the stage. Also note the mix of flooring material and the food preparation area with pass-through window in the upper right.



Figure 28. Main-floor office with carpeted floor, wood-paneled walls, and interior glass block window.

On the basement level, the L-shaped hallway passes similar storage areas and bathrooms on the right (west), before again turning left (see Figure 29). On this level the gathering area is smaller, limited to the eastern side of the building. Within this gathering space no stage is present, but maintenance and storage closets are located along the eastern wall. Accordion walls used to divide the gathering space into smaller spaces are mounted on large columns. A kitchen occupies the central part of this level,

where the bar is located on the first floor. A pass-through window provides access to the gathering space. A food preparation area and pass-through window like the one found on the first floor near the southeastern corner is also present in the same location on the basement level. (Most of the lights in these areas were non-functioning so photographs are not available.) A cloakroom, additional bathrooms, and meeting, office, and/or storage spaces are all located near the northwest corner of the building, which is also the location of one of the three corner stairways (see Figures 30 and 31). Again, evidence of the transition between the 1964 building and the ca. 1980 addition are not immediately visible, implying that extensive renovations took place when the addition was built.



Figure 29. L-shaped hallway on the basement level. The door on the left (west) provides access to a bathroom, the door on the right (east) provides access to a storage closet. The door left of center provides access to a room that appeared to offer storage/office/meeting space and the door partially visible right of center provides access to the central kitchen.

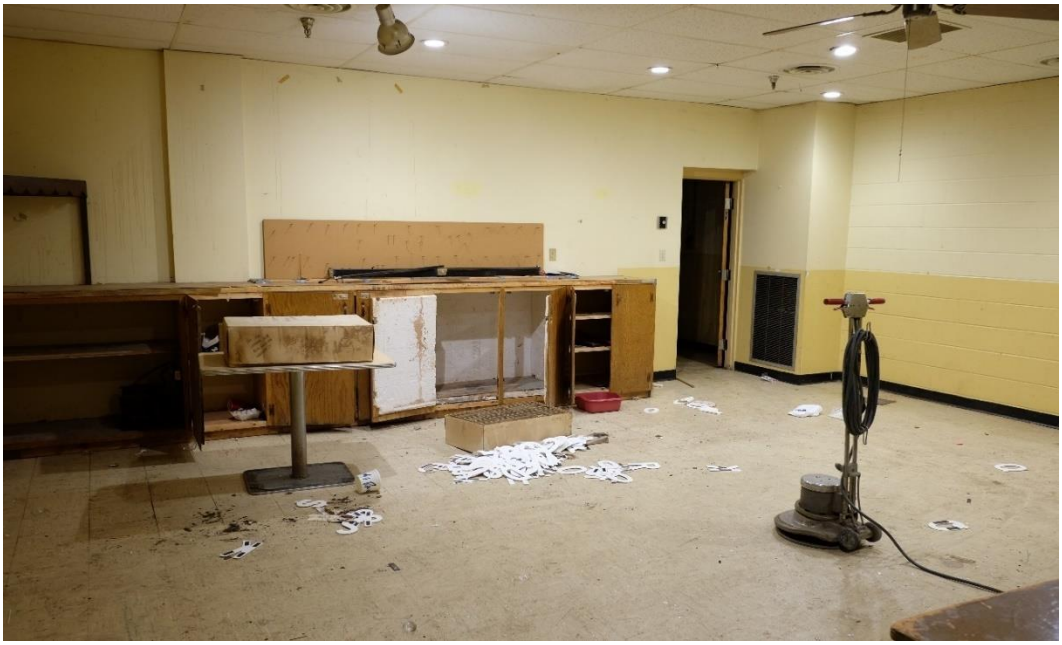

Figure 30. One of two rooms near the northwest corner of the building that appears to have functioned as storage/workshop space.

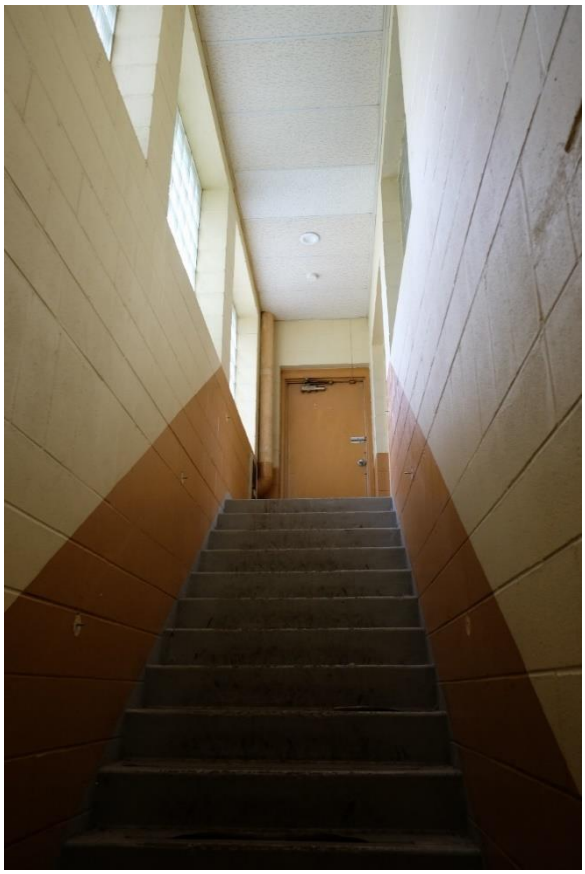

Figure 31. Stairway leading from the basement level to the main floor in the northwestern corner of the building. Note the glass block windows on the exterior wall at left.

Statement of Significance

The following historic context includes sections discussing the development of Maplewood as a first-tier suburb of Saint Paul as well as the history of the Lodge and its relocation to the suburbs. The Lodge was at the center of a local controversy regarding racial discrimination in the early 1970s, and the context therefore also provides a discussion of African American experiences in the Twin Cities suburbs and the work of local human rights commissions during this period.

Suburban Maplewood

The present-day city of Maplewood is an irregularly shaped first-tier suburb of Saint Paul with boundaries that wrap around the northern and eastern sides of the city. The portion north of the Saint Paul limits began as a railroad crossroads community known as Gladstone. The LS&M mainline railroad corridor from Saint Paul to Duluth was constructed through the area in the late 1860s. A second line, running east to west, was built by the Minnesota, St. Croix, and Wisconsin (MStC&W) Railroad Company in 1884. The junction of these two lines, called Gloster Junction, was just north of the intersection of English Street and Frost Avenue.[558] From 1887 to 1888, the LS&M constructed the Gladstone Shops (nonextant) at the southwest corner of the English Street/Frost Avenue intersection.[559]

The Gladstone Shops were the first major industry in the vicinity and spurred early development in the area. Between 1886 and 1887, the community of Gladstone was platted, and the Gladstone Land Company built 50 houses for shop employees. At its peak, the shops employed over 100 people, most of whom would have lived and shopped near the facilities. During this time, the shops were joined by several other industries, including the St. Paul Plow Works.[560]

In 1900, the former LS&M (later the St. Paul & Duluth) line became part of the Northern Pacific; the Gladstone Shops became redundant and were phased out by 1915. The St. Paul Plow Works and other nearby industries ceased manufacturing operations in the 1920s. With the closure of the shops and neighboring industries, the area around Gladstone reverted to farmland and the majority of the Gladstone shop buildings, houses, and other industries are now nonextant. Although soil in the area was of lesser quality than other locations in Minnesota, the area around the former community of Gladstone was ideal for truck farming, mainly due to its proximity to Saint Paul and accessible transportation routes, including two rail lines and roads. Several dairies were also present in the area.[561]

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[558] National Register of Historic Places, Multiple Property Documentation Form, “Railroads in Minnesota, 1862-1956,” E-115.

[559] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., “Gladstone Savanna Neighborhood Preserve,” 4.

[560] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., “Gladstone Savanna Neighborhood Preserve,” 4.

[561] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 12.

In the post-World War II (postwar) period, the former Gladstone vicinity shifted from agricultural use to a suburban area as dense residential development filled in the area south of Trunk Highway (TH) 36, transforming Maplewood from a rural village into a commuter suburb. As a result of postwar growth, Maplewood residents voted to incorporate as a city in February 1957 to avoid being annexed by Saint Paul. Although the intersection of Frost Avenue and English Street did not ultimately emerge as a distinct city center, the city combined the village and township offices in a new municipal building at 1380 Frost Avenue in 1965 (RA-SPC-0164, now the Philippine Center of Minnesota), and several commercial buildings were constructed in the former Gladstone vicinity, along with Moose Lodge 963, although a larger amount of nonresidential development appears to have been located further east along White Bear Avenue. [562]

History of the Loyal Order of the Moose and Moose Lodge 963

The development of fraternal orders in the United States began in the Colonial period as members of English orders, including the Freemasons and Independent Order of Odd Fellows, crossed the Atlantic, but the vast majority of fraternal orders were founded after 1880.[563] While most were local (and many short-lived), orders such as the Ancient Order of United Workmen and the Knights of Pythias (both founded shortly after the Civil War) were nationally successful.[564] By 1901, nearly 600 fraternal beneficiary societies or orders were active nationwide, comprising 5.5 million members, although roughly half were members of the three largest and oldest orders: the Odd Fellows, Freemasons, and the Knights of Pythias, founded in 1864.[565] Another 22 groups were recorded as having national memberships of 50,000 or more as of 1901, but most had an average of 25,000 or fewer members.[566] Within Saint Paul, the 1920 City Directory lists over thirty fraternal orders and benevolent societies. The largest orders (with more than a dozen lodges in the city) include the Freemasons, Ancient Order of United Workmen, Odd Fellows, Knights of Pythias, Degree of Honor, Brotherhood of American Yeomen, and the Modern Woodmen of America. More than two dozen other orders were represented in the Saint Paul directory, including several orders with specific religious or ethnic affiliations (Catholic groups such as the Knights of Columbus, or ethnic associations such as the Sons of Norway), as well as non-sectarian groups such as the Benevolent Protective Order of Elks, Fraternal Order of Eagles, and the Loyal Order of the Moose.[567]

The Loyal Order of the Moose (Order) was first formed in Kentucky in 1888 and was initially limited to a small number of lodges in Kentucky, Indiana, and Illinois, dwindling to less than 250 members in total

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[562] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 36.

[563] Felix John Vondracek, "The Rise of Fraternal Organizations in the United States, 1868-1900," *Social Science* 47, no. 1 (1972): 26; B. H. Meyer, "Fraternal Beneficiary Societies in the United States," *The American Journal of Sociology* 6 (March 1901): 655–56.

[564] Vondracek, "The Rise of Fraternal Organizations in the United States, 1868-1900," 26.

[565] Meyer, "Fraternal Beneficiary Societies in the United States," 650; James R. Carnahan, *Pythian Knighthood, Its History and Literature* (Cincinnati: The Pettibone manufacturing company, 1888), 109, https://catalog.hathitrust.org/Record/011408140.

[566] Meyer, "Fraternal Beneficiary Societies in the United States," 656.

[567] *St. Paul City Directory* (St. Paul, Minn.: R. L. Polk & Co., 1920), 107–13.

by 1906. The organization was revived in that year and began to grow again, this time placing an emphasis on mutual aid—what leader James J. Davis believed would be more attractive to working men—including the establishment of homes to care for widows and children of deceased members. Saint Paul's first Moose Lodge, Lodge 40, was established in 1908 and continued in a variety of locations downtown and along Rice Street (ultimately settling on the East Side in a former church at 1795 E. 7th Street in 1968). A second lodge, Lodge 963, was formed on the East Side in 1912 by a group of 51 members, mainly of Swedish extraction, and was known as the Payne Avenue Lodge. The group originally met in the Woodmen Hall at 1000 Payne Avenue, and occupied numerous locations up and down Payne Avenue including the Masonic Temple, a hall at Wells Street and Payne Avenue, an old bank building, the Oddfellows Hall, and other locations. Lodge 963 finally purchased a building at 647 York Avenue, formerly the East Side Commercial Club, in 1940, before relocating once more in the late 1940s.[568] In 1960, the Lodge was located at 1007 Payne Avenue, its final site within the city of Saint Paul.[569]

As residents departed Saint Paul for rapidly suburbanizing Maplewood, so too did Moose Lodge 963. The subject property was constructed in 1964, although newspapers for several years afterwards indicate that the lodge was still referred to as the "Payne Avenue Moose Lodge" after relocating to the subject building at 1946 English Street.[570] The building was constructed by contractor Robert Zwinger. Research, including review of the original building permit, did not identify an architect for the building.[571] The original building was 60 feet by 100 feet, with a total of 12,000 square feet including the main level and basement.

With the exception of the nearby Lions and Lioness Hall located on the south side the intersection of Frost Avenue and English Street (now Legacy Funeral Home, RA-MWC-0136), research did not yield evidence that other fraternal or service orders were active or constructed halls in Maplewood in the postwar period, although newspapers indicate that the Elks, Eagles, Masons, and other groups also built suburban lodges elsewhere in the Twin Cities metro area at that time. It should be noted that in the case of the Masons, some lodges were founded prior to the suburbanization of the community (as in Wayzata) or were already located in first-tier suburbs prior to World War II.[572]

While no typological study has been developed specific to postwar social or fraternal halls, a review of other 1960s and 1970s examples, including the Lions and Lioness Hall (RA-MWC-0136), V.F.W. Post 1782 in White Bear Lake (RA-WBC-0206) and the Minneapolis Moose Lodge 38 (nonextant), indicates

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[568] Evangelist and La Valla, *Minnesota Lodges and Chapters History*.

[569] *City Directory for St. Paul* (N.p.: n.p., 1960), 532.

[570] "Dinner Will Honor Scout Bugle Corps," *The Minneapolis Star*, January 7, 1967.

[571] Village of Maplewood, "Building Permit No. 10287," March 13, 1964, Property File for 1946 English Street North, City of Maplewood, Maplewood, Minn.

[572] "Wayzata Lodge No. 205 Ancient Free & Accepted Masons of Minnesota," *Wayzata Lodge No. 205 Ancient Free & Accepted Masons of Minnesota*, accessed October 8, 2019, http://www.wayzata205.org/; "2017.026.0001 - Records," *Minnesota Masonic Heritage Center*, accessed October 8, 2019, https://masonicheritagecenter.pastperfectonline.com/archive/D6C4152E-CB35-4E19-BB0F-630799610440.

that the Lodge is a typical example of this property type. The Order did not have the complex and secretive rituals observed by groups such as the Masons and therefore did not require any unique design features in their lodge buildings. Instead, the lodges served primarily as social spaces where members could meet, eat, and drink. Common characteristics include a large assembly room that served as an auditorium and lodge hall (and may include a stage), multiple bar areas, commercial-style kitchen facilities, and coat check rooms, restrooms, and office and administrative spaces. Examples are typically large, one-story buildings with few windows, and may include additional basement space. The Lodge is generally similar to the lodge building completed by the Minneapolis Lodge 38 in 1960, which was larger but contained the same types of spaces as the Lodge.[573] Figures 32 through 34 show ca. 1960 images of the Minneapolis lodge for comparison purposes.

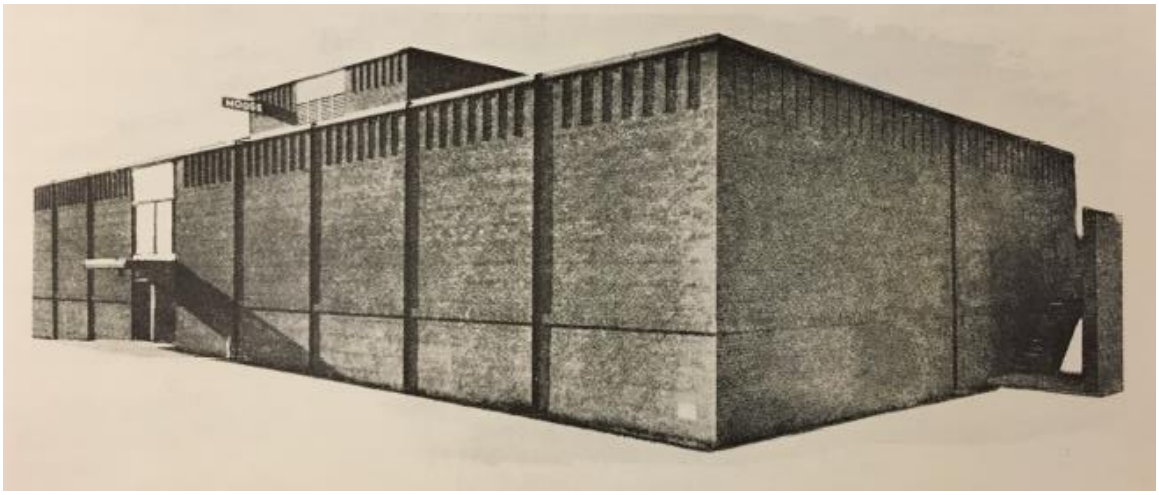

Figure 32. Exterior of Minneapolis Lodge 38, 624 3rd Avenue NE.[574]

[573] Evangelist and La Valla, *Minnesota Lodges and Chapters History*.

[574] Evangelist and La Valla, *Minnesota Lodges and Chapters History*.



Figure 33. Main bar (above), cocktail lounge (bottom left), and main kitchen (bottom right), of Minneapolis Lodge 38.[575]

[575] Evangelist and La Valla, *Minnesota Lodges and Chapters History*.



Figure 34. Main auditorium and lodge room of Minneapolis Lodge 38. [576]

Although no historic photographs were found to document the appearance of the Lodge during the period of significance, aerial imagery from 1966 and 1972 is provided in Figure 35 (the one-story gable-roof structure at the north of the original portion is present on a 1953 aerial and, as of 1964, would have been on an adjacent parcel not included in the original Lodge property).[577] Lodge 963 had 800 members in 1970, and by the late 1970s, membership was sufficient to justify an addition of approximately 10,000 additional square feet, nearly doubling the size of the building, and requiring acquisition of additional parcels to the north.[578]

[576] Evangelist and La Valla, *Minnesota Lodges and Chapters History*.

[577] Village of Maplewood, "Building Permit No. 10287."

[578] Martha Rose, "Lodge License Renewal Stirs Racism Charge," *The Minneapolis Star*, December 5, 1970.

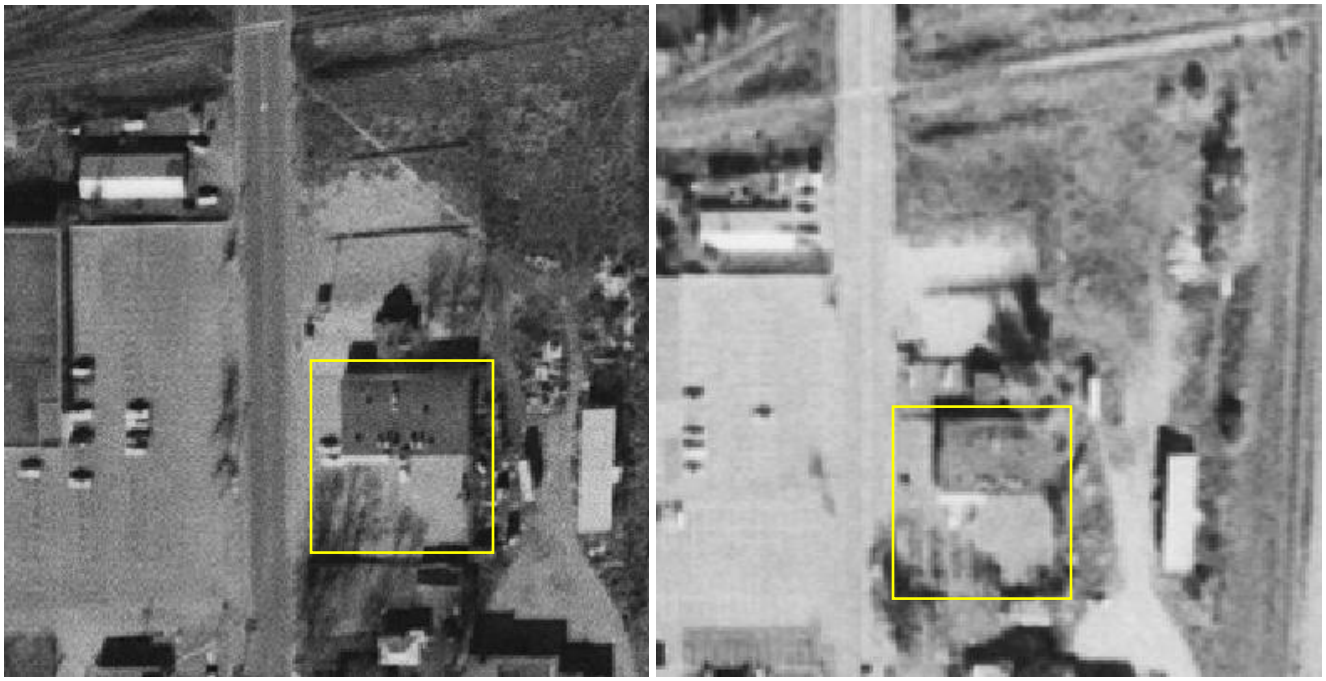

Figure 35. Aerial imagery showing the Lodge property in 1966 (left) and 1972 (right).[579]

In addition to its function as a social/fraternal hall and bar, research indicated that the Lodge was the subject of a local controversy related to the Order's racist membership requirements. The following section provides additional context for the work of the Maplewood Human Rights Commission and history of African American settlement in Maplewood in the postwar period.

African Americans in the suburbs

A history of discriminatory lending and housing laws prevented the vast majority of African Americans in the Twin Cities of Minneapolis and Saint Paul from amassing sufficient wealth and social mobility to participate in postwar trends of suburbanization.[580] Nevertheless, from 1960 to 1975, the number of African Americans in the metro area increased overall, and a greater proportion resided outside the Twin Cities.[581] The social impact of black suburban migration was felt sufficiently throughout the metro area, and in 1967, the *Minneapolis Star* printed a 12-part series of articles devoted to the topic of African Americans in the Twin Cities suburbs (see Figure 36). The first article in the series appeared on the front page, where the editor explained, "Negro population has grown markedly since 1960 in Twin Cities suburbs, according to special suburban census counts taken in 1965. Though numbers are

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[579] U.S. Geological Survey, "Aerial Photograph, Roll 1, Frame 212" (U.S. Geological Survey, November 2, 1966), 1VBOX00010212, U.S.G.S. Earth Explorer; U.S. Geological Survey, "Aerial Photograph, Roll 1, Frame 108" (U.S. Geological Survey, October 16, 1972), 1VDCU00010108, U.S.G.S. Earth Explorer.

[580] Earl Spangler, *The Negro in Minnesota* (Minneapolis: T.S. Denison & Company, Inc., 1961), 143, https://babel.hathitrust.org/cgi/pt?id=mdp.39015011555359;view=1up;seq=7.

[581] Michael Munson, *Minority Population Distribution Trends in the Twin Cities Metropolitan Area*, Social and Demographic Report (University of Minnesota Center for Urban Affairs, October 1993), 6, http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/M9302.pdf.

relatively small, the trend is significant in the development of the metropolitan area."[582] In 1960, the various suburbs of Hennepin, Ramsey, Anoka, Dakota, and Washington Counties had a combined total of just 584 African Americans. The 1965 suburban census included Scott and Carver Counties as well, and found that the African American population of the combined suburban areas had nearly doubled to 1,071.[583]

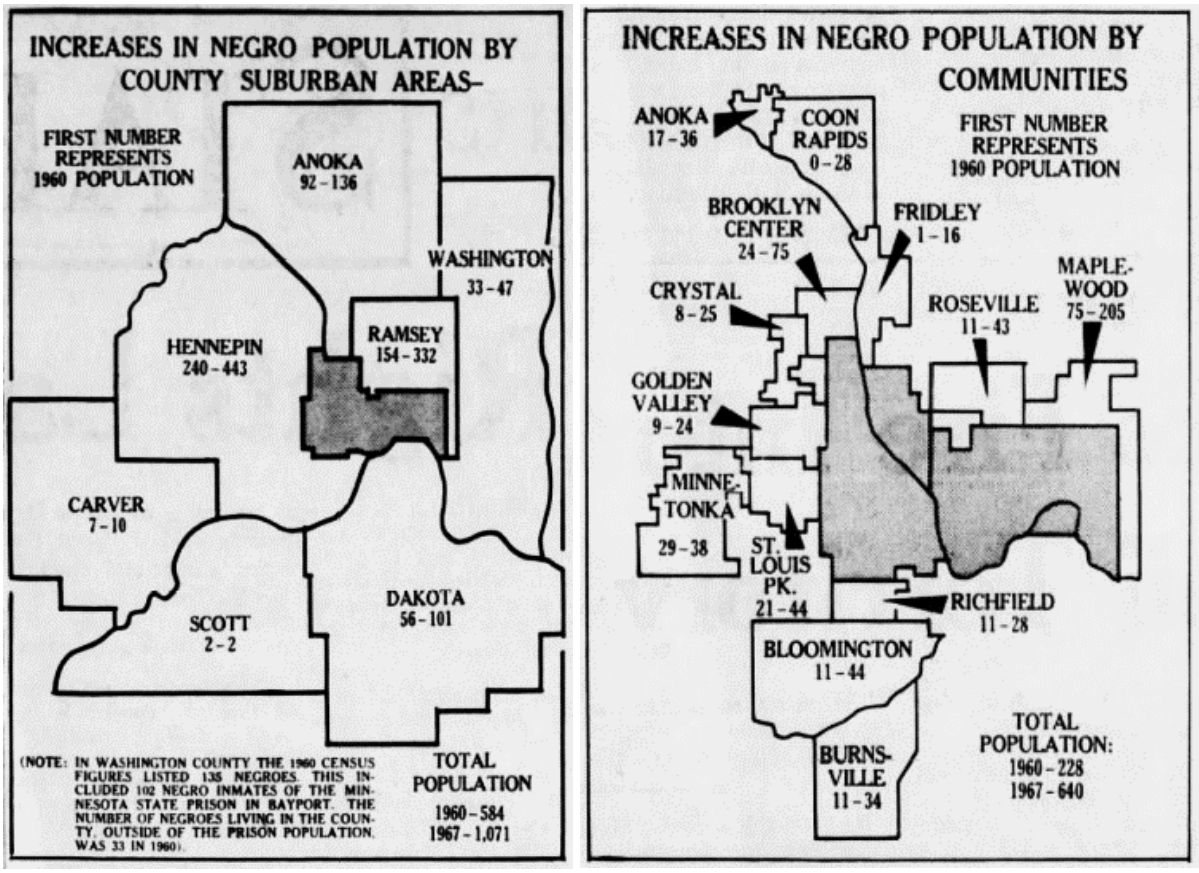

Figure 36. These infographics showing demographic changes between 1960 and 1967 within the boundaries of the Twin Cities were produced as part of the Minneapolis Star*'s series on African Americans in the suburbs.*[584]

Many of those who moved to the suburbs in the 1960s were middle-class and wealthy African American professionals who purchased lots and built typical suburban homes. This accounted for a small fraction of an already small percentage of the total population of the metro area. In the mid-1960s, one area realtor explained that African Americans were able to find high-quality housing in areas of south Minneapolis, and thus with this "built-in safety valve," there was not a great unmet demand for suburban real estate.[585] Other evidence points to the contrary; individual accounts reveal that in many suburbs, African Americans found themselves stymied by realtors and developers who refused to sell

[582] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life."

[583] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life."

[584] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life," 2.

[585] "African Americans in Suburbs 10," *The Minneapolis Star*, June 8, 1967.

homes or building lots to non-whites. In some instances, a white intermediary was needed to purchase land on behalf of a group of African Americans.

Nevertheless, small concentrations of African American suburban development gradually occurred in the early to mid-1960s in Brooklyn Center and Maplewood, and the latter emerged as the primary residential suburb for middle-class African Americans. Although small numbers of African Americans lived in at least a dozen suburbs by 1960, only three had an African American population numbering more than two dozen residents and Maplewood had the greatest number at 75. Overall, Maplewood's African American population throughout the 1960s represented approximately one-third of the suburban African American population in the Metro area. [586]

Maplewood's black suburban community began to develop in 1959, when African American developer James T. Hughes subdivided a 10-acre parcel (located at the intersection of Hazelwood Street and County Road B, south of Sherwood Park, approximately 0.75 miles northeast of the subject property) into 20 lots, each of which was sold to African American families within the year. Hughes had originally purchased the tract of farmland in 1946, after being turned away from another restricted tract elsewhere in what is now Maplewood. In an interview, he stated that although white neighbors had attempted to outbid him on the second tract, the owner proceeded with the sale, perhaps to spite his neighbors. [587] The family of Silas and Roxie Smith were also among the African American pioneers in suburban Maplewood; after facing difficulty purchasing property in the village, they eventually obtained several lots through a white intermediary and built a house on Frank Street in 1961 (located near the intersection of Frank Street and Frisbie Avenue, approximately 0.35 miles southwest of the subject property).[588]

By 1967, the African American populations of 23 suburbs had more than doubled. The largest influx occurred in Maplewood, which had over 200 black residents, many of whom likely lived in the Hughes subdivision. [589] Although the overall numbers were low, they represent a substantial increase over the 1960 figures with regard to the number of suburbs that had any African Americans at all (see Figure 36). Numerically speaking, the Hughes subdivision provided a substantial early foothold for African American homebuyers in the village, but research did not indicate why Maplewood had the largest African American population, and accounts by the Hughes and Smith families indicate that discrimination by realtors occurred in Maplewood as well. In the late 1960s, planners and civil rights agencies credited the more general Metro-wide increase to the work of new suburban human relations

[586] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life," 2.

[587] Mazingo, "Two Centers Develop in Last 7 Years," 19.

[588] "Discrimination in Maplewood's Past," *Maplewood Minnesota*, accessed November 28, 2018, https://maplewoodmn.gov/1714/Discrimination-in-Maplewoods-Past.

[589] Assuming each of the 20 lots Hughes sold to African Americans in 1960/1961 was home to a couple with one child by 1967, nearly one-third of the total of 200 African Americans would have lived in the Hughes subdivision, including Mr. and Mrs. Hughes themselves.

groups, state civil rights agencies, and the small number of individual African American families, such as the Hughes and the Smiths, who had been the pioneers in 1960 and prior.[590]

Suburban civil rights efforts

Although perhaps strongest and most violently enforced in the south, racial segregation existed throughout the country, growing in visibility as approximately six million African Americans fled the south for the North and West in what is known as the Great Migration, starting in the 1910s and lasting into the 1970s.[591] During this period, African Americans began to build social, cultural, and political organizations and agitate for the repeal of Jim Crow laws and equal rights, including equal access to public accommodations.[592] The Civil Rights Movement that coalesced around these organizations gained a major victory in 1954, when the U.S. Supreme Court decision in *Brown v. Board of Education* overturned the earlier decision in *Plessy v. Ferguson*, arguing that separate public accommodations related to education were unconstitutional. This ruling galvanized the Civil Rights movement, which launched local, regional, and national efforts to integrate restaurants, transportation infrastructure, and other public accommodations. These efforts culminated in the 1963 March on Washington for Jobs and Freedom, led by Martin Luther King, Jr., and the passage of the Civil Rights Act in 1964, which outlawed all forms of racial segregation in public accommodations.[593] The enforcement of this and other laws related to segregation and public accommodation, however, was not easy and was often left to state and local agencies.

Within Minnesota, statewide commissions aimed at addressing segregation and race relations had existed since 1943, with the establishment of the Governor's Interracial Commission. Following the enactment of Minnesota's Fair Employment Practices law in the 1956, this commission was renamed the Governor's Human Rights Commission (GHRC), while a separate commission later known as the State Commission Against Discrimination (SCAD) was formed to oversee employment-related discrimination issues.[594] Against the nationwide backdrop of the growing Civil Rights Movement, Governor Karl Rolvaag emphasized the need for effort at the local level, particularly the importance of

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[590] Mazingo, "Negroes in the Suburbs: Edina Woman Tells Story of Suburban Life."

[591] Isabel Wilkerson, "The Long-Lasting Legacy of the Great Migration," *Smithsonian Magazine*, September 2016, https://www.smithsonianmag.com/history/long-lasting-legacy-great-migration-180960118/.

[592] We generally assume that the twentieth-century iteration of the African American Civil Rights movement was largely limited to the 1950s and 1960s. Historians like Jacquelyn Dowd Hall, however, argue for a longer Civil Rights Movement that traces its origins to the early decades of the twentieth century and, particularly, to the 1930s in response to the Great Migration but also the racially segregated policies of the New Deal, which, she argues, amounted to "welfare for whites." Jacquelyn Dowd Hall, "The Long Civil Rights Movement and the Political Uses of the Past," *The Journal of American History* 91, no. 4 (March 2005): 1233–63.

[593] William P. Jones, *The March on Washington: Jobs, Freedom, and the Forgotten History of Civil Rights* (New York: W.W. Norton and Co., 2014).

[594] "Human Rights Department," accessed September 10, 2019, https://www.leg.state.mn.us/lrl/agencies/detail?AgencyID=778.

local governments' enforcement of the laws regarding fairness and equality.[595] This also extended to the involvement of individual citizens; as Rolvaag put it, "every law abiding citizen must make any necessary adjustments in his mode of living which are required to eliminate injustice."[596] Consequently, the GHRC was charged with "the responsibility of developing human relations committees in the suburban areas and other parts of the state."[597] Given the lack of substantial racial minority populations in most communities outside the Twin Cities themselves, the language used by the GHRC indicates that the intent was to be proactive, and "create a climate that will preclude the development of any human rights or human relations problems in local communities."[598]

A review of the records of various suburban human rights and relations groups in the Minnesota Historical Society Archives indicates that by the early 1960s, many suburban committees were attempting to educate their white community members about minority groups in order to create a more welcoming environment in the more pluralistic future they envisioned arriving shortly. Individual committees grappled with the issues in different ways; a statement by Bloomington resident Mrs. Coleman Suel described the two potential paths as "actively aid[ing] Negros in seeking homes, jobs, etc. in Bloomington" versus "acting indirectly in preparing the ground in our community to accept with a minimum of turmoil the fact of inevitable integration." Mrs. Suel noted that Minnesotans' "distaste for disorder" could be useful in furthering the cause of civil rights, as "if we can convince our community to prepare itself for coming integration, then we stand a good chance of avoiding the bitter strife that has recently beset a number of cities, both north and south, that were caught totally unprepared."

The compiled body of newsletters, correspondence, and meeting minutes of the numerous commissions held in the Minnesota Historical Society collections indicate that these groups focused on increasing equality in housing, employment, education, and public accommodations at the local level. Programs included book clubs, partnering with black churches to sponsor intercommunity nursery schools, outreach efforts encouraging white sellers to sell their homes to African American buyers, and fundraising/assistance drives to support civil rights work in the South. Efforts were frequently aimed at exposing youth to diversity, either through inclusion of African American figures in history textbooks or by facilitating activities in which white suburban teens would have the opportunity to meet minority teens from outside the community.

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[595] "The Role of the Governor's Human Rights Commission in Organizing and Programming for Citizens Committees," 1964, 1, Box 127.L.13.4, Brooklyn Center Human Relations Committee, 1963-1966 Folder, Minnesota Historical Society, Gale Family Library.

[596] "The Role of the Governor's Human Rights Commission in Organizing and Programming for Citizens Committees," 2.

[597] Calvin L. Walton, "Letter to Mrs. Richard Cunningham, Chair, Brooklyn Center Human Relations Committee," December 31, 1964, Box 127.L.13.4 F, Brooklyn Center Human Relations Committee, 1963-1966, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

[598] "The Role of the Governor's Human Rights Commission in Organizing and Programming for Citizens Committees," 3.

In 1967, the State Legislature established the Department of Human Rights (DHR) to succeed the SCAD. The DHR expanded the scope of the SCAD and combined the GHRC and several other rights-related commissions under this new umbrella.[599] The DHR began actively encouraging formation of more local human rights commissions (HRCs) late in 1967, and by January 1969, groups were active in at least 47 suburban communities. While DHR officials noted that some suburbs, with a reputation for higher levels of prejudice such as Blaine, Columbia Heights, and St. Anthony, were more resistant towards creation of HRCs, while others such as Bloomington, Golden Valley, Maplewood, Minnetonka, Richfield, and Roseville were more progressive in that regard. In many cases, suburban residents did not believe there was a problem; a former councilman in Burnsville described residents' perception that "There's no need, no problem, and not enough Negroes" to warrant a commission.[600] Yet as DHR spokeswoman Betty Howard explained, "the very lack of a minority group is their problem."[601]

Although issues of diversity may have felt largely hypothetical in suburban communities with only a few African American families, this was not the case in Maplewood, which by 1970 had "probably the largest proportion of [African Americans in] any suburb in the Twin Cities metropolitan area."[602] The village formed its own HRC in November 1967, and in January 1969 was one of six suburban HRCs singled out by the DHR as an exemplary group.[603] The 15-member commission, headed by chairman James Bradford, also included at least four African American residents, including James Bransford, Clarence Harris, Frances E. Hughes (wife of James Hughes), and Cleveland Ray.[604] In just over a year since its formation, the group had conducted a survey among business owners in the village to determine their willingness to employ minorities, met with candidates for local political offices, held public informational meetings, engaged with local police in "dealing with minorities," and worked with the school board to hold sensitivity trainings for teachers. [605] The HRC also engaged with the Maplewood school system to incorporate black history into the school curriculum.[606]

By the end of 1970, the Maplewood HRC had taken aim at the discriminatory policies of Moose Lodge 963, which did not permit non-whites to join. At the time, the Order's national constitution restricted membership to "male persons of the Caucasian or White race... not married to someone other than the Caucasian or White race." Under the leadership of chairman Clarence Harris, the HRC threatened to lodge a formal complaint with the DHR, but Harris laid part of the responsibility at the feet of the Village Council, accusing the Council of "condoning continued practices of racism" by renewing the Lodge's

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[599] "Human Rights Department."

[600] Sherrie Mazingo, "Area Rights Groups Groping for Direction," *The Minneapolis Star*, January 13, 1969.

[601] "Human Rights Boards Formed in 16 Suburban Communities," *The Minneapolis Star*, May 9, 1968, 9B.

[602] "Frustrated Rights Groups Are Finding New Directions," *Minneapolis Star*, February 2, 1970.

[603] Despite the similarities in their names, Bradford and Bransford are two different individuals. "6 Suburban Programs Win State Recognition," *The Minneapolis Star*, January 13, 1969.

[604] Based on census data available for individuals listed as members of the Maplewood HRC in "3 Suburbs Pick Human Rights Commission Members," *The Minneapolis Star*, June 13, 1968. The newspaper lists Hughes as "Mrs. James T." but the city directories show her name is Frances E. *City Directory for St. Paul*, 1960, 208.

[605] "6 Suburban Programs Win State Recognition."

[606] "Frustrated Rights Groups Are Finding New Directions."

liquor license.[607] In identifying the village's role in perpetuating the situation, Harris pointed out that the community was capable of solving its own problems without relying on state law, and stated that "The people of the Village of Maplewood who are in a position to do something should have the courage enough to go out on their own without passing the buck."[608]

This tactic was part of an emerging trend in the Metro area that took a different approach to discrimination using local, municipal policy to combat discrimination rather than relying on enforcement of state law. While many previous efforts had focused on the issue of public accommodations, fraternal organizations such as the Moose, Elks, Eagles, and other groups had resisted integration on the grounds that they were private clubs and thus not a "public accommodation" subject to federal or state antidiscrimination laws. The national organization of the Loyal Order of Moose had already found itself facing legal controversy for its discriminatory practices in 1969, when African American legislator K. Leroy Irvis, Majority Leader of the Pennsylvania House of Representatives, attended Lodge No. 107 in Harrisburg, Pennsylvania, as a guest of a member and was denied service at the bar and dining room.[609] Similar cases occurred in Minneapolis and Saint Paul, and the "test case" in 1969 involved the St. Paul Eagles Club at 113 University Avenue.

The Eagles Club's oath was similar in nature to that of the Moose and other orders, and in the summer of 1969 the national convention had voted to retain the racist policy.[610] As a result, the DHR issued a complaint against the Saint Paul club for its alleged violation of the public accommodations section of the state anti-discrimination law, which allowed state and local licensing agencies to suspend licenses and certificates of establishments found to discriminate.[611] The case was ultimately settled in 1971 and the Saint Paul club agreed to change its membership requirements, but in the meantime, the Minneapolis City Council had adopted a policy that prohibited organizations with discriminatory membership policies from obtaining a liquor license.[612] The policy was not dependent on whether an establishment was public or private, but simply imposed the requirement of nondiscrimination on any party seeking a liquor license. Thus, the use of a local ordinance or council policy sidestepped the issue of whether or not the Eagles and other clubs could claim exemption from laws governing public accommodations. As a result of this action, two Minneapolis chapters broke with their national governing body and removed their "whites-only" clauses in 1970. [613]

Harris cited the capitulation of Minneapolis Eagles Club chapters as examples of how local government could effect change, and in December 1970 urged the Maplewood Village Council to revoke the

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[607] Rose, "Lodge License Renewal Stirs Racism Charge," 11B.

[608] Rose, "Lodge License Renewal Stirs Racism Charge."

[609] "Law," *The New York Times*, June 18, 1972, sec. Archives, https://www.nytimes.com/1972/06/18/archives/support-for-the-right-to-exclude-clubs.html.

[610] Robert T. Smith, "Editorial," *Star Tribune*, August 5, 1969.

[611] Jim Talle, "St. Paul Eagles Face Bias Charge," *The Minneapolis Star*, November 13, 1969.

[612] Rose, "Lodge License Renewal Stirs Racism Charge."

[613] Rose, "Lodge License Renewal Stirs Racism Charge."

Lodge's liquor license. The council renewed the license with the stipulation that the lodge "do everything it could to get the clause removed within the next year," but neither the Lodge secretary nor the international governing body were particularly concerned with its removal. Lodge 963 Secretary Jerry Corbo compared the Lodge to a neighborhood poker party, stating that "If some people are not invited to the party this is not discrimination in my book." The international headquarters simply said, "we've never had any occasion to change and we've never been asked to change," a rather facetious answer given that Irvis's lawsuit was already moving through the court system. [614]

Apparently unsatisfied, in January 1971 the Maplewood HRC announced it would begin drafting an ordinance banning the issuance of liquor licenses to "organizations which discriminate on the basis of race creed, or color."[615] The ordinance was approved unanimously by the Village Council and adopted in April 1971, with an effective date of July 1 in order to give the Order an opportunity to remove the "whites-only" clause at its national convention.[616] This did not occur, and in order to remain open, the Lodge removed the "whites-only" clause from its own chapter's membership oath in 1971.[617] Although the Lodge requested authorization for this change from the Supreme Moose Council, the national organization refused and the Lodge opted to alter the oath without permission.[618]

Despite the local concession, the Order maintained its right to discriminate at the national level for more than a year and a half. Although a District Court ruled in favor of Irvis, the Order appealed the case to the United States Supreme Court, which in 1972 upheld the Order's right to discriminate without the loss of its liquor license. [619] However, the Pennsylvania Supreme Court determined that the Harrisburg Moose Lodge dining room and bar constituted a public accommodation, subject to federal anti-discrimination legislation, as it was open to the "general caucasian [sic] public when accompanied by a member."[620] Likely as a result of this decision, the International Convention of Loyal Order of the Moose amended its constitution and general bylaws to eliminate the racial requirements in 1973. [621]

Within the Twin Cities Metro area, however, the Maplewood situation served as a precedent when the Golden Valley HRC pushed for the denial of a liquor license to the local Elks Lodge 44 early in 1972. In that instance, the village council granted the license with the expectation that the national convention

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[614] Rose, "Lodge License Renewal Stirs Racism Charge."

[615] Martha Rose, "Maplewood No-Bias Liquor Law Planned," *The Minneapolis Star*, January 8, 1971.

[616] "Maplewood Backs Anti-Bias Ordinance," *The Minneapolis Star*, April 2, 1971.

[617] "Moose Choose to Keep Booze, Lose Whites-Only Clause," *The Minneapolis Star*, November 20, 1971.

[618] "End of the Albino Moose," *The Minneapolis Star*, accessed October 3, 2018, https://www.newspapers.com/clip/24243987/end_of_the_albino_moose/.

[619] "Law."

[620] Tina L Wellner, "Note: Going Public with Discriminating Private Clubs," n.d., 290–91.

[621] "CALM HAVEN AMID TURMOIL : Moose Lodge Avoids Scramble Over Anti-Discrimination Laws Faced by Other Private Clubs," *Los Angeles Times*, May 10, 1987, https://www.latimes.com/archives/la-xpm-1987-05-10-me-6556-story.html.

would vote to abolish the discriminatory membership requirements.[622] Nevertheless, a council member suggested that the Elks Lodge ought to do what the Maplewood Lodge had done, and the council cited the Maplewood ordinance as an example of how they could codify the village's policy.[623]

Ultimately, the actual level of integration of the Lodge is unknown. According to correspondence with the current lodge administration, any members from the late 1960s and early 1970s have either left the Lodge or passed away.[624] However, the success of the Maplewood ordinance as a local antidiscrimination measure appears to have influenced other suburbs and stands out as an early suburban example of this tactic in attempting to further civil rights.

Significance

Moose Lodge 963 was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of Maplewood. Although the founders of the Lodge had strong ties to the ethnic Swedish community in the Payne Avenue neighborhood prior to World War I, by the late 1930s, the Swedes were already considered to be an "old" immigrant group and their descendants were well assimilated.[625] In the postwar period, Swedish-Americans were third- or even fourth-generation Americans, and their dispersal to the various suburbs depended primarily on factors such as income level and job location.[626] No evidence was found to suggest that the 1964 lodge building is significant for an association with Swedish heritage or that of any other particular ethnic group or pattern of suburban settlement. No evidence was found to indicate that the property played a prominent role in the development of the city of Maplewood, and as a private club, it would not have served the community as a whole. A review of chapter histories and newspapers indicates that the Moose were not an especially large or influential group among the various benevolent or fraternal orders in Minnesota, and the Maplewood Lodge building itself is not associated with major developmental phases of the order (either the initial founding period in the 1880s or the revival and expansion of the order in the 1910s).

While the Lodge does not appear to possess significance for its role as a fraternal hall under *Criterion A: Social History*, it does demonstrate significance for its association with the Maplewood HRC's local

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[622] "Club Liquor License Okd," *Minneapolis Star*, May 22, 1973, https://www.newspapers.com/clip/35579530/club_liquor_license_okd/.

[623] Howard Erickson, "Rights Unit Asks Denial of Liquor License," *Star Tribune*, February 24, 1972.

[624] Gary Lenart, "Email to Sebastian Renfield RE: Lodge 963 Building History," September 9, 2019.

[625] Calvin F. Schmid, *Social Saga of Two Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St. Paul* (Minneapolis: The Minneapolis Council of Social Agencies, 1937), 153.

[626] Research at the regional and county level as part of the development of the context for *Post-World War II Suburbanization in the Twin Cities* did not support postwar suburban settlement patterns along ethnic lines for Euro-American Christian heritage groups.

civil rights initiative in the early 1970s. The Maplewood HRC was not among the earliest community human rights groups, but it was formed as part of a larger statewide trend that gained momentum following the passage of the Minnesota Human Rights Act in 1967 and the creation of the DHR. During this period, the cities of Minneapolis and Saint Paul had comparatively substantial African American populations, while the vast majority of Metro-area suburban communities had virtually no African American residents. In these cases, the actions of the HRCs were either largely symbolic, aimed at educating white residents in anticipation of future diversity, or focusing their antidiscrimination efforts on other groups (e.g., students, women, etc.). In comparison, Maplewood's African American population throughout the 1960s represented approximately one-third of the suburban African American population in the Metro area, and the actions of its HRC would have a direct impact on the lives of several hundred residents, some of whom were involved in the commission itself, including Frances Hughes, James Bransford, Cleveland Ray, and Clarence E. Harris.

The 1971 liquor ordinance represents a departure from prior strategies, which relied on whether or not a private club could be considered a public accommodation. The use of the local measure effectively circumvented the question. Regardless of whether it was a public accommodation, the municipal authority simply would not grant the liquor license if the club discriminated on the basis of race. While not the first such use (the Minneapolis City Council policy appears to pre-date it), the Maplewood ordinance is an important early example of an ordinance that influenced other efforts (such as the Golden Valley Elks case). The ordinance was drafted specifically to address discrimination by the Lodge, and the removal of the "whites-only" clause represents an important step in communities' attempts to reduce racial discrimination on their own, at the local level, rather than relying on state legislation and the court system. The property is therefore significant under *Criterion A: Social History* for its role in the struggle for civil rights in the Twin Cities suburbs. The period of significance is 1970-1971, which encompasses the period in which the Lodge was the focus of the Maplewood HRC's efforts, beginning with the initial pressure on the Village Council to deny the liquor license and culminating with the Lodge's change of its membership oath. The historic boundary corresponds to the legal parcels associated with the Lodge. A boundary map is provided at the end of this document.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history or educational trends. Research did not reveal potential significance for this property under *Criterion B: Significant Person*. The Hughes family appears to have played a prominent role in the establishment of Maplewood's postwar African American community; however, other properties related to the Hughes, such as their own home or the surrounding residential development, better convey their significance. While other members of the commission, including James Bransford and Clarence E. Harris, appear to have been prominent within the Twin Cities African American community, the Lodge does not convey a strong association with either person. No other significant individuals were found to be associated with the Lodge or the work of the Maplewood HRC.

Criterion C
To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction.

The property does not appear to be significant as an example of a 1960s social or fraternal hall. The building is architecturally undistinguished and does not represent a particular architectural style. It is unremarkable for its method of construction and does not appear to be the work of a master or possess high artistic value. Further, while the property retains many interior finishes and displays some character-defining features of a postwar social hall, including the large auditorium/lodge hall space, commercial-style kitchen, and bar areas, it has been heavily altered and a c.1980 expansion has more than doubled the building footprint. The property is no longer be able to convey any potential significance as an example of the property type. Therefore, the property lacks significance under *Criterion C: Architecture*.

Criterion D
Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Lodge does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity
Lodge 963 remains at its original site in an area of postwar commercial development concentrated near the intersection of Frost Avenue and English Street in Maplewood. Although a modern apartment complex has been constructed across the street, it retains integrity of location and generally retains integrity of setting as well. The enclosure of the south entrance and the ca. 1980 addition have diminished the overall integrity of design, materials, and workmanship, although the original portion appears to retain most of its interior and exterior finishes and fixtures. The property is currently vacant but retains its interior layout and thus continues to convey its historic function; the property therefore retains integrity of feeling and association. Overall the property retains sufficient integrity to convey its significance under *Criterion A.*

Recommendation
Moose Lodge 963 is recommended eligible for the National Register under *Criterion A* in the area of Social History for its role in Maplewood's civil rights movement. The recommended period of significance is 1970-1971, encompassing the period in which the lodge was the focus of the Maplewood HRC's efforts to combat discrimination, ultimately resulting in the passage of a village ordinance that forbade discriminatory clubs, public or private, from obtaining a liquor license and setting a precedent for local governing bodies to work toward racial equality at the municipal level.
Although a number of features are located within the parcels occupied by the Lodge, they are part of the surrounding landscape and postdate the period of significance. Thus, these features do not contribute to the significance of the Lodge building. Contributing features are limited to the Lodge

building itself and the adjacent freestanding sign on English Street. The following features are noncontributing:

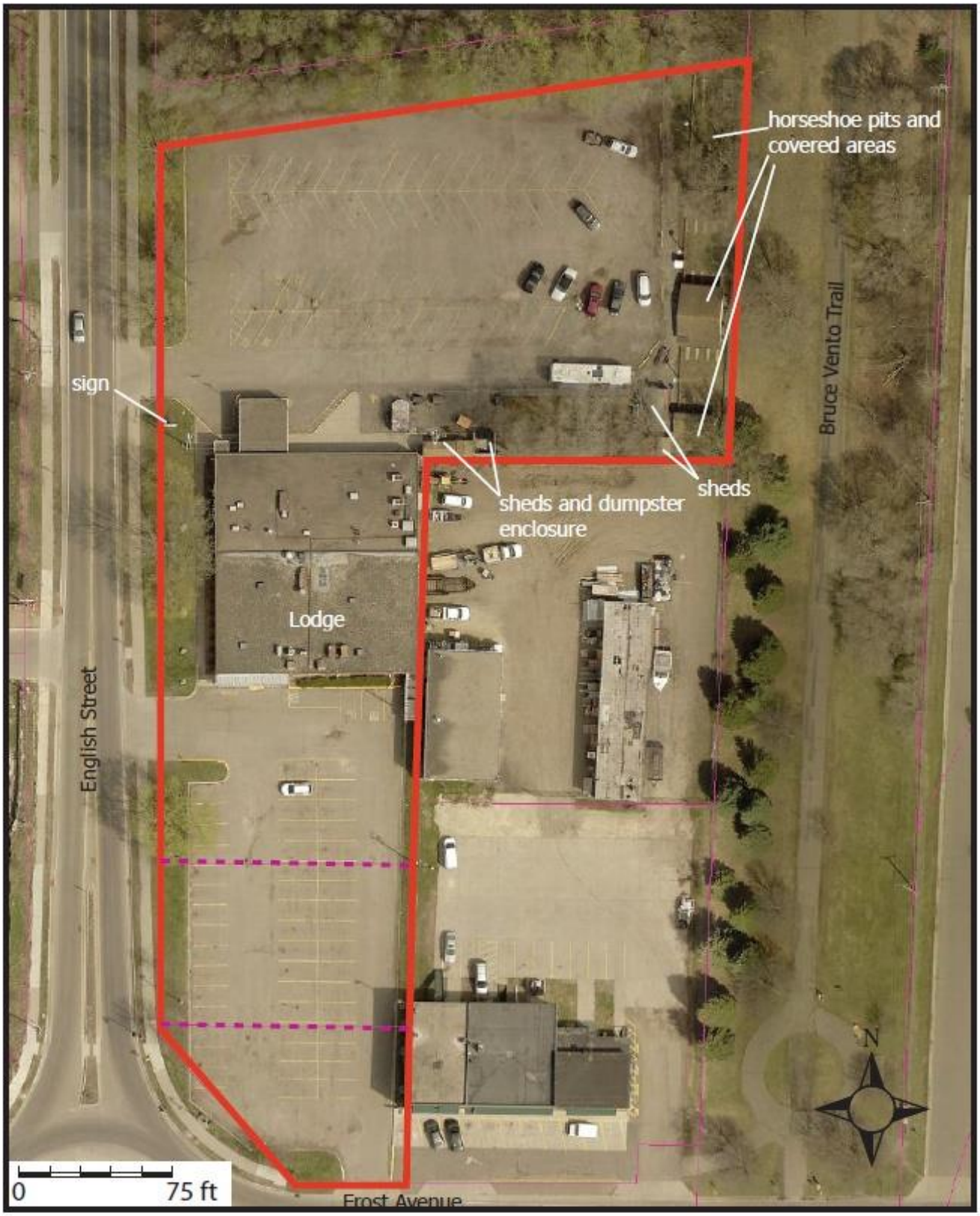
- Sheds (4)
- Paved parking lots
- Horseshoe pits and covered areas
- Dumpster enclosure

The historic boundary was defined to correspond with the legal parcels currently associated with the Lodge building. Although the boundary includes portions of the parking areas to the north and south that were not part of the property during the period of significance, delineating a boundary corresponding to the legal parcel as of 1971 would cut across the current building footprint (see Figure 37). Similarly, the boundary extends to the south to include two legal parcels acquired by the Lodge after the period of significance. *National Register Bulletin 16A* states that boundaries should "encompass the entire resource, with historic and contemporary additions." Although these parcels were occupied by unrelated buildings until the late 1980s, the expanded southerly parking lot constitutes a contemporary addition to the property and excluding these parcels would create an arbitrary line across the parking lot.



Figure 37. Current aerial image with plat map overlay showing original 1964 legal parcel (according to the 1964 building permit, the property consisted of Lots 6, 7, 8, and 9 of Block 2) in yellow shaded area. Current parcel lines associated with the Lodge building are shown in red.

Map



RA-MWC-0134

Historic boundary

Parcel lines

APPENDIX E12. PHASE II EVALUATION: BRIDGE 62529 (RA-MWC-0248)

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Bridge 62529

SHPO Inventory Number: RA-MWC-0248
Address: Bruce Vento Regional Trail over Beam Avenue
City: Maplewood

Description

Bridge 62529 carries the abandoned Burlington Northern Santa Fe (BNSF) right-of-way (now the Bruce Vento Regional Trail) on a nominal north-south alignment over the east-west Beam Avenue/County State Aid Highway (CSAH) 19.[627] The bridge is approximately 0.1 miles west of Hazelwood Street and 0.4 miles east of U.S. Highway (US) 61 in Maplewood (see Figure 1). The general area is suburban. The northwest quadrant adjacent to the bridge is occupied by a large Costco Wholesale Warehouse and parking lot. The other three quadrants are partly wooded land with occasional smaller commercial properties that postdate the bridge. The area immediately east of Hazelwood Street is occupied by a complex of medical facilities, both north and south of Beam Avenue. To the east of the medical facilities is Maplewood Mall (RA-MWC-0072) and its extensive surroundings of commercial properties. The bridge is approximately 0.8 miles west of the center of the mall area.

The plans for Bridge 62529, prepared for the Village of Maplewood, were formally approved on June 27, 1973, and construction was formally completed on March 26, 1975, as determined by the resident engineer. The plans were officially signed by B. (Bernie) H. Rottinghaus of Howard, Needles, Tammen & Bergendoff (now HNTB) as the engineer and consulting engineering firm of record. They were prepared as State Aid Project No. 138-107-09. The bridge's designing engineer at HNTB was Roger Cole, as indicated by his initials in the plan title block and confirmed by a former HNTB engineer who reviewed the plan set.

The design followed Minnesota Highway Department (MHD) Standard Specifications for Highway Construction of January 1, 1972. The bridge was designed for railroad service using the American Railway Engineering and Maintenance-of-Way Association (AREMA) standard, "Coopers E-80 loading with diesel impact." The resident or project engineer was Richard D. Ling, who signed and dated each plan sheet when the bridge was completed. [628]

Bridge 62529 is a steel box-girder bridge main-span type with concrete slab span approaches. The overall structure length is 265.5 feet. The out-out deck width is 20.0 feet. The two main box-girder spans (Span 1 and Span 2 on the original plans) are each 94.75 feet long. Typical for railroad bridges,

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[627] This rail corridor was originally established by the Lake Superior and Mississippi Railroad (LS&M) and subsequently acquired by the Northern Pacific (NP) in 1900; the NP eventually became the Burlington Northern (BN) and Burlington Northern Santa Fe (BNSF); see Mead & Hunt, Inc., *Historic Context: Rush Line Study Area* (Prepared for Minnesota Department of Transportation, February 2019), 21–23.

[628] Howard Needles Tammen & Bergendoff, "Village of Maplewood, Ramsey County, Minnesota, Plans for Burlington Northern Incorporated Railway Bridge over Beam Avenue, Bridge No. 62529," Bridge plan set (18 sheets) (Maplewood, Minn., June 27, 1973), Ramsey County Public Works, Arden Hills, Minn.; Rich Johnson, "Engineer for Bridge 62529," February 11, 2019; Minnesota Department of Transportation, "Bridge 62529 Minnesota Structure Inventory Report" (Minnesota Department of Transportation, January 31, 2019).

they are simple spans and not continuous.[629] Each steel box girder is 8.0 feet tall and 7.0 feet wide and is welded weathering steel. The box girder spans are supported on fixed bearings on the pier and expansion (sliding-plate) bearing on the abutments. The approach concrete slab spans, contained within the abutments, are each 38.0 feet long. The superstructure and substructure of Bridge 62529 are shown in Figures 2 through 4.

[629] A simple span is completely supported between two supports, while a continuous span is carried uninterrupted over one or move intermediate supports. Railroad bridges are typically simple spans because of the heavier loadings. See Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 103.

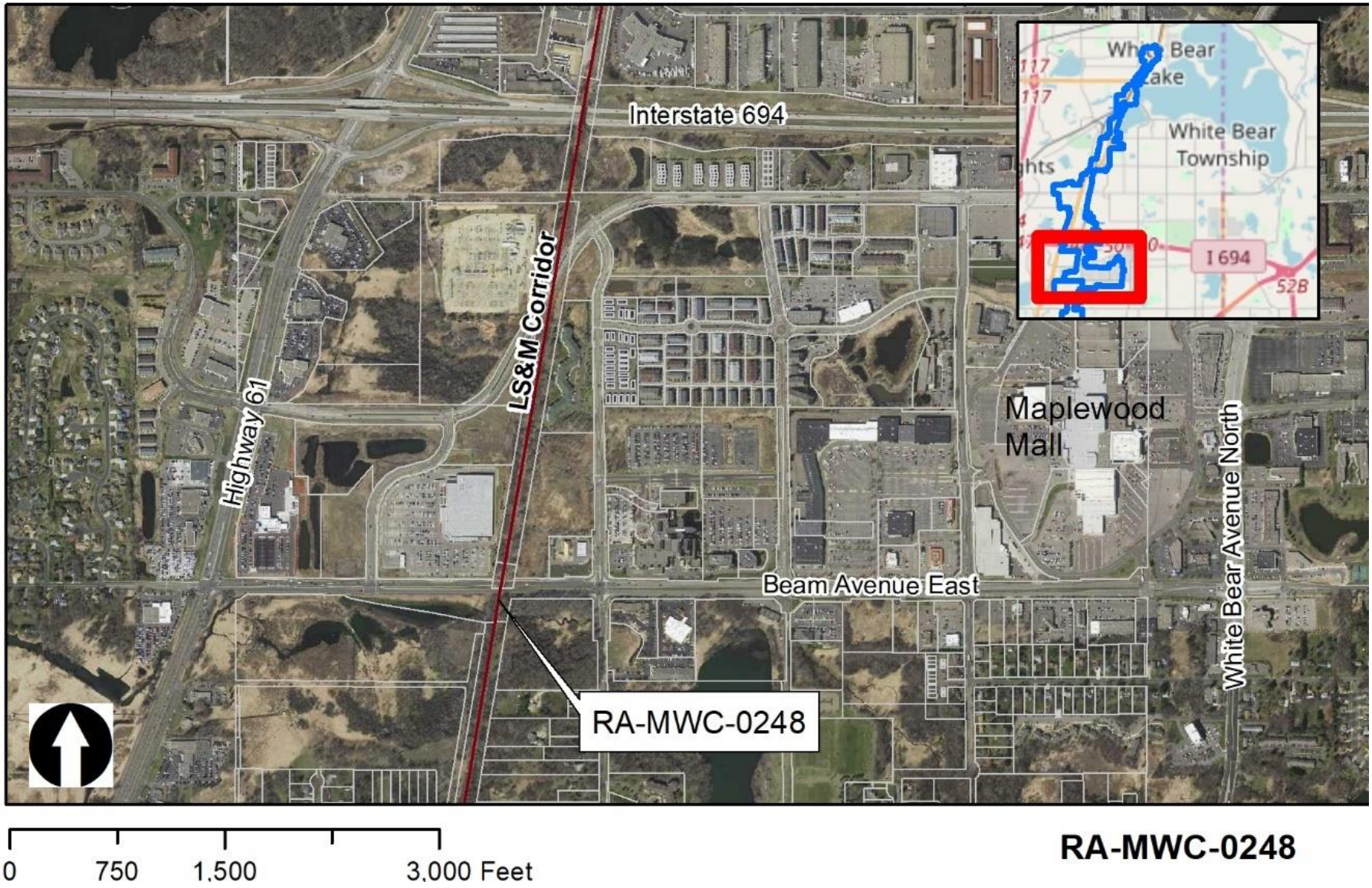

Figure 1. Bridge 62529 Overall location map.



Figure 2. Bridge 62529, view facing west along Beam Avenue. Ramsey County Public Works photograph.



Figure 3. Bridge 62529, view facing east along Beam Avenue.



Figure 4. Bridge 62529, north abutment, view facing northeast.

The substructure includes a center pier and abutments, all supported on pilings. The pier is solid reinforced concrete and is skewed 10 degrees (right) to align with Beam Avenue beneath the bridge. The spans, however, are not skewed. Centered in the highway median, the battered pier has flat sides and rounded ends. The pier has no added ornamentation or other architectural detail. Mounted on the pier is the state bridge plate and an American Institute of Steel Construction (AISC) award plate (discussed below). The abutments are cast-in-place concrete without ornamentation. Reinforced-concrete wingwalls are oriented parallel to the bridge spans and are thick enough to support lateral loads from the embankment retained within and between the walls. Cast-in-place concrete slope protection is located in front of the abutments.

The reinforced-concrete deck was designed originally in a wide, shallow, U-shaped section to contain ballast, ties, and rail for the railroad. The depressed center section of the deck is 12.0 feet wide and the raised side sections are each 4.0 feet wide. The rail corridor was abandoned following authorization by the Minnesota Transportation Regulation Board in 1987. The tracks were later removed and by 2004, were replaced with a bituminous-surfaced bicycle and pedestrian trail (see Figure 5). Mounted along the outside edges of the deck for the full structure length is the original structural-tubing handrail comprised of vertical posts with two horizontal rails. With the conversion to trail use, a tall chain-link fence has also been installed along the inside of the original pipe railing. The chain-link fencing extends several yards beyond the ends of the abutments.



Figure 5. Bridge 62529, bituminous paving for the Bruce Vento Regional Trail on the bridge deck, view facing north.

Bridge plates are located on either side of the pier (see Figures 6 and 7). One reads “Most Beautiful Bridge | Grade Separation | Designed by Howard Needles Tammen & Bergendoff | Awarded in 1976 by | American Institute of Steel Construction” and the other reads “Village of Maplewood | Ramsey County | Minnesota Bridge | 62529 | 1973.”



Figure 6. Bridge 62529, AISC “Most Beautiful Bridge” award plaque, mounted on south side of center pier.



Figure 7. Bridge 62529, bridge identification plate mounted on the north side of the center pier.

Beam Avenue, beneath the bridge, consists of a divided highway with two symmetrical roadways, each with two 12.0-foot-wide traffic lanes, separated by a grass median. Steel guardrails along the roadway protect the pier in the median.

Bridge 62529 is currently owned by Ramsey County. The firms involved with the design, fabrication, and construction of the bridge are as follows:

- Designer: Howard, Needles, Tammen & Bergendoff, Minneapolis, Minnesota
- General Contractor: Lunda Construction Company, Black River Falls, Wisconsin
- Fabricator: Phoenix Steel Corporation, Eau Claire, Wisconsin
- Erector: Lunda Construction Company, Black River Falls, Wisconsin[630]

History

Development of Maplewood

The present-day city of Maplewood is an irregularly shaped first ring suburb of St. Paul with boundaries that wrap around the northern and eastern sides of the city. The portion north of the St. Paul limits began as a railroad crossroads community known as Gladstone. The Lake Superior & Mississippi (LS&M) Railroad line from St. Paul to Duluth was constructed through the area in the late 1860s. A second line, running east to west, was built by the Minnesota, St. Croix, and Wisconsin (MStC&W) Railroad Company in 1884. The junction of these two lines, called Gloster Junction, was just north of

[630] Names of firms involved in design and construction are from: American Institute of Steel Construction, "Prize Bridges/1976" (American Institute of Steel Construction, 1976), https://www.aisc.org/globalassets/nsba/prize-bridge-brochures/1976prizebridgebrochure.pdf.

the intersection of English Street and Frost Avenue.[631] From 1887 to 1888, the LS&M constructed the Gladstone Shops at the southwest corner of the English Street/Frost Avenue intersection.[632]

The Gladstone Shops were the first major industry in the vicinity and spurred early development in the area. Between 1886 and 1887, the community of Gladstone was platted. At its peak, the shops employed over 100 people, most of whom would have lived and shopped near the facilities. During this time, the shops were joined by several other industries, including the St. Paul Plow Works.[633]

In 1900, the former LS&M (later the St. Paul & Duluth) line became part of the Northern Pacific; the Gladstone Shops became redundant and were phased out by 1915. The St. Paul Plow Works and other nearby industries ceased manufacturing operations in the 1920s. With the closure of the shops and neighboring industries, the area around Gladstone reverted to farmland and the majority of the Gladstone Shops buildings, houses, and other industries are now nonextant. Although soil in the area was of lesser quality than other locations in Minnesota, the area around the former community of Gladstone was ideal for truck farming, mainly due to its proximity to St. Paul and accessible transportation routes, including two rail lines and roads. Several dairies were also present in the area.[634]

In the post-World War II (postwar) period, the former Gladstone vicinity shifted from agricultural use to a suburban area as dense residential development filled in the area south of Trunk Highway (TH) 36. As a result of postwar growth, Maplewood residents voted to incorporate as a city in February 1957 to avoid being annexed by St. Paul.[635] New commercial and industrial development also occurred during this period along the arterial routes such as US 61 and Trunk Highway (TH) 36, which were upgraded in the 1950s to accommodate the booming population. In the 1970s, the construction of Interstate Highways increased traffic capacity even further.[636] Commercial and industrial properties were built at key intersections along these new Interstate Highways. The Maplewood Mall was opened in 1974 north of Beam Avenue between Southlawn Drive and White Bear Avenue. The mall was located east of US 61 and Beam Avenue was extended west to connect the mall to US 61.

In 1970, the Northern Pacific merged with the Great Northern and the Chicago, Burlington, and Quincy Railroad to become the Burlington Northern (BN) Railroad. The Gladstone Shops were demolished in 1979, and in 1994, the City of Maplewood purchased the land to develop it as the Gladstone Savanna park. The line from Saint Paul to White Bear Lake was abandoned in the 1980s and the track was

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[631] National Register of Historic Places, Multiple Property Documentation Form, “Railroads in Minnesota, 1862-1956,” E-115.

[632] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., “Gladstone Savanna Neighborhood Preserve,” 4.

[633] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 20; Summit Envirosolutions, Inc., “Gladstone Savanna Neighborhood Preserve,” 4.

[634] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 12.

[635] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 36.

[636] Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 21.

removed in the 1990s.[637] The former rail corridor was converted to a recreational trail in the 1990s, becoming the Bruce Vento Regional Trail. The Ramsey County Regional Rail Authority purchased the section from Frost Avenue to Beam Avenue for future use as a light rail transit corridor and began developing it as a recreation trail that was constructed in 1992.[638] Plans for the trail extension from just south of Beam Avenue to Buerkle Road were developed in 2004.

According to Bob Jensen, Maplewood Area Historical Society President, the Village of Maplewood became the City of Maplewood on March 29, 1974, "as required by Minnesota statutes." The minutes of the local government change from the term "Village of Maplewood" in the last council minutes of 1973 to "City of Maplewood" in the first council minutes of 1974, without any explanation in the minutes of either of those two meetings. This change makes references to official actions particularly confusing, since the change occurs midway in Bridge 62529's overall design and construction chronology.[639] In this document the community will be referred to as its legal name—either village or city—based on the chronological date, and the village and city council minutes will collectively be referred to as city council minutes as they are on the city's website.

The Beam Avenue extension

In November 1972, the *Saint Paul Dispatch* reported that the Village of Maplewood would request special state legislation to authorize a bond issue necessary to construct an interchange at Beam Avenue with TH 61. The project would be part of a westward extension of Beam Avenue from Hazelwood Avenue to TH 61, since the Village had recently extended Beam to Hazelwood from White Bear Avenue. According to the *Dispatch*, "village officials say the construction appears to be a 'must' because of the planned opening in September 1974 of a diversified shopping center at Beam and White Bear Avenues, about a mile east of Hwy. 61." The newspaper added that Beam Avenue "would be a major access to the sprawling shopping facility." The unnamed "shopping center" would become

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[637] Anthony Lonetree, "An East Side Renaissance," *Star Tribune*, February 5, 1995, 1B, 5B; Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard* (Saint Paul, Minn., December 1998), https://books.google.com/books?id=Wb41AQAAMAAJ&lpg=RA2-SL265-PA17&dq=3M%20administration%20building%20SHPO%20national%20register&pg=PP1#v=onepage&q&f=false ; Paul Gustafson, "Ramsey Board Calls for More Light Rail Study," *Star Tribune*, July 28, 1987, 23; Jackie Crosby, "Street of Dreams," *Star Tribune*, December 6, 2003, 1A, 23A.

[638] Allan Torstenson, "Letter to the Saint Paul Planning Commission, Regarding Review and Recommendations on the Proposed Master Plan for the Burlington Northern Regional Trail Corridor," May 19, 1993, 2, Ramsey County Department of Parks and Recreation; Minnesota Department of Transportation and Ramsey County Parks and Recreation Department, "Project Memorandum for Burlington Northern (BN) Regional Trail, Frost Avenue (CSAH 28) to Johnson Parkway S.P. No. 62-090-01, TEA 6298 (031)," March 1998, Ramsey County Department of Parks and Recreation, Maplewood, Minn.

[639] Bob Jensen, "Becoming a City," *Maplewood, Minnesota Official Website*, accessed July 6, 2018, https://maplewoodmn.gov/1524/Becoming-a-City.

Maplewood Mall. The state legislation was necessary because the Village had been unable to convince the MHD to construct the interchange in a timely manner because of a lack of funds.[640]

The Village's development of the Beam Avenue extension project had been underway for some time, since the city council had received a presentation on the "Beam Avenue Improvement – Alignment" in May 1971. The presentation was made by Irv Samuelson of HNTB, engineers for the project. A search of the Maplewood City Council minutes (available online) does not turn up earlier references to the project and to HNTB's participation, nor do they reveal how the bridge's construction may have fit into larger public infrastructure planning related to the mall, even though the online minutes extend back to 1950.[641] A 1976 newspaper article on the project paraphrased a Maplewood city councilman as stating that "Howard, Needles, Tammen and Bergendoff were selected for the Beam Avenue project because of the firm's diversified staff," but no additional details were provided.[642]

The extension of Beam Avenue west to TH 61 was not universally popular, as evidenced by testimony at a hearing included in the 1972 *Plan for Maplewood: Maplewood Comprehensive Plan* by the Village's planning commission. Maplewood resident Charles Copeland testified that "the minor collector that you have of Beam Avenue going…east or west of Highway 61 probably is really not needed when we have these other roadways feeding into this shopping center area…[it] would come to an awfully high cost." By that time, however, the Village was well on its way to extending Beam Avenue to TH 61 and the public hearing on the plan did not change the plans.[643]

The Beam Avenue railroad underpass: Bridge 62529

The issue of the BN Railroad's tracks extending directly across the proposed Beam Avenue extension arose in March 1972, even before the *Plan for Maplewood* was finalized. At its March 16 meeting, the Maplewood Village Council passed a resolution requesting the State Public Service Commission "to establish a hearing on the Beam Avenue project across the Burlington Northern Railroad right-of-way." The council, in its resolution, explained the "Village of Maplewood has determined that it is advisable, expedient, and necessary that Beam Avenue be constructed from T.H. 61 to Hazelwood Street," requiring a crossing of the railroad. Upon passage of the resolution, the council immediately passed a second resolution authorizing the Maplewood staff "to obtain right-of-way needed for the construction of Beam Avenue and appurtenances."[644]

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[640] Jim Broede, "Maplewood Will Seek Legislation to Build Beam Ave. Interchange," *Saint Paul Dispatch*, November 7, 1972, Clipping included in Maplewood city council minutes; city council minutes are available online at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[641] "Maplewood City Council Minutes," May 20, 1971, 10, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[642] Scott Carlson, "Engineering Firm Answers Charges on Cost Overruns," *Maplewood Review*, March 31, 1976, Clipping included in Maplewood City Council Minutes available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[643] Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan*, 35.

[644] "Maplewood City Council Minutes," March 6, 1972, 14–15, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

From the beginning, Maplewood had determined that any extension of Beam Avenue would be separated from the railroad tracks at the point where their alignments crossed. The bridge would be an "underpass," with the highway cutting through the existing long, elevated berm then carrying the railroad tracks through that section of Maplewood. A bridge would be constructed to carry the tracks over the new highway at a grade and elevation aligned with the existing berm. This explains why the grade separation elevation is higher than a typical crossing. This was termed a grade-separated crossing and was a long-established type of arrangement designed to avoid railroad-vehicle collisions.[645]

In May 1972 the Village attorney "presented a report regarding the Railroad-bridge crossing Beam Avenue. The Railroad (BNRR) does not want to participate in the costs." BN had submitted a "preliminary Engineering Agreement" stating it would review bridge plans "at Village expense not to exceed $5,000." The Council immediately authorized staff to proceed with the railroad's agreement.[646]

Although the details were not found in city council minutes, the Village moved ahead with planning for the Beam Avenue crossing of the BN right-of-way. In April 1973, the council approved an agreement with BN "for the construction of necessary work to be done in conjunction with a highway underpass at Beam Avenue."[647] HNTB had been preparing the plans in the meantime, and the approved plans were signed on June 27, 1973.[648] Almost simultaneously with the completion of the plans, the village council on June 21, 1973, resolved to place an advertisement for bids for the bridge, which read:

> The Village Council of Maplewood, Minnesota, will receive sealed bids for the construction of a 260 foot span railroad bridge underpass within the Village limits on the basis of cash payment for the work. Bids will be received until 10:00 A.M., C.D.S.T., on the 32st day of July, 1973 . . . . Proposal forms, including specifications, are on file in the office of Howard, Needles, Tammen & Bergendoff, 6750 France Avenue South, Minneapolis, Minnesota.[649]

The bridge design in the plans prepared by HNTB was a steel box-girder type main span, of which there would be two spans with a single pier located in the highway median between Beam Avenue's proposed four vehicular driving lanes. The steel box-girder bridge type consists of a welded, enclosed, rectangular, steel box with access doors for interior inspections. A concrete bridge deck is carried on the top of the box girder and the shallow U-section deck holds the ballast, track, and ties for the rail line.

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[645] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 21, 25.

[646] "Maplewood City Council Minutes," July 6, 1972, 15, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[647] "Maplewood City Council Minutes," April 5, 1973, 17, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[648] Howard Needles Tammen & Bergendoff, "Bridge 62529 Plan Set."

[649] "Maplewood City Council Minutes," June 21, 1973, 4–6, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

The steel box-girder was in regular use in the 1950s and was not a new or significant development or design by 1973.[650]

Although there is not a statewide context for post-1970 bridges, the development of steel box girder design was researched for *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*. As discussed in the context, the steel box girder design gained popularity in the United States in the 1950s and design criteria for steel box girder design had been added to the American Association of State Highway Officials (AASHO, predecessor to the American Association of State Highway and Transportation Officials) Standard Specifications for Highway Bridges by 1969.[651] Due to its adaptability to prefabrication and standardization, and its relative lightness, it became a popular bridge nationally. The context notes that the design was particularly economical "in the 80-foot range" and about 10 percent cheaper than composite rolled beam or girder spans.[652] Bridge 62529's spans are 94.75 feet long and likely were considered cheaper than other span types at the time.

Bridge 62529 is one of three steel box beam bridges constructed in Minnesota the 1970s (the others being Bridge L9854, completed in 1977, and Bridge 27012, completed in 1978) and is the earliest of eight steel box girder bridges identified by the Minnesota Department of Transportation (MnDOT) as extant in Minnesota. It is unknown if there are other similar railroad bridge railroad bridges constructed as steel box girders and not identified in MnDOT databases because they are not connected with roads or highways.[653]

There is no record in the Maplewood City Council minutes of any discussion about the bridge type and no contemporary newspaper or engineering press accounts have been identified that have any mention of this design. A search of the Engineering Index produced no references to Bridge 62529.[654]

The Beam Avenue west extension, including the new railroad bridge, was included in the first of a seven-phase road construction program "designed to handle increased traffic in the vicinity of the new Maplewood Mall shopping center," according to the *Saint Paul Dispatch* in April 1974. The newspaper pointed out that the Beam Avenue construction was already in progress as one of seven road projects

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[650] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 80.

[651] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 81.

[652] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 80.

[653] Katherine Haun Schuring, "Rush Line - Segment 5 Inventory Form Question," January 4, 2019; see associated list of eight steel box-girder bridges in Minnesota.

[654] The Engineering Index search produced a single article on the AISC competition and award for most "beautiful steel bridge," discussed below, that mentions Bridge 62529, but does not indicate the bridge type.

in the first phase.[655] The other projects were not identified in the news story. A photograph of work on the new railroad underpass and Beam Avenue appeared in the newspaper later that year, noting that "the project will clear the way for Beam Avenue, a major access to the nearby Maplewood Mall, to extend to Hwy. 61. Beam Avenue will cut beneath the track" (see Figure 8).[656] The bridge construction, involving the rerouting and elevating of existing track, required a specific temporary trackage termed a "shoo-fly" in railroad engineering. That was completed in September 1974.[657]



Figure 8. Bridge 62529 under construction in November 1974. This photograph shows the track on the existing berm, which will be cut out to allow the construction of the bridge and highway.[658]

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[655] Jim Broede, "Mall Road Projects Hearing Thursday," *Saint Paul Dispatch*, April 30, 1974, Clipping included in Maplewood City Council Minutes website available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1. Note that clippings are in a separate section of the website and are not linked to specific meeting minutes.

[656] "Railroad Work Crew . . .," *Saint Paul Dispatch*, November 7, 1974, Clipping included in Maplewood City Council Minutes available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[657] "Maplewood City Council Minutes," September 5, 1974, 6, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[658] "Railroad Work Crew . . ."

The Maplewood city manager announced to the city council at its December 19, 1974, meeting that the "Beam Avenue Bridge under the Burlington Northern Railroad tracks has been satisfactorily completed" as City Project No. 71-15, BNI Bridge over Beam Avenue. The council authorized final payment to Lunda Construction Company, stating that "this brings the total cost of the project to $289,297.50," adding that "this is approximately $8,000.00 less than the original contract amount of $297,088.50."[659] For reasons that were not evident in available documents, HNTB did not consider the bridge officially completed until the following March, as formally noted, dated, and signed on each sheet of the plans by Richard D. Ling, the project/resident engineer.[660]

As late as 1976, the city council was still settling financial issues surrounding the Beam Avenue extension and assessments to property owners for Beam Avenue improvements. A news story noted councilman Norm Anderson's "objections to lack of financial participation by the Burlington Northern railroad in the project, which included a new railroad bridge." Councilman John Greavu "said the railroad would not participate because the roadway had not been dedicated before council participation in the matter," apparently referring to a legal technicality referenced by BN, and the city engineer said that city staff had "spent months exploring that." It was clear to all involved that the railroad would not be contributing funds to the project and the city had no recourse. Anderson summed up the situation for Maplewood and the railroad, saying, "We gave them a bridge then."[661]

One more unexpected event put the Beam Avenue railroad bridge in the news in 1976 following completion of construction. Both the *Minneapolis Star* and the *Maplewood Review* ran similar photographs of the completed bridge, with the reason featured in the *Review's* headline: "Maplewood bridge among most beautiful." As the *Review* put it, "The Burlington Northern railway bridge over Beam Avenue in Maplewood has been named among the 25 most beautiful bridges opened to traffic during 1975." Of the 25, the Beam Avenue bridge and seven others were named "Prize Bridges," and the remaining 17 received Awards of Merit. The awards were conferred by the AISC as part of its 48th annual Prize Bridges Competition, which included 117 applicants nationwide. "The panel of judges complimented the bridge as 'beautiful…carefully detailed…clean and simple."[662]

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[659] "Maplewood City Council Minutes," December 19, 1974, 2–3, City of Maplewood, https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[660] Howard Needles Tammen & Bergendoff, "Bridge 62529 Plan Set."

[661] "Beam Assessments Ok'd," *Maplewood Review*, September 1, 1976, Clipping included in Maplewood City Council Minutes available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

[662] "Maplewood Bridge among Most Beautiful," *Maplewood Review*, August 18, 1976, Clipping included in Maplewood City Council Minutes available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1; "Win Design Awards," *Minneapolis Star*, August 10, 1976, 2B, Clipping included in Maplewood City Council Minutes available at https://docs.maplewoodmn.gov/weblinkpublic/browse.aspx?startid=75976&dbid=0&cr=1.

The award details cited in the *Review's* news story were confirmed in a brochure published by the AISC called "Prize Bridges 1976." The brochure added little information about the award selection process beyond identifying the individuals on the "distinguished Jury of Awards," a group of five men from university faculties, an engineering firm, an individual consulting engineer, and the current American Society of Civil Engineers (ASCE) president. It stated that the bridges were classified based on "size and function," to keep the competition more equitable. The Beam Avenue bridge was in the "Grade Separation" category. The general purpose of the competition was described as follows:

> To promote a more widespread appreciation of the aesthetics of steel bridges and to honor the architectural excellence of modern bridge design…[The Jury of Awards] composed of leading educators, architects, and engineers, selects the steel bridges which it judges to be the most beautiful of those opened to traffic in the United States during the previous year.[663]

The brochure included a photo and details about each of the winners. Like the others, Bridge 62529 was listed with its designer, owner, general contractor, fabricator, and erector, along with the following statement:

> An aesthetically pleasing, yet economical design concept was dictated by the suburban site of this railroad bridge. The simplicity of the two-span layout complements the treatment of the stylized abutments, and presents an open, non-restrictive view from the lower roadway.
>
> Span lengths are 94.75' each, vertical clearance is 23.5'. High-strength, weathering steel box girders, acting compositely with the concrete deck, provided the economical solution to the design requirements.[664]

Following the statement, in a section identified as "Jurors' Comments," was a single comment: "A striking example of a simple bridge made beautiful by careful detailing and balanced proportions."[665] Similar but more limited information about the awards was provided in a September 1976 article in *Civil Engineering-ASCE*, "Most beautiful steel bridges named by AISC," which briefly discussed the awards nationwide. The article added little new information about the process and the context for the award, but noted a relationship with public interest in aesthetics, stating: "The jurors attributed much of the current public concern for esthetics in all structures to the prize bridge competition: they felt that it had inspired greater attention to esthetics while concurrently resulting in a more scenic America."[666] The *Civil Engineering-ASCE* article went on to provide detailed descriptions of four of the "beautiful bridge" prize recipients, but did not include Bridge 62529.[667]

The AISC website includes a very brief description of the "Competition History," stating that it began in 1928 "as a way to showcase the beauty of steel bridges." In the early years, the winners were chosen "purely based upon aesthetics," but the competition has expanded "and now places more weight on

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[663] American Institute of Steel Construction, "Prize Bridges/1976."

[664] American Institute of Steel Construction, "Prize Bridges/1976."

[665] American Institute of Steel Construction, "Prize Bridges/1976."

[666] "Most Beautiful Steel Bridges Named by AISC," *Civil Engineering - ASCE*, September 1976, 17–18.

[667] "Most Beautiful Steel Bridges Named by AISC," 17–18.

innovation, economics and problem solving skills." While the early process included architects and museum curators in the juries, the process now involves only "judges selected from the engineering community."[668]

None of the available documents, articles, websites, and engineering journals reviewed provided any details on the process of nominating bridges, nor did any sources indicate the number of grade-separation structures nominated for the 1976 competition. As a result, there is no explanation for Bridge 62529 being nominated for the prize and only limited information on the reasons for its selection as a prize winner compared to bridges not selected. The 1976 AISC brochure stated that "the prize winning bridges are marked with a stainless steel plaque, and the designers, owners, general contractors, steel fabricators, and steel erectors are awarded engraved certificates in recognition of their contribution and achievement."[669] Bridge 62529 has such a plaque mounted on the south side of the center pier.

In 1987, the Minnesota Transportation Regulation Board authorized the BN to remove trackage from its rail line extending from downtown Saint Paul to just north of Beam Avenue. [670] In a 1992 QuitClaim Deed, the BN conveyed all property within the corridor, including Bridge 62529, to Ramsey County.[671] In 1995, Ramsey County granted an easement to Ramsey County "for the construction, operation, and maintenance of a trail or trails upon the property." Within the section on "General Terms," bridges are specifically included in the easement for trail use.[672]

In 2000, the portion of the railroad corridor in the Phalen Creek valley was purchased and the entire trail was subsequently named for Minnesota Congressman Bruce Vento, who died on October 10, 2000. The trail currently runs 7.97 miles, from the Bruce Vento Nature Center near the Mississippi River in the Phalen Creek Valley to Buerkle Road in White Bear Lake.[673]

Ramsey County remains the owner of Bridge 62529 and the bridge continues to be used on the Bruce Vento Regional Trail.

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[668] "Competition History," *National Steel Bridge Alliance*, 2018, www.aisc.org/nsba/prize-bridge-awards/competition-history/.

[669] American Institute of Steel Construction, "Prize Bridges/1976."

[670] Ramsey County Regional Railroad Authority, "Request for Board Action: Authorize Acquisition of Burlington Northern Right of Way in St. Paul and Maplewood by Eminent Domain," October 13, 1990, Ramsey County Public Works, Arden Hills, Minn.; see Memorandum, "Burlington Northern Northeast Corridor," October 15, 1990, attached to the Request for Board Action package.

[671] Burlington Northern Railroad Company, "QuitClaim Deed, BN to RCRRA," December 17, 1992, Ramsey County Public Works, Arden Hills, Minn.; see property description section including the bridge in Exhibit A of the document, part of the NW Quarter of Section 3, Township 29, Range 22.

[672] "Easement between Ramsey County Regional Railroad Authority and County of Ramsey," September 12, 1995, Ramsey County Public Works, Arden Hills, Minn.

[673] "Bruce Vento Regional Trail," *TrailLink*, July 11, 2018, https://www.traillink.com/trail/bruce-vento-regional-trail/; Greg Gordon and Tom Hamburger, "Bruce Vento: 1940-2000; A Champion until the End," *Minneapolis Star Tribune*, October 11, 2000, A1.

Bridge designers

Howard, Needles, Tammen & Bergendoff, also known as Howard Needles or HNTB, is a major architecture and engineering firm founded in Kansas City, Missouri, in 1914. The firm became prominent nationally in urban freeway design and opened an office in Minneapolis largely to work on bridges for the new Interstate Highway System. HNTB subsequently completed numerous Interstate interchange projects for the Minnesota Department of Highways. Roger Cole was a bridge engineer with HNTB in Kansas City and helped open the firm's Minneapolis office in the mid-1960s. He worked with the firm for 14 years before working for Bakke, Kopp, Balou, McFarlin (BKBM) and later for TKDA.[674]

Evaluation

Bridge 62529 was evaluated as an individual resource for the National Register under *Criteria A, B*, *C*, and *D*; however, the bridge is a noncontributing feature of the Lake Superior & Mississippi (LS&M) Railroad Corridor Historic District (XX-RRD-NPR01). The LS&M alignment dates to the period immediately following the Civil War in the 1860s and continues to conversion from rail corridor to the multi-use Bruce Vento Trail. The rail line follows an elevation designed to remain level and consistent, therefore requiring cuts and fills at various locations. The alignment in the area of Beam Avenue extended on a significant fill embankment dating to an 1880s realignment. At the time of the construction of Beam Avenue and Bridge 62529, the fill embankment was more than 30 feet higher than the surrounding land. The construction of the bridge allowing Beam Avenue to pass underneath the railroad tracks did not require any new elevating or raising of the rail line. Instead, the road construction consisted of cutting through the existing embankment or berm and installing Bridge 62529 to carry the line from one side of the Beam Avenue cut to the other. In other words, the rail line elevation and alignment remained unchanged as Beam Avenue was constructed below. The railroad did not object to this change as long as it paid nothing for the project and was able to conduct an engineering plan review, for which the railroad charged the Village of Maplewood. The bridge was completed in 1975 and therefore falls outside the LS&M Railroad Corridor Historic District period of significance for the segment from Saint Paul to White Bear Lake, which spans from development of the corridor in the mid-1860s through 1970, which marks the merger of the Northern Pacific Railroad (NP), then owner of the LS&M corridor, to become the Burlington Northern (BN). At that point, the BN changed primary routes and the line that included the future Beam Avenue crossing was no longer the primary route to Duluth.[675]

Bridge 62529 is not yet 50 years of age. For the purposes of this evaluation, the project team followed the National Park Service guidance for applying *Criteria Consideration G: Properties that Have*

[674] Details about the early Minnesota work of HNTB and the involvement of Roger Cole are included in Cole's 2008 interview with Mead & Hunt, referenced in Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 46, 60.

[675] Mead & Hunt, Inc., *Phase II Evaluation – Lake Superior & Mississippi Railroad (DRAFT)* (Prepared for Ramsey County Regional Rail Authority, July 2019).

Achieved Significance Within the Past Fifty Years.[676] Because Bridge 62529 does not possess National Register significance, *Criteria Consideration G* was not applied.

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of Maplewood. According to all available evidence in the Maplewood City Council archives, the sole reason for constructing Bridge 62529 was to facilitate the extension of Beam Avenue west from Hazelwood Street to TH 61. The reason for extending Beam Avenue was to provide access between TH 61 and the proposed Maplewood Mall and surrounding developing commercial area. Evidence from newspaper accounts of Maplewood city actions indicates that the Beam Avenue access was only one of several roads being extended, expanded, or otherwise reconfigured to provide access to the mall area. Although these other projects are not cited specifically, there is no evidence that Beam Avenue was more or less important than the other routes being improved, which included up to seven road projects under way at the same time. The evidence in city council minutes indicates that the Beam Avenue extension and the associated construction of Bridge 62529 were routine infrastructure improvements occasioned by the mall construction and did not enable the mall construction. The construction of the bridge was necessary for the extension of Beam Avenue to avoid an at-grade railroad crossing. The bridge was desired by the city but was of little interest to the railroad, which would not contribute any funding to the project and, in fact, required reimbursement from the city simply to review the engineering plans for the bridge. The bridge did not alter, diminish, or improve the railroad's continued operations, judging from the lack of any discussion of the railroad's viewpoints in any sources consulted, other than their refusal to spend any railroad funds on the project. In little more than a decade following the bridge's construction, the BN abandoned its entire corridor from downtown Saint Paul north past the bridge. The corridor and the bridge soon became the property of Ramsey County and converted to trail use with no change to the bridge structure itself. The bridge is not a distinctive representative of any particular suburban development, including the Maplewood Mall development, and is not a distinct representative of significant component of a public works infrastructure element of a major community investment. The importance of the bridge and its relationship to the Beam Avenue extension do not rise to the level of National Register significance. Therefore, Bridge 62529 does not possess significance under National Register *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution within a local, state, or national context, and this evaluation looked specifically at contributions to the development of the city of Maplewood or to bridge design and engineering. Research in the newspaper archives and the Maplewood City Council archives and minutes has not connected the construction of Bridge 62529 with any individual. Research in the design

[676] "National Register Bulletin: How to Apply the National Register Criteria for Evaluation," *National Park Service*, n.d., https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_7.htm.

and engineering of the bridge indicates the involvement of three individuals, all engineers at HNTB. One is B. (Bernie) H. Rottinghaus, the engineer who signed the bridge plans for HNTB as the engineer of record. A second is Richard D. Ling, who served as the onsite project engineer and was not involved in any part of the design. The third is Roger Cole, whose initials appear in the plan box for the bridge designer. Information from a long-time employee of HNTB has pointed out the difference between these two individuals in terms of their role in the design of the bridge. Rottinghaus's involvement was largely formal but Cole actually executed the design. Mead & Hunt interviewed Roger Cole in 2008 for the development of *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations).* In that interview, and in additional research for the context, Roger Cole was not associated with any particular bridge or bridge type or design and provided more general background information on Minnesota bridges during the subject period.[677] Therefore, Bridge 62529 does not possess significance under National Register *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. Bridge 62529 is a steel box girder bridge, designed and constructed for railroad loading. Other than the fact that the bridge was designed with simple spans rather than continuous spans, as is typical for railroad bridges, there is no evidence in the plans or other documents that the railroad function of the bridge required any notable or special design elements. The elevation of the bridge over the highway is due not to any unusual engineering requirements, but to the fact that the existing rail line was carried on an extended raised berm before Beam Avenue was planned. To accommodate Beam Avenue, the berm below the tracks was cut away and the bridge installed to carry the tracks at the same elevation as before. The bridge facilitated a highway underpass to create a grade separation.

Because the steel box girder was developed and in use for at least two decades before Bridge 62529 was designed and built and it does not represent a significant variation, the bridge does not have significance for bridge type, design, or construction. Bridge 62529 is the earliest of eight steel box girder bridges identified by MnDOT as extant in Minnesota. The steel box girder design was in widespread use nationally as early as the 1950s, and design criteria for steel box girder design had been added to the AASHO Standard Specifications for Highway Bridges by 1969.[678] It was a standard design in use nationally despite being uncommon in sheer numbers of examples in Minnesota. Therefore, Bridge 62529 has no significance as the state's earliest known extant example. There may have been other or earlier examples of steel box girders, primarily railroad bridges, that do not cross or carry highways and are outside the MnDOT system or are no longer extant, but available research has not identified any.[679]

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[677] Roger Cole, Interview with Mead & Hunt, February 7, 2008.

[678] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 81.

[679] Haun Schuring, "Rush Line - Segment 5 Inventory Form Question;" see associated list of eight steel box-girder bridges in Minnesota.

Bridge 62529 is an “underpass,” meaning it is a grade-separation bridge, used in this case to maintain a separation between a railroad track and a vehicular roadway. Railroad grade separations have existed as long as railroads and roads have co-existed and have been used to avoid dangerous at-grade crossings. Railroad-highway separations were the most common type of grade separation until the construction of expressways, freeways, and the Interstate Highway System beginning in the 1950s, when grade separations were employed to separate one roadway from another. There is no design or construction significance associated with Bridge 62529’s design as an underpass or grade-separation bridge, since there was no change required in the railroad’s existing elevation on a raised and extended berm.[680]

Bridge 62529 received an award in 1976 for its aesthetics under the AISC’s annual competition for beautiful steel bridges. An award plaque remains on the bridge, furnished by the AISC at the time of the award, but the award’s relationship to the potential National Register significance of the bridge is difficult to determine and is believed to be minor. Research into available AISC documents on the competition revealed no information on the process for nominating bridges for consideration by the jury and there is no information available indicating the process by which Bridge 62529 came to be included in the group of candidates. None of the available sources indicated the number of grade-separation structures nominated for the 1976 competition. The award has vague criteria and an unknown nomination process. Inquiries to the HNTB office for any records related to the award process have produced nothing to date, not even oral history among past or present employees. The award was recognized by the local press at the time, but there is no evidence of the award having any impact or consequence other than appearing in the newspaper one time. The AISC text in the only available award document sheds no light on the bridge’s broader importance nationally in terms of aesthetics and whether it is unique or one of many similar “beautiful” bridges that may not have been offered as candidates. It seems possible that the AISC award process is similar to other engineering and architectural awards that have candidates submitted by the designing or building firms themselves and, in those cases, become industry vanity awards important only to a very limited degree within the industry itself. Whether this is the case for the AISC award to Bridge 62529 is unknown, but research in newspapers, city documents, and engineering journals found no subsequent reference to the award at all, suggesting there was no subsequent impact or influence on other bridges and designs, either by the engineering and contracting firms, the railroad, or the City of Maplewood. There was no mention of the bridge’s aesthetics in any documents or records during the time the bridge was being designed and built and no individual or agency is known to have discussed possible aesthetic features of the bridge in the design process.

The AISC award has been treated similarly in evaluations of other bridge award recipients. In the 2013 *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, Bridge 27552 was identified as one of four bridges possessing “high artistic value” under

[680] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 21, 25.

Criterion C. Bridge 27522 also was the recipient of an AISC “beautiful steel bridge award.” In the evaluation of Bridge 27522, however, the fact of the AISC award was not determinative in the evaluation of “high artistic value,” which was made on the inherent qualities of the design alone. Because of the lack of useful and relevant criteria and context, the award indicated little more than the fact that the AISC also found the bridge to be aesthetically interesting.[681]

As a result, Bridge 62529 does not possess significance under National Register *Criterion C*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, Bridge 62529 does not appear to have the potential to yield information important in prehistory or history under *Criterion D*.

Integrity

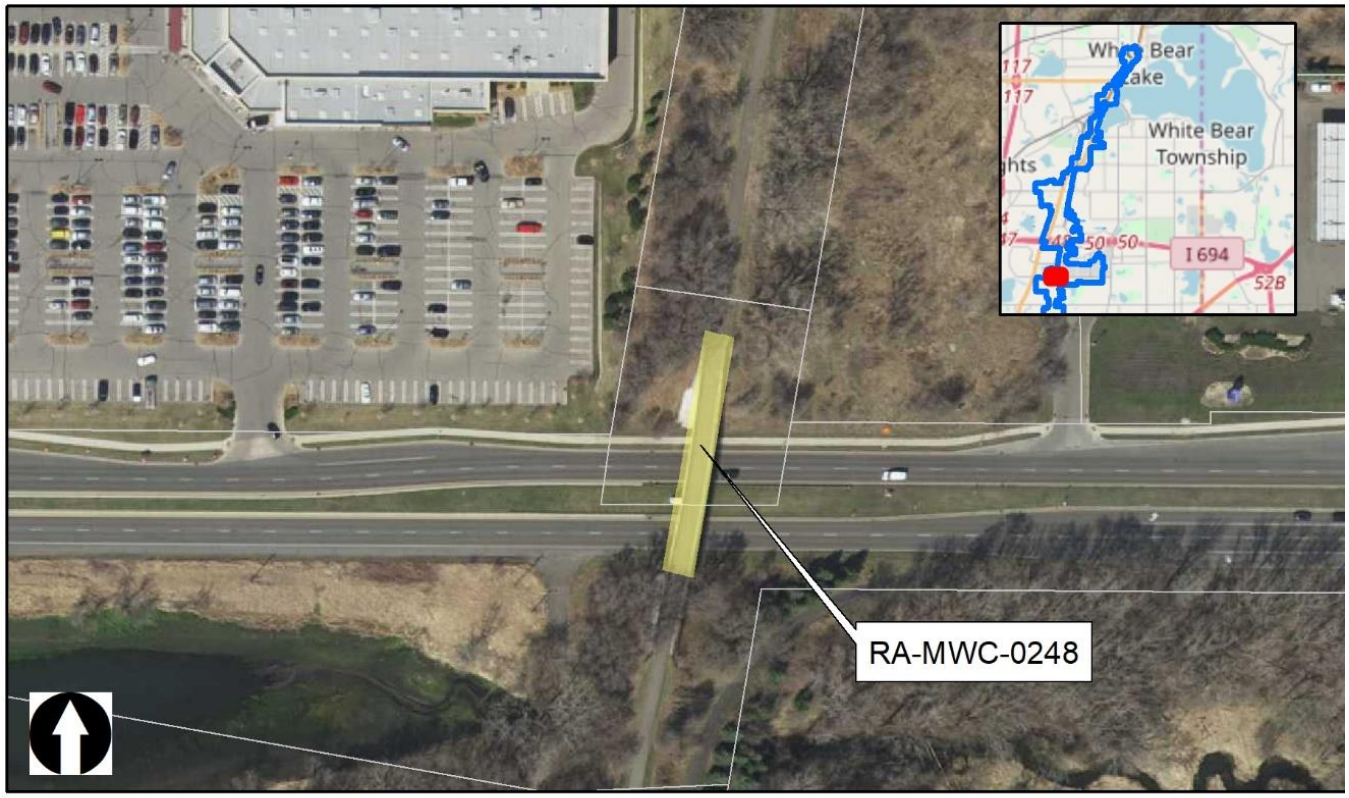
Because Bridge 62529 does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

Recommendation

Bridge 62529 is recommended individually not eligible for the National Register under *Criteria A*, *B*, *C*, or *D*. Bridge 62529 is noncontributing to the LS&M mainline corridor (XX-RRD-NPR01).

[681] Mead & Hunt, Inc., *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (Including Trunk Highway Evaluations)*, 101, 131 (Table 18).

Map



RA-MWC-0248

APPENDIX E13. PHASE II EVALUATION: WHITE BEAR FLORAL COMPLEX (RA-GLC-015)

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White Bear Floral Complex

SHPO Inventory Number: RA-GLC-015
Address: 3550 Hoffman Road East
City: Gem Lake

Description

The White Bear Floral complex is located across three parcels consisting of addresses at 3550, 3542, and 3540 Hoffman Road in the city of Gem Lake, southeast of the intersection of Trunk Highway (TH)/United States Highway (US) 61 (hereafter referred to as TH 61) and County Road E East at the commercial node referred to as Hoffman's Corner.[682] The subject property, which is comprised of three adjacent parcels owned by the same family, consists of a 1948 floral shop (3550 Hoffman Road, RA-GLC-020) with attached greenhouses and detached hoop houses, and two Minimal Traditional-style single-family residences, built in 1948 (Lorraine Birkeland House, 3542 Hoffman Road, RA-GLC-022) and 1950 (Henry and Elizabeth Wohletz House, 3540 Hoffman Road, RA-GLC-021) respectively (see Figures 1 through 3). The two residences are located southwest of the floral shop and accessed by Hoffman Road. Sited within a mixed commercial and residential area, the approximately 5.2-acre property is bounded by Hoffmann Road (also referred to as US 61 Service Road) on the west, residential properties on the south, the Lake Superior & Mississippi Railroad (LS&M) corridor (now the Burlington Northern & Santa Fe [BNSF]) on the east, and commercial properties on the north. Mature deciduous trees line the former rail corridor along the east property line. Paved areas surround the floral shop and provide access to the greenhouses, and a paved parking area is located between the front of the building and Hoffman Road. Each residence is accessed by a paved driveway. The northern residence has a semi-circular driveway with two entry points. Grassy lawns are located in the front and rear yards with a few mature trees and plantings.

[682] Hoffman Road is a former alignment of TH 61.



Figure 1. Aerial photograph of the White Bear Floral complex on Hoffman Road with 1948 floral shop and 1948 and 1950 residences, southeast of the intersection of TH 61 and County Road E East. Note some buildings depicted in the aerial, specifically those across Hoffman Road from White Bear Floral, are nonextant.



Figure 2. Overall White Bear Floral property with the floral shop at the left and two associated residences at the right (background), looking southeast.



Figure 3. Associated residences southwest of the floral shop, looking southeast.

White Bear Floral (RA-GLC-020)

The irregular-plan, concrete-block floral shop was constructed in 1948, with additions located to the sides and rear.[683] The commercial space is located at the front of the overall complex and is comprised of the 1948 commercial building and a ca. 1968 addition. A series of later attached and detached greenhouses and support buildings is located at the rear of the commercial space (see Figure 4).

[683] Build dates for the floral shop, additions, and houses come from a combination of the current owner, John Birkeland, and historic aerials.



Figure 4. Aerial of White Bear Floral with associated build dates.

The 1948 commercial building is clad in stone veneer on the front (northwest) facade, and the foundation is not visible. The roof is flat with a metal parapet and overhang across the front facade (see Figure 5). The facade has Mid-Century Modern elements including an angled entrance on the south end comprised of double-leaf glass doors with a narrow transom sheltered by a flat-roof metal overhang (see Figure 6). The door is framed by large, single-light, fixed, display windows and integrated stone planters. Block neon letters that read “White Bear Floral Shop” are located along the roofline. An additional angled planter and single-light, fixed, metal-frame windows tucked below the eaves span the remainder of the facade, north of the entrance. The slightly recessed, irregular-plan, ca. 1968, concrete-block addition comprises the north end of the building (see Figure 7). The addition’s front (northwest) facade continues the same stone veneer and has a single-leaf metal door with a large planter and an overhead garage door. A sign that reads “White Bear Floral Shop” hangs across the side (northeast) elevation of the addition and a single-light metal window is located on the side (southwest) elevation. The interior of the commercial space has two sections: the retail shop and storage/production and office space. The ca. 1968 addition adds additional storage space. The commercial space also provides interior access to the attached ca. 1995 and ca. 1985 greenhouses (see Figure 8).



Figure 5. Front (northwest) facade of 1948 commercial space, looking northeast.



Figure 6. Main angled entrance on the front facade with adjacent display windows and integrated planters, looking southeast.



Figure 7. Ca. 1968 addition at the north end of the 1948 commercial space, looking southeast.



Figure 8. Interior retail space of White Bear Floral. The connection to the ca. 1995 greenhouse addition can be seen in the background.

A ca. 1995, L-shaped greenhouse is attached to the side (southwest) of the commercial space. It has a metal frame with a gable roof that that is covered by both transparent and translucent windows. Entrances are located on the northwest, southeast, and southwest elevations (see Figure 9). A concrete loading dock is located along the southeast elevation and a wood frame display is located on the northwest elevation.



Figure 9. Ca. 1995 greenhouse addition at the south end of the commercial space, looking northeast. The wood frame display can be seen at the left.

Similar metal-frame greenhouses with gable roofs and transparent and translucent windows, dating to ca. 1968 and ca. 1985, are attached to the rear (southeast) elevation of the commercial space. The ca. 1985 greenhouse has a sliding door on the southeast elevation and a single-leaf door and operable awning windows below the roofline on the northeast elevation. An additional ca. 2001 greenhouse is located on the southwest elevation. It is comprised of two metal frames with gabled roofs and has an overhead door on the southeast elevation. The ca. 1968 greenhouse has no additional visible fenestration. The ca. 1968 and ca. 1985 greenhouses connect to the northwest and southwest elevations of the ca. 1985 storage building, respectively (see Figures 10 and 11).



Figure 10. Ca. 1985 greenhouse with ca. 2001 addition (left end), looking southwest. The connection to the ca. 1985 storage building can be seen on the right.



Figure 11. Ca. 1968 greenhouse, looking south southwest. The connection to the ca. 1985 storage building can be seen on the left.

The two-story, concrete-block storage building, which houses the heating system, has ribbed concrete block on the first story and vertical metal siding on the second story (see Figure 12). The building has a flat roof with a slight slope and metal coping. Three overhead metal doors and a single-leaf door are located on the southeast elevation and sliding metal windows are located on the northeast and northwest elevations.



Figure 12. Ca. 1985 storage building, looking southwest.

A series of four ca. 2001 hoop houses are located southwest of the ca. 1985 greenhouse, southeast of the commercial space. The hoop houses have an arched metal frame covered in plastic (see Figure 13). Doors are located on both the southeast and northwest elevations of each structure. Two identical ca. 2001 additional hoop houses are located southeast of the greenhouses.



Figure 13. Ca. 2001 hoop houses, located southwest of the greenhouses, looking northeast.

Lorraine Birkeland House (RA-GLC-022)

This 1948 Minimal Traditional-style residence is located southwest of the floral shop at 3542 Hoffman Road. The one-and-one-half-story, rectangular-plan residence has a concrete-block foundation and is clad in replacement metal siding. The side-gable roof is covered in asphalt shingles and has a central stone chimney. The front (northwest) facade has a projecting front-gable entrance vestibule and a central, projecting, front-gable ell that are clad in stone veneer (see Figure 14). The ell has a five-part projecting bay window sheltered by a cloth awning. A double-hung window is located above the bay

window in the gable end. Other windows on the front facade include a pair of replacement casements south of the entrance and a group of four, replacement, multi-light casements north of the projecting bay.



Figure 14. Front (northwest) facade of 1948 Minimal Traditional residence, looking southeast.

The side (northeast and southwest) elevations have minimal fenestration (see Figures 15 and 16). The southwest elevation has a pair of replacement casement windows and a single, replacement awning window on the first story and a replacement, one-over-one, double-hung window in the half-story. The northeast elevation is largely obscured by an attached multi-car garage with an integrated hyphen accessed by a single-leaf door. A group of four, replacement, multi-light, casement windows wrap around the northwest corner of the elevation and a single, multi-light, casement window is located in the half-story of the elevation.



Figures 15 and 16. Side (northeast) elevation with attached garage (left), looking southeast, and side (southwest) elevation (right), looking northeast.

The rear (southeast) elevation has a projecting front-gable ell on the south end and shed dormer (see Figure 17). The attached garage also projects past the elevation. A patio extends along most of the

elevation, between the projecting bay and garage. It is accessed by a sliding glass door and a side entrance on the garage. Windows on the elevation are replacement single- or multi-light casements.



Figure 17. Rear (southeast) elevation with projecting ell, shed dormer, and garage, looking northwest.

Henry and Elizabeth Wohletz Residence (RA-GLC-021)

This 1950 Minimal Traditional residence is located southwest of the 1948 residence at 3540 Hoffman Road. The one-story, rectangular-plan residence has a concrete-block foundation and is clad in vinyl siding (see Figure 18). The side-gable roof is covered in asphalt shingles and has a battered stone exterior chimney on the side (southwest) elevation. The front (northwest) facade has a partial, recessed entry with decorative metal posts and stone veneer at the base. The section of the facade north of the entry is clad in accent stone veneer and has a single replacement, one-over-one, double-hung window. The main entrance and a prominent multi-light wood picture window are located south of the entrance, which is accessed by concrete steps.



Figure 18. Front (northwest) facade of 1950 Minimal Traditional house, looking southeast.

The side (northeast and southwest) elevations have minimal fenestration (see Figures 19 and 20). A side-gable entrance vestibule with two-part windows accessed via a concrete stoop is located on the side (northeast) elevation along with four replacement, one-over-one, double-hung windows. Three replacement, one-over-one, double-hung windows are located on the southwest elevation. A pair of replacement casement windows located on the on the side (southwest) elevation of a projecting ell on the rear (southeast) elevation can also be seen on the elevation.



Figure 19. Side (northeast) elevation, looking southeast.



Figure 20. Side (southwest) elevation, looking northeast.

The rear (southeast) elevation has an ell with an offset front-gable roof (see Figure 21). A slightly lower and narrower ell with a partial hip- and front-gable roof is located at the end of the front-gable ell. A

modern wood deck provides access to two entrances on the elevation: a single-leaf door and sliding door. Windows are a pair of replacement casement sash.[684]



Figure 21. Rear (southeast) elevation, looking northwest.

History

White Bear Floral is located at the commercial node referred to as Hoffman's Corner, which is largely located within the city of Gem Lake with a portion within Vadnais Heights, across TH 61 to the west. The development and history of the area, however, relates to White Bear Township from which Gem Lake and Vadnais Heights derived. As such, all three geographical areas will be referenced in this evaluation.

White Bear Township, which formerly encompassed the current cities of Gem Lake, Vadnais Heights, and White Bear Lake, was surveyed in 1847 with land offered for sale to Euro-American settlers starting in 1848. Some of the first individuals to stake claims in the area were Métis and French-Canadian fur traders connected with the Red River trade. In the 1850s, Yankee farmers (Protestants from New England or the Old Northwest) began purchasing homesteads in the area.[685] With the exception of the village of White Bear Lake (located along the shore of White Bear Lake), the township as a whole remained largely rural until the post-World War II (postwar) years, including the south end

[684] The projecting bays on the rear addition appear as if they could be later additions, however, an interview with owner John Birkeland revealed that few changes have been made to the house. The projecting bays appear to be present on a 1957 aerial photograph.

[685] Nancy L. Woolworth, *The White Bear Lake Story* (White Bear Lake, Minn.: White Bear Lake Chamber of Commerce, 1968), 13–14; June Drenning Holmquist, ed., *They Chose Minnesota: A Survey of the State's Ethnic Groups* (Saint Paul, Minn.: Minnesota Historical Society Press, 1981), 55–72.

that would later become the suburban cities of Vadnais Heights and Gem Lake.[686] Hoffman's Corner, located at the intersection of County Road E East, TH 61, and the Lake Superior & Mississippi (LS&M) Railroad corridor (inventory number pending), became of hub of commercial activity within White Bear Township, particularly from the 1920s-1940s.

In the early twentieth century, some farmland and woodland within Gem Lake was cleared to develop large, elite "estates," which were concentrated around Gem Lake. The area was a draw for wealthy residents who sought large parcels for horse riding and fox hunts. In some ways, the early development of Gem Lake was an expansion of adjacent White Bear Lake, which also drew wealthy individuals to build homes along the lakeshore.[687] While large estates were developed, farming continued in the area well into the twentieth century.[688] Truck farms became popular around the beginning of the twentieth century and were typically smaller farms (usually less than 20 acres) that grew produce for sale in the surrounding area. Because truck farms often specialized in more perishable produce, they were often located close to markets and relied on local transportation networks, like railroads and highways, to get their goods to market quickly. The proximity of Saint Paul and railroad and highway connections made truck farming profitable in White Bear Township.[689]

During the mid-twentieth century, various parts of White Bear Township were either annexed by the City of White Bear Lake or incorporated separately to prevent annexation by growing neighboring cities. Both Vadnais Heights and Gem Lake became cities in this manner, incorporating as municipalities rather than being annexed into White Bear Lake. Vadnais Heights incorporated in 1957 and Gem Lake followed in 1959.[690] At the time of incorporation, Vadnais Heights was primarily a mix of residential development and farmland, and Gem Lake was a mix of wealthy estates, farms, and the small Hoffman's Corner commercial node (discussed below). A portion of the commercial area is now a part of Vadnais Heights. Commercial and light industrial properties developed along the current alignment of TH 61 between Hoffman's Corner and County Road D East/I-694 starting in the 1960s and 1970s.[691] The businesses that developed along TH 61 are presently mostly auto dealerships. Residential development in both Gem Lake and Vadnais Heights also increased in the later decades of the twentieth century, occupying former farmland in the area.

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[686] "History," *Vadnais Heights, Minnesota*, accessed December 3, 2018, https://www.cityvadnaisheights.com/223/History; James A. Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 2005, 40, http://www.gemlakemn.com/wp-content/uploads/2014/05/Gem_Lake_History.pdf.

[687] Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 4.

[688] Catherine Carey, *White Bear: A History* (N.p.: White Bear Township, Minn., 2008), 218.

[689] Brenda Rudberg, "Truck Farming in Maplewood," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood.

[690] "History"; Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 40.

[691] "Aerial Photograph, Vadnais Heights, Minn., 1957," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Vadnais Heights, Minn., 1966," *Historic Aerials by NETROnline*, historicaerials.com; "Aerial Photograph, Vadnais Heights, Minn., 1991," *Historic Aerials by NETROnline*, historicaerials.com.

Hoffman's Corner

The commercial node of Hoffman's Corner developed in the early twentieth century along the primary transportation route, known as White Bear Road, that passed through the area between Saint Paul and Duluth. In 1921, the road became part of the newly established Trunk Highway System and was cosigned as TH 1, later TH 61 (see the Rush Line Historic Context for more information on TH 1 and transportation in the area).[692] Markets and businesses that catered to both locals and travelers alike were developed at Hoffman's Corner and became a place for local farmers to sell produce. In the early 1950s, TH 61 was realigned to the west, bypassing Hoffman's Corner. While businesses continued to operate near the original intersection, commercial and light industrial properties developed along the new alignment, expanding the commercial area. Overall development along the new alignment continued during the later decades of the twentieth century and the first decades of the twenty-first centuries. One of the businesses to build along the new alignment was Tousley Ford (1491 County Road East, RA-GLC-032), an automobile dealership (now Auto Nation Ford White Bear Lake) constructed in 1956 at the corner of County Road E and the realigned TH 61.[693]

Several families had long-term land holdings in and around the commercial node and contributed to its success. The Hoffman family, after which Hoffman's Corner is named, had a long-time presence in the area. In the 1890s, Charles Hoffmann Sr. purchased approximately 20 acres of farmland just southwest of the current intersection of TH 61 and County Road E.[694] The Hoffman family went on to establish several businesses in the area. Henry Hoffman, who later became the first mayor of Gem Lake, operated Hoffman's Market on TH 61 (now Hoffman Road) from 1923 to 1946.[695] After that time, the produce stand changed ownership a few times before closing in 1975, the building was demolished sometime in 2018-2019.[696] The Hoffman family also established an automobile service station called Hoffman Corner Oil. It was operated by Henry's brother Bob, who also owned a drive-in restaurant in the area, Bob's Drive-In.[697]

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[692] According to White Bear Floral owner John Birkeland, this road was also referred to as the Saint Paul to Duluth Road; TH 61 (XXX-ROD-006) was previously evaluated as not eligible for the National Register; Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934* (Saint Paul, Minn.: Perkins-Tracy Printing, Co., 1935), 18.

[693] Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 19–22.

[694] The second 'n' in Hoffmann was dropped during World War I in response to anti-German sentiment, resulting in the Hoffman spelling.

[695] Research did not reveal whether Hoffman's Market was established by Henry Hoffman in 1923 or if it was established prior to that time, perhaps by another member of the Hoffman family; Carey, *White Bear: A History*, 199; Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 40.

[696] Carey, *White Bear: A History*, 199.

[697] Sources are unclear regarding the exact operating dates of these businesses; Carey, *White Bear: A History*, 199.

The Hansen and Scheuneman families also had a strong presence in the area.[698] Research indicates the Hansen family moved to the area in 1903. In 1915, Christine Hansen and her son Robert M. Hansen established the 120-acre Summit Farms at the northwest corner of County Road E and TH 61 (the property was later partially developed as Tousley Ford). The multi-generational farm became well known for its fresh dairy products and eggs but closed in 1994. Herman Hansen also owned a farm on the east side of TH 61. The Scheuneman family, after which the area road is named, also owned land on the east side of TH 61.[699] A ca. 1938 map of Hoffman's corner depicts the location of landmarks, such as Hoffman's Market, and the landowning families, including the Hansens and Scheunemans (see Figure 22).

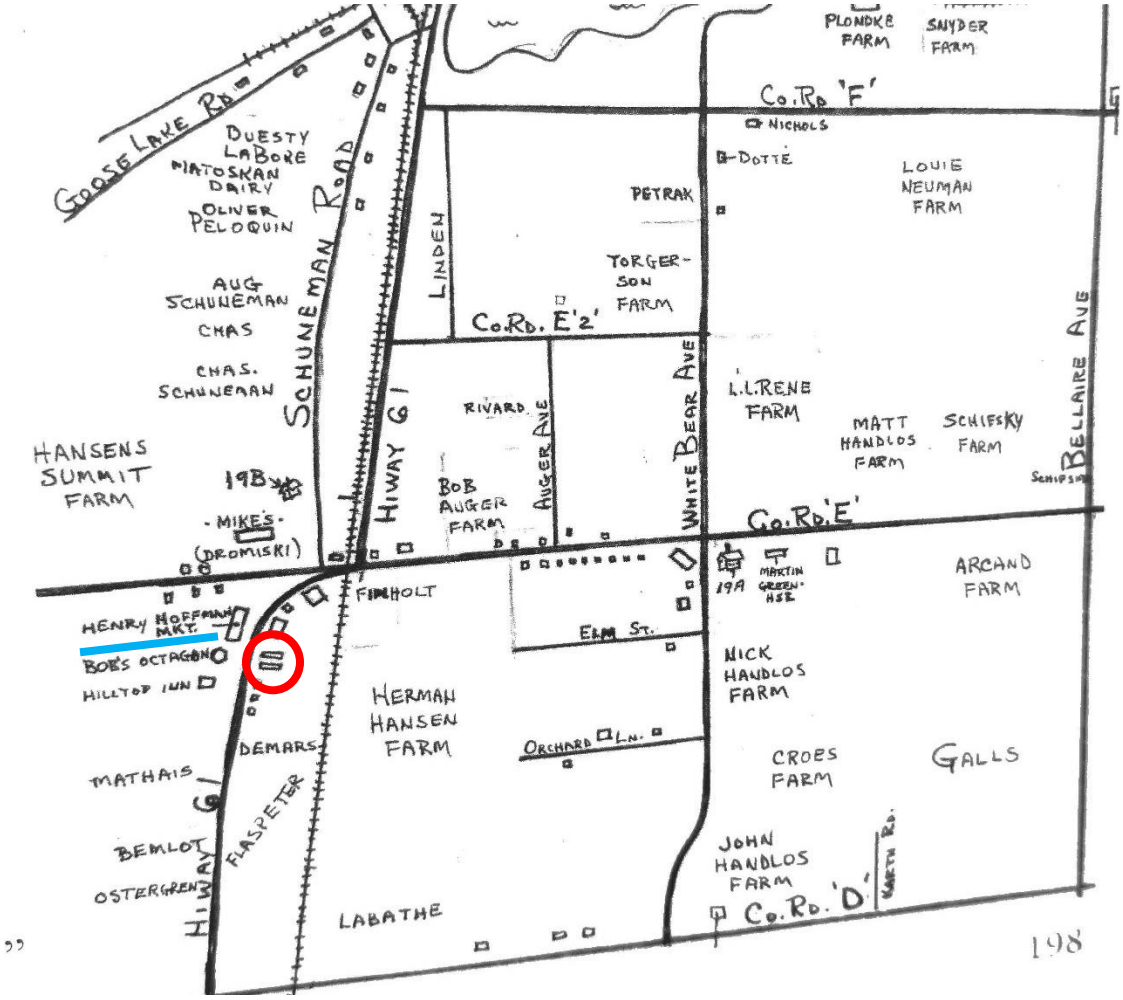

Figure 22. Ca. 1938 hand-drawn map of Hoffman's Corner that indicates the locations of family land holdings and landmarks, such as Hoffman's Market, which is underlined in blue. Although it is not named, the approximate location of White Bear Floral is circled in red.[700] There are also a number of farms present in the area, presumably truck farms. Note: Scheuneman Road is misspelled on the map.

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[698] Sources provided multiple spellings for the Scheuneman family name, including Scheunemann, Schenueman, and Schuneman (as shown on the map on the next page); John Birkeland, Interview with Mead & Hunt, Inc., Gem Lake, Minn., August 14, 2019.

[699] Carey, *White Bear: A History*, 198–200; Lindner, "Farms and Fox Hunts: A History of the City of Gem Lake, Minnesota," 8.

[700] Carey, *White Bear: A History*, 198.

White Bear Floral

White Bear Floral is a long-time business at Hoffman's Corner and was established by Henry Wohletz ca. 1932.[701] According to current owner John Birkeland, prior to the 1930s, Henry Wohletz operated a flower and truck farm near the intersection of Westminster Street and Arlington Avenue East in Saint Paul and lived close by at 1345 Arkwright Street.[702] This account is verified by the 1920 and 1930 census records, which note Henry as a truck farmer living on Arkwright Street and a gardener, respectively. He sold his produce and flowers at the Saint Paul City Market, where he met and sold to Henry Hoffman, who had a fruit stand. Hoffman encouraged him to move to White Bear Township and later helped him start his floral business at Hoffman's Corner. Research, including an interview with current owner, did not reveal the specifics as to why Henry Hoffman offered land to Henry Wohletz or what prompted Wohletz to move to White Bear Township.

The Wohletz family has been in the floral industry for multiple generations, beginning with Joseph Wohletz, who emigrated to the United States from Austria in the early 1860s. He worked as a florist/gardener in Saint Paul. Several of his children, including Henry, followed their father into the floral industry. Henry and his brother, Joseph, ran Wohletz Bros. florists out of the house at 1345 Arkwright Street in Saint Paul prior to Henry moving to White Bear Township. At that time, Joseph lived in their parents' house at 1317 Arkwright Street.[703] After Henry's move to Hoffman's corner, Joseph continued to work as a florist in Saint Paul.[704] Henry's daughter, Lorraine Birkeland, also became involved in the business. In 1948, the adjacent Minimal Traditional house was built for her and her family as she presumably worked with her father in the family business at this time. Lorraine inherited White Bear Floral from her father, who died in 1961.[705] Research did not reveal the exact year she inherited the business, but she ran it for many years before passing it on to her son, current owner John Birkeland, who also owns the adjacent businesses, the Country Lounge and Café Cravings (1600 County Road E East, formerly Eddy Arnold's Chicken Shop, RA-GLC-019) and a commercial building at 3590 Hoffman Road (RA-GLC-018).[706]

Upon arriving in White Bear Township, Henry Wohletz constructed a triangular-shaped floral shop with adjacent greenhouses, with growing fields at the rear (see Figure 23). This original building is no longer

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[701] The 1932 date is taken from a history of the area. The current owner, John Birkeland, stated that White Bear Floral was established in the early 1930s, making 1932 plausible; however, the exact date might be within a year or two of 1932. Henry Wohletz is still listed as living in Saint Paul in 1930; Carey, *White Bear: A History*, 199; U.S. Department of Agriculture, *Fifteenth Census of the United States: 1930, Agriculture* (Washington, D.C.: Government Printing Office, 1930), 53A.

[702] Birkeland, Interview with Mead & Hunt, Inc., Gem Lake, Minn.; U.S. Department of Agriculture, *Fifteenth Census of the United States: 1930, Agriculture*, 53A.

[703] *St. Paul City Directory* (St. Paul, Minn.: R. L. Polk & Co., 1930), 1535.

[704] U.S. Bureau of the Census, *Sixteenth Census of the United States: 1940* (Washington, D.C.: Government Printing Office, 1940), Roll:m-t0627-01994 Page 10A.

[705] "Death Certificate #1961-MN-030353: Henry John Wohletz," September 16, 1961, Death Records, Minnesota Historical Society, St. Paul, Minn.

[706] Carey, *White Bear: A History*, 199–200.

extant, having been replaced by the current commercial space in 1948. During that same year, the adjacent residence to the south (RA-GLC-022) was constructed and inhabited by Lorraine Birkeland and her family. In 1950, the residence to the south of the 1948 dwelling (RA-GLC-021) was built for her parents (Henry and Elizabeth), who had previously lived nearby on Country Road E; that house was razed due to the realignment of TH 61 in the early 1950s (see Figure 24). Research did not reveal an architect for the commercial building or residences on the property.

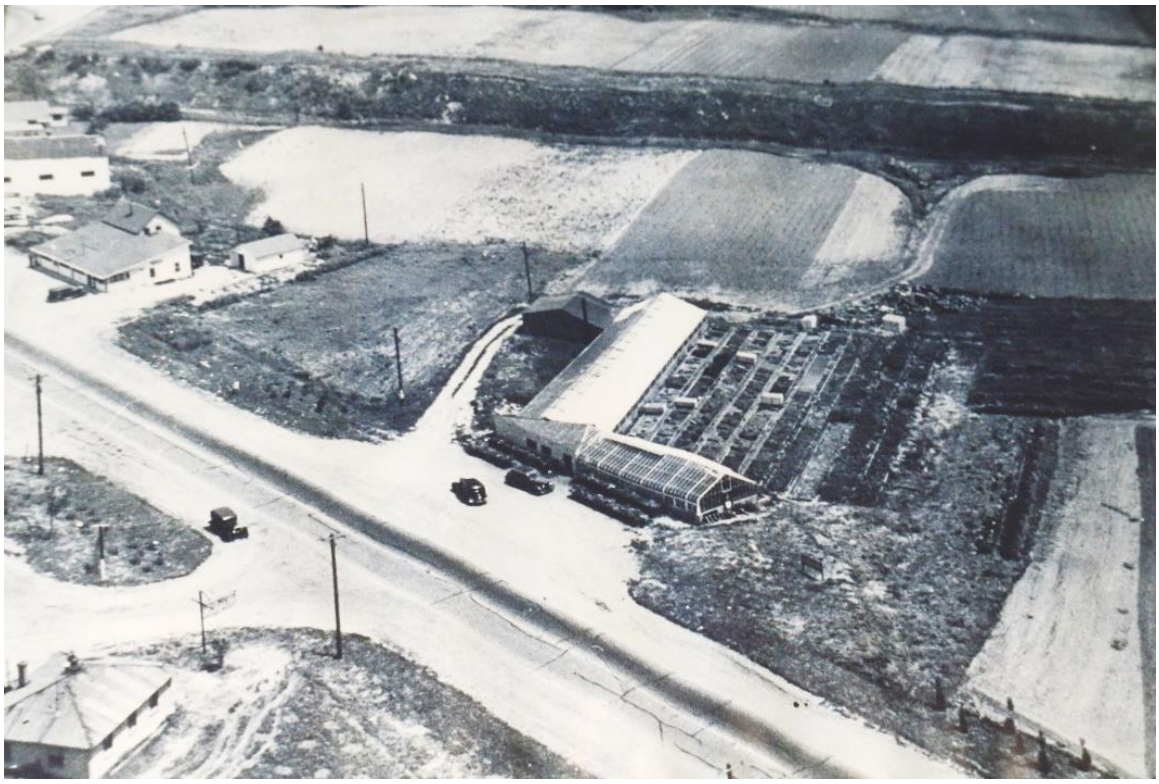

Figure 23. Ca. 1935 aerial image of White Bear Floral; these buildings have all been replaced. Photograph courtesy of John Birkeland of White Bear Floral.[707]

[707] White Bear Lake Floral Shop, "Ca. 1935 Aerial Image of White Bear Floral Shop," ca. 1935, White Bear Lake Floral Shop.

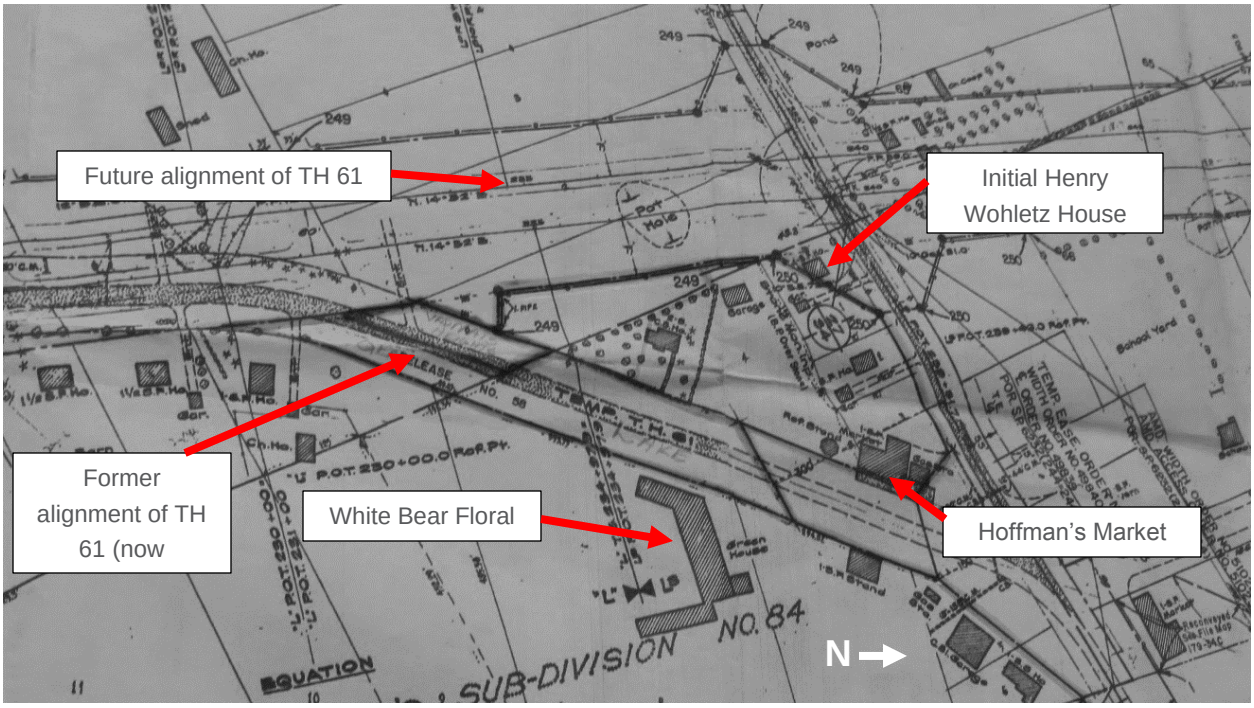

Figure 24. Pre-1950 Land Survey of Hoffman's Corner, courtesy of John Birkeland of White Bear Floral. Note White Bear Lake Floral's configuration, which was the result of the commercial space and greenhouses at the rear.[708]

The White Bear Floral property has undergone several changes since the late 1940s. An addition was added to the commercial space between 1966 and 1972 (see Figure 25).[709] The addition provided additional storage space and was clad in the same stone veneer located on the original 1948 portion of the facade. Few changes have been made to the commercial space since that time. The original greenhouses, hoop houses, and storage spaces, which were built from approximately 1948 to 1975, replacing the previous growing field, have been replaced to keep up with industry standards and material innovations, with major replacements occurring ca. 1985 and ca. 2001. A new storage building, which is located at the north end of the complex, was also constructed ca. 1985. The ongoing changes to the property are illustrated in Figures 26 and 27, which depict ca. 1985 and 1995 aerial images of the property.[710]

[708] "Pre 1950 Land Survey of Hoffman's Corner," ca. 1945, White Bear Lake Floral Shop.

[709] According to owner John Birkeland the addition was constructed in the late 1960s which is why it is given a construction date of ca. 1968; Birkeland, Interview with Mead & Hunt, Inc., Gem Lake, Minn.; "Aerial Photograph, Gem Lake, Minn., 1966," *Historic Aerials by NETROnline*, n.d., historicaerials.com; "Aerial Photograph, Gem Lake, Minn., 1972," *Historic Aerials by NETROnline*, n.d., historicaerials.com.

[710] Birkeland, Interview with Mead & Hunt, Inc., Gem Lake, Minn.



Figure 25. Ca. 1968 rendering of White Bear Floral after the construction of the addition on the north end of the commercial space, which includes the overhead door and adjacent planter. Image courtesy of John Birkeland of White Bear Floral.[711]

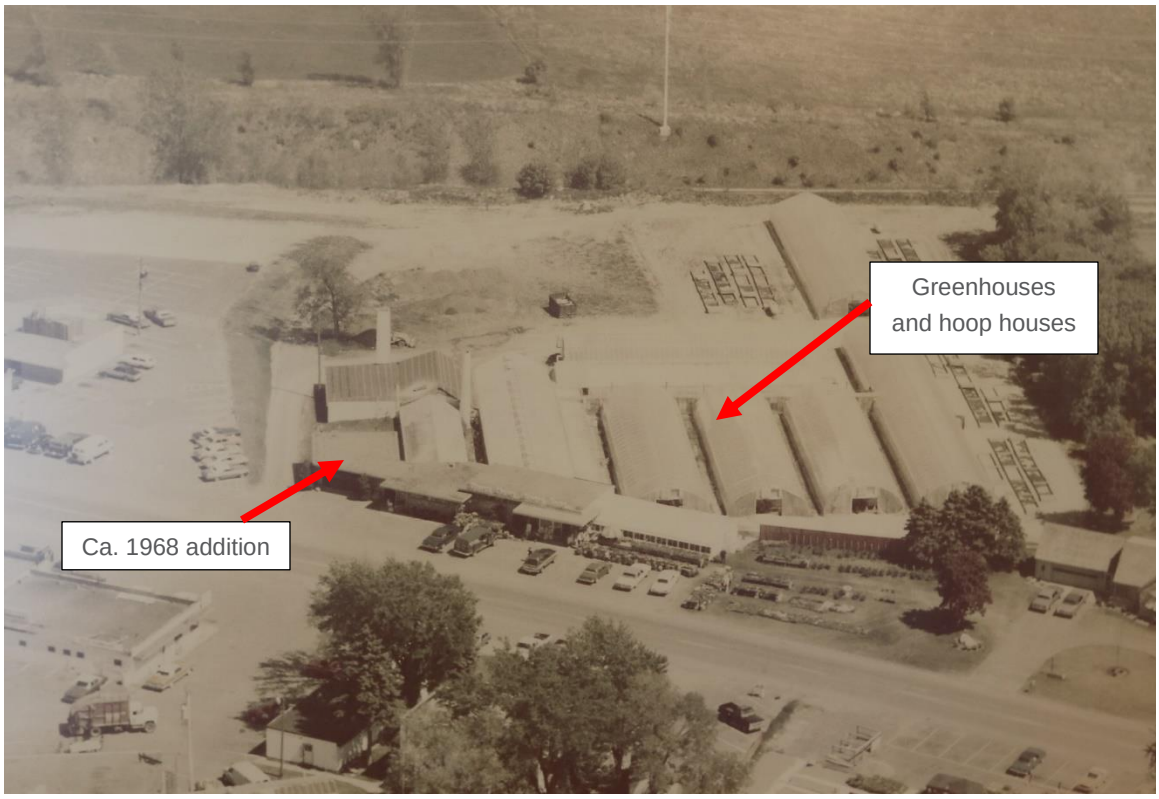

Figure 26. Ca. 1985 aerial photograph of White Bear Floral. Note the ca. 1968 addition to the commercial space at the west (left) end of the building and hoop houses that replaced the growing field.[712] *Image courtesy of John Birkeland of White Bear Floral.*

[711] This image is utilized on White Bear Floral company checks; White Bear Lake Floral Shop, "Ca. 1968 Image of White Bear Floral Shop," Ca 1968, White Bear Lake Floral Shop, White Bear Lake, Minn.

[712] White Bear Lake Floral Shop, "Ca. 1985 Aerial Image of White Bear Floral Shop," ca 1985, White Bear Lake Floral Shop, White Bear Lake, Minn.



Figure 27. Ca. 1995 aerial image of White Bear Floral showing replacement greenhouse and new storage building.[713] Image courtesy of John Birkeland of White Bear Floral.

Floriculture in Minnesota

This section provides information pertaining to the floriculture industry in Minnesota in order to place White Bear Floral within that context. This context focuses on the development of the floriculture industry within the Twin Cities area as it better relates to the history of the subject property. Although important to the overall history of floriculture in Minnesota, this context does not go into detail on the development of the industry in greater Minnesota or include information about specific florist associations, horticulture at the University of Minnesota or other institutions, or specific parks departments. These organizations are important in the overall history of horticulture/floriculture in Minnesota but do not directly relate to the subject property and therefore were not included in the context.

The floriculture industry, which pertains to the cultivation and management of flowering plants, began in America in the early nineteenth century. It made its way to Minnesota in the middle of the century and became an important industry in the state. Lyman M. Ford established the earliest documented commercial nursery (an area where plants are grown for transportation, budding, and/or sale) in the state in 1851. His 160-acre Groveland Garden and Nursery was located on St. Anthony Road (now Avenue) in Saint Paul (now a part of Merriam Park). Saint Paul's first city market was established soon

[713] White Bear Lake Floral Shop, "Ca. 1995 Aerial Image of White Bear Floral Shop," ca 1995, White Bear Lake Floral Shop, White Bear Lake, Minn.

after in 1853 at the intersection of 7th and Wabasha Streets.[714] It was at this location that growers sold horticultural products, including flowers. The industry expanded to Minneapolis in the late 1850s and a farmer's market was established in the 1860s. At that time and during subsequent decades, numerous additional nurseries were established in both cities.[715]

Sustained growth and prosperity of the overall industry continued through the end of the nineteenth century and initial decades of the twentieth century. Many new growers established themselves in Minneapolis and Saint Paul.[716] Numerous florists started or dually served as truck farmers and grew vegetables prior to or in addition to flowers. As the floral industry expanded, greenhouse vegetable production declined, particularly in the 1920s, and consequently, growers eventually focused solely on flower production.[717] New hybrid and cultivar plants were also first developed in the early twentieth century, with their production continuing to the present.[718] Known as joint grower-retailers, growers typically served as their own retailers, with very few ventures strictly serving retail markets.[719] Many of the early floral businesses were family owned and operated, with younger family members learning the business and eventually taking over. This trend continued for several generations; for example, White Bear Floral and Bachman's are owned and operated by the same families that established the businesses.

In the first decades of the twentieth century, new floral businesses continued to be established within Minneapolis and Saint Paul but were also increasingly located in first-tier suburbs. Some established floral businesses also moved from the urban center to these new suburban areas of development. For example, in 1915, Busch Greenhouses moved from Lyndale Avenue in Minneapolis to Golden Valley, John Pletschers established his floral business in New Brighton in 1920, and Joseph Weinholzer built

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[714] The market was later moved to the intersection of 10th and Jackson Street in 1902. This site was demolished in 1964 due to freeway construction.

[715] Richard E. Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.* (Saint Paul, Minn.: Minnesota Agricultural Experiment Station University of Minnesota, 1997), 1–4.

[716] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 12–13.

[717] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 41.

[718] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 25.

[719] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 18.

greenhouses in Roseville in 1924.[720] Research did not explicitly reveal the reason for movement to the suburbs at this time, but it is likely related to ongoing development trends and the availability for larger expanses of land to allow for larger complexes, as well as market demand.

The overall industry slowed during World War II due to labor and material shortages but accelerated again in the late 1940s, with numerous young growers entering the industry. Examples included Savory's Garden Inc., established in Edina in 1946, and Tonkadale Greenhouses, established in Minnetonka in 1947.[721] At that time, the Twin Cities area was and continued to be a hub for floriculturists in the upper Midwest, in part due to expertise at the University of Minnesota's Horticulture Department. Some businesses, such as Bachman's and JV Bailey Nurseries, began to grow exponentially in size and prominence in the industry. Businesses continued to expand outward from Minneapolis and Saint Paul to further-tier suburbs during the mid-twentieth century. Some growers moved out of the Twin Cities entirely, commonly locating within a 50-mile radius of the metro area.[722]

The overall growth of the industry continued into the later decades of the twentieth century, at times exponentially. The joint grower-retailer remained a strong business model in the Midwest, although it declined nationally. Some notable shifts also occurred in the industry in these decades. Specifically, cut flower sales continually decreased, being replaced by potted and bedding plants. Geraniums were a prominent cash crop as were potted poinsettia plants and hanging baskets. New floriculture cultivars and hybrids continued to be developed and sales of these new varieties increased, particularly in the 1980s. Greenhouse technology and construction continued to change, particularly with the advent of new plastics. Consequently, greenhouse spaces were increasingly encased in plastic instead of glass, although the use of glass did not entirely disappear. In the 1990s, the use of temporary seasonal retail outlets, in the form of temporary Quonset-type plastic-veneered shelters, gained popularity amongst retailers and supplemented retail operations. These outlets were erected in parking lots of buildings, such as supermarkets and hardware stores. At the end of the twentieth century, floriculture remained a strong industry in Minnesota.

Garden Center Property Type

Many of the extant floral businesses in the Twin Cities area, such as the subject property, take the form of garden centers. While no typological study has been developed for the garden center property type, or more specifically for mid-century garden centers, a review of other examples reveals some common elements. The primary element is a prominent retail space, typically sited nearest the road. The retail

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[720] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 35, 46.

[721] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 63, 65–66.

[722] Widmer, *A History of Minnesota Floriculture: A Chronicle of People and Events Significant to the Commercial Growth of Minnesota Floriculture, University of Minnesota Contributions to the Industry, and Minneapolis- St. Paul Parks Developments.*, 71–72.

space commonly has adjacent storage or working space, typically for offices or cut flower storage and creating arrangements. Attached greenhouse spaces are often accessed from the retail space as well as the adjacent parking lots and may require support buildings to house heating systems. Outdoor displays are also often adjacent to the retail space, either surrounded by a fence or open from the site. Additional detached greenhouses or hoop houses may also be located on a garden center property, as well as planting fields and gardens.

Garden centers are differentiated from florist shops through the inclusion of greenhouses that provide space to grow and/or store large quantities of plants. Florist shops are smaller and typically specialize in cut flowers. Conversely, wholesale nurseries produce plants and flowers at a large scale and typically sell in large quantities, often to businesses as opposed to individuals. Although a comprehensive study of Twin Cities-area garden centers has not been conducted and is outside the scope of this project, a limited comparative analysis of area garden centers was conducted to place White Bear Floral within an appropriate architectural context. Although the overall number of extant garden centers in the Twin Cities area is unknown, an internet search revealed a few garden centers in the greater Twin Cities area similar to White Bear Floral.[723] These comparative properties also display characteristic features of the garden center property type, with a retail space and adjacent greenhouse(s).

In general, many of the businesses originated in the first half of the twentieth century, like White Bear Floral, and continue to be relatively small operations. However, many of these had commercial spaces that were replaced during the late twentieth or early twenty-first century. Examples include Sunny Side Gardens, built 2000; Tonkadale Greenhouse, built 1998; Highland nursey, built ca. 2000, and Lyde Greenhouse & Nursery, built in 1982. The replacement of greenhouses is typical for garden centers, including White Bear Floral. In addition to having replacement commercial spaces, some businesses have increased greatly in size to coincide with business expansion and consequently are no longer good comparative properties to White Bear Floral. One example is Gerten's expansive facility in Inver Grove Heights, which was built in 1996.[724]

A few garden centers retain retail buildings constructed during the mid-twentieth century and are comparable to White Bear Floral. These include Pletschers Greenhouses and Leitner's Garden Center. Pletschers Greenhouses, located at 641 Old Highway 8 Southwest in New Brighton, was established by John E. Pletscher in 1920 and has remained in the family since that time. The current retail building was constructed in 1960 and has adjacent greenhouses (see Figure 28).[725] Leitner's Garden Center, located at 945 Randolph Avenue in Saint Paul, has been in business in Saint Paul for more than 100 years, with a garden center that was constructed in 1979 (see Figure 29). Historic aerial photographs of

[723] A query of the State Historic Preservation Office (SHPO) records was also conducted to find comparative properties, however, no suitable comparative properties where identified through this search.

[724] "About Gertens and Help," accessed September 10, 2019, https://www.gertens.com/atgertens.

[725] Pletschers Greenhouses, "Your Local Garden Center Since 1920," *Pletschers Greenhouses*, 2018, https://pletschers.com/.

these properties suggest that other elements may have been typical of early and mid-twentieth-century garden centers, such as a location along a major road or highway, prominent signage, and associated residences since they were often family owned and operated.[726] However, without a comprehensive survey and study of the garden center property type, it is not possible to determine building/development trends for the property type or definitively say these elements are also character-defining features. Furthermore, research did not reveal specific information related to the evolution of the property type, above the changes in greenhouse technology. Research also did not indicate industry changes or evolutions that resulted in a change to the design or construction of the property type.



Figure 28. Google Street View of Pletscher's Greenhouses.



Figure 29. Google Street View of Leitner's Garden Center.

[726] Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.

Evaluation

White Bear Floral was evaluated for the National Register under *Criteria A, B*, *C*, and *D*.

Criterion A

To be eligible under *Criterion A: Event* in the area of History, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important in the history of Minnesota, Ramsey County, or Gem Lake or White Bear Township. White Bear Floral was built in White Bear Township (later the city of Gem Lake) at Hoffman's Corner. The surrounding area within White Bear Township remained predominantly rural well into the twentieth century with commercial ventures concentrated at Hoffman's corner. Although the business has a long-time commercial presence at Hoffman's Corner, several other businesses were already established at the commercial node by the 1930s, when Henry Wohletz relocated his floral business from Saint Paul. As such, White Bear Floral did not have a significant or direct impact on the history or commercial development of Hoffman's corner. Furthermore, the business did not have a strong impact or connection to truck farming in the area. Additionally, White Bear Floral does not stand out in the floriculture industry in Minnesota. The business followed typical industry trends, specifically the grower-retail business model, and was passed down through multiple generations of one family, which was a common practice for florists and garden centers in the greater Twin Cities area. The movement of the business out of Minneapolis and Saint Paul in the early twentieth century was also common within the industry. Furthermore, research did not reveal that the business made any advancements or significant contributions in the cultivation or sale of flowers in the Twin Cities area. As such, White Bear Floral is recommended not eligible under *Criterion A.*

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history. Although the Wohletz/Birkeland family has lived in White Bear Township, now Gem Lake, for several generations as owners of White Bear Floral, no individual family member appears to be significant in the development of White Bear Township, Gem Lake, Ramsey County, or the floriculture industry in Minnesota. As such, White Bear Floral is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. The White Bear Floral property includes a mid-twentieth century garden center with associated greenhouses/hoop houses and two Minimal Traditional residences. As architects could not be identified, these individual buildings do not appear to be works of a master. Additionally, the buildings do not have significance as examples of a particular style, nor do they possess high artistic value. The garden center's 1948 commercial building does exhibit some Mid-Century Modern detailing, such as stone veneer, integrated planters, metal coping at the awning, a neon sign, and windows under the eaves. However, these elements are limited to the facade and the building is not an exemplary

example of the style. The greenhouses/hoop houses are relatively recent additions and do not represent a significant examples of greenhouse innovation or technology.

White Bear Floral exhibits characteristics of a garden center, which includes a retail space near the front the property, attached and detached greenhouses, the outdoor display space, and planting fields and gardens. However, limited contextual information is available on garden centers and a comprehensive study has not been conducted to fully understand the property type and its evolution. The limited comparative analysis available suggests that White Bear Floral is a typical example of a garden center and is not distinct, nor does it illustrate an important evolution of the property type. As such, White Bear Floral is recommended as not eligible under *Criterion C: Architecture*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the White Bear Floral does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

Because White Bear Floral does not possess significance under one or more National Register Criteria, review of integrity is not warranted.

Recommendation

White Bear Floral is recommended not eligible for the National Register.

Map



RA-GLC-015

White Bear Floral Shop

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APPENDIX E14. PHASE II EVALUATION: POLAR CHEVROLET BEAR (RA-WBC-0031)

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Polar Chevrolet Bear

SHPO Inventory Number: RA-WBC-0031
Address: 1801 County Road F East
City: White Bear Lake

Description

The Polar Chevrolet Bear, also known as Paul R. Bear, is a fiberglass polar bear statue erected in 1964 by Minnesota artist Gordon Shumaker.[727] Some sources (mostly newspaper articles) describe the bear as being built of chicken wire and plaster in 1965.[728] However, more reliable secondary sources list the bear as being built in 1964 of fiberglass.[729] This is confirmed in a 1965 television interview with Russ Larson, the owner of Polar Chevrolet at the time, who states that the bear was made of fiberglass.[730] The bear was built as part of the roadside sign for the Polar Chevrolet automobile dealership (now Walser Polar Chevrolet, RA-WBC-160) located in White Bear Lake at the intersection of Trunk Highway (TH) 61 and County Road F East. The bear is approximately 30 feet tall and is mounted on a pedestal approximately 20 feet tall. Although historically located elsewhere on the property—originally at the eastern edge of the parking lot near TH 61 and later atop the dealership building—it is currently located in the parking lot, approximately 10 feet in front of the main entrance of the dealership, fronting TH 61. The bear holds a lighted Chevrolet sign, which appears to be original, between its paws and has a small light mounted on its upper arm to illuminate its face at night. It is painted white with black foot pads, nose, mouth, and eyes (see Figures 1 through 4). The bear has been moved and painted several times.

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[727] Moira Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture* (Saint Paul, Minn.: Pogo Press, 1992), 139.

[728] Brad Salmen, “A ‘beary’ Welcome Site,” *The White Bear Press*, February 26, 2003, White Bear Lake Area Historical Society, White Bear Lake, Minn.; Debra Neutkens, “Polar’s Birthday Bear: Fifty Is Nifty,” *The White Bear Press*, June 3, 2015, White Bear Lake Area Historical Society, White Bear Lake, Minn.

[729] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 139.

[730] WCCO Television Video Tape Productions, *White Bear Lake: All-America City*, 1965.



Figure 1. Polar Chevrolet Bear/Paul R. Bear, view facing northeast.



Figure 2. Polar Chevrolet Bear/Paul R. Bear, view facing north.



Figure 3. Polar Chevrolet Bear/Paul R. Bear, view from TH 61, facing east



Figure 4. Polar Chevrolet Bear/Paul R. Bear, view from County Road F East, facing northeast.

Statement of Significance

White Bear Lake

Formerly home to the Ojibwe and Dakota people, Euro-American settlement in the area of what is now the city of White Bear Lake began in earnest in the 1850s. In the summer of 1851, the first road between the village of White Bear Lake and Saint Paul was constructed and the first hotel followed in 1853. As a result, White Bear Lake quickly became an early destination for picnickers and vacationers drawn to the lake for its picturesque scenery and the relief the lakeside offered from the summer heat of Saint Paul and other cities. It also served as a destination for those who suffered from pulmonary diseases like tuberculosis or hay fever and could afford to follow the popular advice of nineteenth-century doctors and leave the polluted city for fresh countryside air.[731]

Settlement of the village and its popularity as a vacation destination expanded after 1868, when the Lake Superior and Mississippi (LS&M) railroad connected Saint Paul and White Bear Lake (the line would be extended to Duluth by 1870). Throughout the 1870s and 1880s, numerous hotels and private cottages were constructed near the village on the west side of the lake.[732] Many of the vacationers were from Saint Paul, and by 1889 the LS&M (the Saint Paul and Duluth Railroad by 1889) added a second track to the line between Saint Paul and the village and ran trains every hour during the peak summer months.[733] By 1904, a streetcar line ran along the southern lakeshore, connecting the village of White Bear Lake to Saint Paul via the Hazel Park-Mahtomedi interurban streetcar line.[734]

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[731] Nancy L. Woolworth, *The White Bear Lake Story* (White Bear Lake, Minn.: White Bear Lake Chamber of Commerce, 1968), 13–18.

[732] Woolworth, *The White Bear Lake Story*, 18, 32–39.

[733] Woolworth, *The White Bear Lake Story*, 40.

[734] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 92, 279.

The English name of the lake and the village that developed on its western shoreline comes from the legend of the White Bear. Purportedly a Dakota legend, there are several different versions. The most popular involves a young Indian couple (versions differ whether the two belong to the Dakota or Ojibwe tribe or one from each) forced to meet secretly on the lake's Manitou Island. On one occasion, the young woman is attacked by a white bear, which the young man then slays. The spirit of the bear then continues to occupy Manitou, or Spirit, Island.[735]

The popularity of this legend was solidified thanks to its presence in Mark Twain's 1883 book, *Life on the Mississippi*.[736] As historians and American Indian Studies scholars have shown, American literature of the late nineteenth and early twentieth centuries made wide use of Native American tropes and figures in books, stories, and poems popular with white audiences.[737] In many cases, this literature was often associated with a particular place, like White Bear Lake or Minnehaha Falls in Minneapolis. Historian Mary Jane LaVigne suggests that, while there may have been a Dakota legend about White Bear Lake and Manitou Island, the version of the story popularized by Twain is probably far different than the original Dakota legend. The Dakota name of the lake itself, for instance, is Mhato Bde, or Bear Lake and early maps of the area provide that English translation.[738] Regardless of its relation to actual Dakota legend or place names, the story of the white bear featured heavily in promotional material of the late nineteenth century, helping draw tourists to the area.

The resort community of White Bear Lake began to change dramatically in the 1910s and 1920s. Most of the major resort hotels had burned by 1912.[739] Private cottages and lake houses continued to be a major draw, but the larger resorts were not rebuilt. At the same time, visitors increasingly arrived by automobile rather than train or streetcar.

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[735] Mrs. Carl Thayer, *Indian Legends of Minnesota* (Boston: J.R. Osgood & Co., 1883), 583–93; "Settlers," *Official White Bear Township Website*, accessed February 15, 2019, http://www.ci.white-bear-township.mn.us/232/Settlers; *All About White Bear Lake: Minnesota's Popular Summer Resort* (White Pine County, Minn.: A.H.S. Perkins, 1890), 5; "Legend of the White Bear," *White Bear Press*, October 11, 2006, https://www.presspubs.com/legend-of-the-white-bear/article_4b1e9452-ba5d-5ab8-8501-3820e0b3a110.html; Woolworth, *The White Bear Lake Story*, 2–4.

[736] Jackie Bussjaeger, "Historian Digs for Roots of White Bear Lake Legend," *White Bear Press*, June 6, 2018, https://www.presspubs.com/white_bear/news/historian-digs-for-roots-of-white-bear-lake-legend/article_4965bc56-699a-11e8-8b8d-1fd0612fa85f.html.

[737] See, for example, Phillip Deloria, *Playing Indian* (New Haven, Conn.: Yale University Press, 1998), 71–94.

[738] Bussjaeger, "Historian Digs for Roots of White Bear Lake Legend."

[739] Research did not indicate how many resorts and/or hotels were present in White Bear Lake. Fires were common occurrences in the late nineteenth and early twentieth centuries, when the use of open flames for heating and/or light was common and most buildings were constructed, at least in part, of wood. Woolworth, *The White Bear Lake Story*, 41.

Automobiles had been traveling the north-south route between Saint Paul and White Bear Lake since at least 1911.[740] By 1919, the route was designated as a State Road.[741] In 1921, the road became part of the newly established Trunk Highway System and was signed TH 1, which ran from Saint Paul to the Canadian Border via White Bear Lake, Duluth, and the North Shore. By 1926, TH 1 between Saint Paul and White Bear Lake was paved in concrete.[742] At this time, concrete pavement was generally reserved for only the most traveled routes in the state. In 1933, TH 1 was renamed TH 61, and the route extended south to La Crescent, along the Mississippi River, through the incorporation of the former TH 3.[743]

In 1952 and 1953, the portion of TH 61 from Larpenteur Avenue (at the border between Saint Paul and Maplewood) to White Bear Lake was converted into a divided highway, at which time portions of this segment were realigned. One of these realignments occurred just south of White Bear Lake, between County Road E East and White Bear Lake. Prior to the realignment, TH 61 was routed along the current alignment of Hoffman Road, traveling around Goose Lake, just south of White Bear lake. After 1952-1953, rather than following the present alignment of Hoffman Road, TH 61 was rerouted to the west and traveled along a causeway across Goose Lake.[744]

The realignment of TH 61 and its reconstruction as a divided highway helped spur post-World War II (postwar) development in the southern portion of White Bear Lake, which, in the years prior to World War II had been primarily farmland. In the 1950s, agricultural lands in the wider White Bear Township were quickly transformed into residential suburbs. Near the village of White Bear Lake, residential subdivisions were built in the highest concentration stretching south from the southern shore of White Bear Lake. In the 1950s, many of these subdivisions were annexed into the city of White Bear Lake, expanding the municipality from approximately two square miles to approximately 16 square miles by 1958.[745]

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[740] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*, 2015, Minnesota Department of Transportation, Saint Paul, Minn.

[741] Minnesota Highway Department, “1919 Map of Minnesota Showing the Status of Improvement of State Roads” (N.p.: Minnesota Highway Department, 1919), https://reflections.mndigital.org/catalog/mdt:212.

[742] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[743] Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934* (Saint Paul, Minn.: Perkins-Tracy Printing, Co., 1935), 18.

[744] TH 61 (XXX-ROD-6) was previously evaluated as not eligible for the National Register.

[745] “2 White Bear Lake Additions Are Illegal,” *Minneapolis Star*, January 14, 1958, 9A. The two “illegal” additions named in the newspaper article cited here were not part of the 16 square miles mentioned above. The additions were the Gem Lake area southwest of downtown White Bear Lake and the Bald Eagle area to the northwest. Gem Lake incorporated as its own city in 1959 and the Bald Eagle area remains unincorporated.

As part of this postwar suburban development, commercial and light industrial properties were built along the new divided and realigned highway starting in the 1950s and 1960s.[746] During this time, the construction of automobile dealerships became particularly common along this corridor as the new highway provided easy access for customers and suppliers and the underdeveloped land provided room for large, sprawling parking lots to display cars.

Automobile dealerships and Polar Chevrolet

The early-twentieth-century development of automobile dealerships in White Bear Lake is tied, in part, to the growth of the Saint Paul Automobile Club. The club was first organized around 1903. Starting in 1912 and following the trend of vacationers and picnickers established in the late nineteenth century, the club would move its physical headquarters from Saint Paul to White Bear Lake for the summer season. The summer headquarters were located in the triangle formed by the presently named streets TH 61, Old White Bear Avenue, and White Bear Avenue. The club leased property during the summers of 1912 and 1913, after which it purchased the land and razed the existing buildings. By the summer of 1914, the club constructed a large clubhouse (nonextant) that included a café, a rathskeller (beer hall), private dining rooms, card rooms, a gymnasium, and sleeping rooms for overnighting club members. The grounds included a baseball diamond and tennis courts. A golf course was constructed for club members in 1921 and by 1927, the grounds also featured garages and trap shooting facilities.[747]

White Bear Lake was popular not just with members of the Saint Paul Automobile Club but with other motorists as well, including members of the Minneapolis Auto Club. By 1907, for example, the automobile touring route through White Bear Lake, connecting the Twin Cities to Taylors Falls and the Saint Croix River, was advertised in the guidebook of the Minnesota Automobile Association as “one of the most interesting and enjoyable tours in Minnesota.”[748] The route continued to be popular in the ensuing years.[749]

With the growing popularity of automobile tourism in and through White Bear Lake, new businesses developed in White Bear Lake. Auto repair shops, garage facilities, and stores with gas pumps all served the needs of automobile tourists. By 1913, in addition to servicing automobiles, businesses were selling automobiles as well. In 1913, Peter Fournelle opened Fournelle’s Auto Livery on Clark Avenue

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[746] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*; “Aerial Photograph, White Bear Lake, Minn., 1947,” *Historic Aerials by NETROnline*, historicaerials.com; “Aerial Photograph, White Bear Lake, Minn., 1966,” *Historic Aerials by NETROnline*, historicaerials.com.

[747] Although automobile club pamphlets and secondary sources were consulted, they did not provide detailed information on club membership or activities. Cynthia Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area* (White Bear Lake, Minn.: White Bear Stereoptics Co., 2004), xv–xvi, 139–40.

[748] Minnesota Automobile Association, *Automobile Hand Book of the Tours From the Twin Cities to Points in Minnesota and Wisconsin* (St. Paul, Minn.: Minnesota State Automobile Association, Touring Committee, 1907), 49.

[749] Automobile Club of Minneapolis, *Members’ Route Book* (Kansas City, Mo.: TIB Automobile Route Book Co., 1919), 75.

in downtown White Bear Lake and in 1927, Joe Boppre opened the Boppre Chevrolet Company, also on Clark Avenue.[750]

Both of these businesses would change hands several times over the ensuing years. By 1945, after several changes in ownership, what started as Fournelle's Auto Livery had become White Bear Motor Sales and, by 1956, the dealership was called Tousley Ford, after its owner Herb Tousley. Shortly after this, Tousley moved his Ford dealership out of downtown White Bear Lake to a previously undeveloped site south of town along TH 61.[751] After being sold in 1998, Tousley Ford is now known as AutoNation Ford (RA-GLC-032).[752]

The Boppre Chevrolet Company experienced a similar trajectory. By 1935, Boppre sold the dealership to Cleo Smith, who named it Smith Chevrolet. Sometime between 1938 and 1956 (sources did not provide a date), Smith sold the dealership to Leo Kosman, who operated Kosman Chevrolet. In 1963, Kosman sold the dealership to Russ Larson. Before purchasing the subject dealership, Larson owned an automobile dealership in Aurora, Minnesota, just east of Biwabik.[753] Searches of online newspaper archives and White Bear Lake Area Historical Society materials did not reveal if the Aurora dealership continued operating after 1963 or if Larson retained any financial interest in it. Unlike his predecessors, Larson did not lend his surname to the business, most likely because there was already a Larson Chevrolet in the area. J.N. Larson operated two Larson Chevrolet dealerships in Minneapolis.[754] Likely to avoid confusion, Russ Larson named his dealership Polar Chevrolet.[755] As with Tousley Ford, Larson moved Polar Chevrolet out of downtown White Bear Lake and to undeveloped land along TH 61. In 1964, the new Polar Chevrolet was constructed at the corner of TH 61 and County Road F East.[756] In 1979 Larson sold the dealership to Thane Hawkins and it was renamed Thane Hawkins' Polar

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[750] Debra Neutkens, "A Downtown Trip down Memory Lane or, More Precisely, Clark Avenue and Third Street," *The White Bear Press*, May 17, 2017, https://www.presspubs.com/white_bear/news/a-downtown-trip-down-memory-lane-or-more-precisely-clark/article_8245c980-3b10-11e7-ba26-bf6ddf956d8e.html; Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 256–57, 303–4; Sara Markoe Hanson, "Motorcar Mecca: The Car History of White Bear Lake," *White Bear Lake Magazine*, April 2014, https://whitebearlakemag.com/motorcar-mecca-car-history-white-bear-lake.

[751] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 304.

[752] John Vomhof Jr., "Tousley Ford Rebranded as AutoNation," *Minneapolis / St. Paul Business Journal*, May 6, 2013, https://www.bizjournals.com/twincities/news/2013/05/06/tousely-ford-rebranded-as-autonation.html.

[753] "Russell 'Russ' L. Larson," *Mesabi Daily News*, April 23, 2001, https://www.virginiamn.com/obituaries/russell-russ-l-larson/article_c89c3645-fe82-501b-84ea-e5481874eeb6.html; Sara Hanson White Bear Lake Historical Society, "Email Correspondence with Mead & Hunt, Inc.," March 8, 2019; White Bear Lake Area Historical Society, "This Week in the White Bear Press: 1963," July 15, 2018, https://www.facebook.com/whitebearhistory/photos/this-week-in-the-white-bear-press-1963kosman-chevrolet-changed-hands-this-past-w/10157647097663378/.

[754] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 302–3.

[755] "Quality Greets You at Larson Chevrolet," *Minneapolis Star*, September 10, 1965, 25B.

[756] Ramsey County, "Ramsey County Assessor Interactive Property Map."

Chevrolet. In 2017, Hawkins sold the dealership to the Walser Auto Group; it is currently known as Walser Polar Chevrolet (RA-WBC-160).[757]

Russ Larson, Gordon Shumaker, and Paul R. Bear

To advertise the new dealership, Russ Larson (1931-2001) contracted Minnesota artist Gordon Shumaker to build a large, fiberglass, white bear to attract customers (see Figure 5).[758] In White Bear Lake, the use of the symbol of the white bear for advertising was not new. By the 1920s, for example, advertisements for Ramaley's Winter Garden, a popular dance pavilion, featured the image of a white bear (see Figure 6).[759] Automobile dealerships, in particular, used the trope of the bear in various forms of advertising. Also in the 1920s, White Bear Motor Sales advertised using a 14-member orchestra named Mel and his Harmony Bears.[760] Similarly, in 1956, Lou Kosman of Kosman Chevrolet hired a live doughnut-eating bear. This appears to have been a one-time promotional event intended to advertise new Chevrolet models.[761]

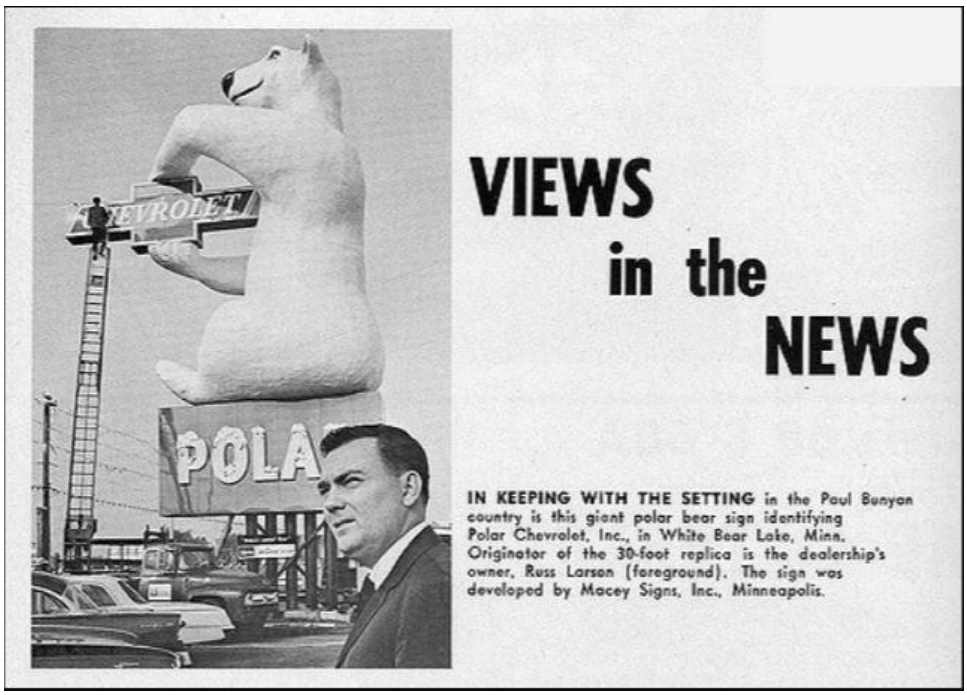

Figure 5. 1965 image of the installation of the Chevrolet sign between the forepaws of the Polar

[757] Debra Neutkens, "Keys to Polar Chev Shift Gears," *The White Bear Press*, September 20, 2017, https://www.presspubs.com/white_bear/news/keys-to-polar-chev-shift-gears/article_1f83c4e0-9e17-11e7-9eb2-17564d914fdc.html.

[758] "Russell 'Russ' L. Larson."

[759] "Ramaley's Winter Garden Advertisement," *The White Bear Press*, February 24, 1927, White Bear Lake Area Historical Society, White Bear Lake, Minn.

[760] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 256.

[761] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 303.

Chevrolet Bear/Paul R. Bear. The accompanying text identifies the man in the foreground as dealership owner Russ Larson and notes that the sign itself was developed by the Twin Cities firm Macey Signs.[762]

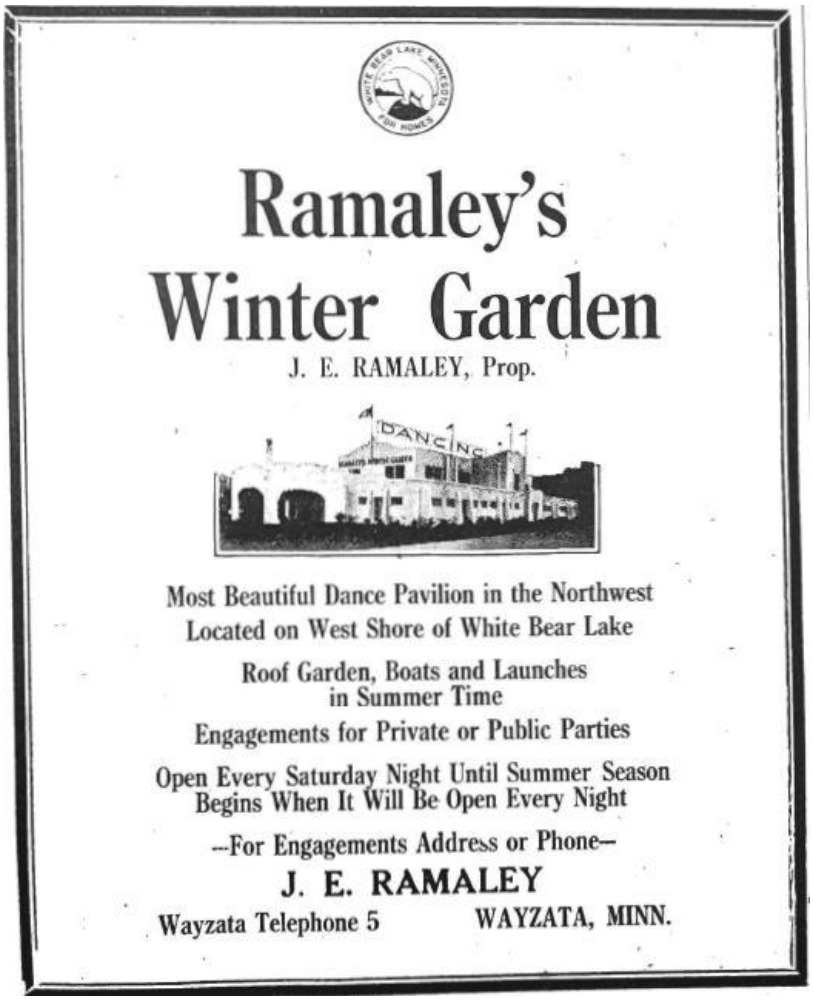

Figure 6. 1927 advertisement for Ramaley's Winter Garden featuring the image of a bear (top) at the center of a seal with the words, "White Bear Lake, Minnesota for Homes."[763]

In the course of research, little information was found regarding Larson's reasoning for advertising his Chevrolet dealership with a giant fiberglass bear. This research included searching online newspaper archives and querying the White Bear Lake Historical Society and the Walser Polar Chevrolet dealership. The only source found was a 1965 film, sponsored by Polar Chevrolet, that was made to celebrate White Bear Lake's "All-America City" award. In a brief interview with Larson during the film, he describes the bear and implies that it was built solely as an advertisement for the business even though, as the interviewer notes, it had also become an unofficial mascot for the city.[764]

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[762] "Views in the News," *Signs of the Times*, 1965, https://www.flickr.com/photos/60585948@N00/402136113/in/photostream/; Chuck Haga, "Aaron Ruvelson, 100, Dies; He Beat Cancer Twice," *Star Tribune*, March 14, 2000, B6.

[763] "Ramaley's Winter Garden Advertisement."

[764] WCCO Television Video Tape Productions, *White Bear Lake: All-America City*.

Shumaker, the artist Larson contracted to design and build the bear for Polar Chevrolet, was well known locally as a parade float designer. In the 1950s and 1960s, his floats were featured heavily in the two largest parades in the Twin Cities: the Minneapolis Aquatennial Parade and the St. Paul Winter Carnival Parade.[765] In 1966, the Winter Carnival Parade torchlight parade was cancelled because Shumaker's shop burned to the ground, destroying most of the parade floats. The fire precipitated Shumaker's move from Minneapolis to Roseville.[766] The 1966 warehouse at 1900 County Road C in Roseville where Shumaker continued to design and build floats appears to be extant.[767]

In addition to floats, which Shumaker designed from about 1939 to 1989, he was also known for designing large, usually fiberglass, roadside sculptures that were erected throughout Minnesota.[768] Art historian Moira F. Harris notes that Shumaker was skilled in scaling-up small commercial and cartoon characters, figures, and emblems for his floats, a skill that transferred easily to building roadside sculptures.[769] These sculptures, more folk art than fine art, are referred to as roadside colossi. Shumaker appears to have built colossi in Minnesota for about 12 years. His earliest known sculpture was Smokey the Bear, which was constructed in International Falls in 1954.[770] The Pioneer Woman at the Minnesota State Fairgrounds was built four years later in 1958.[771] The Polar Chevrolet Bear, officially known as Paul R. Bear, was built in 1964.[772] Later known sculptures included Big Ole the Viking in Alexandria (1965), Fairchild the Gopher (1966) on the Minnesota State Fairgrounds, and the Bluegill in Orr (build date unknown).[773]

Shumaker designed and built the Polar Chevrolet Bear in 1964 at a cost of $25,000. Since then, the bear has become a symbol not only of the dealership, but of the city of White Bear Lake. As discussed above, the Polar Chevrolet Bear was noted to be an unofficial mascot of the city as early as 1965.[774] This understanding of Shumaker's sculpture continues into the present. According to a 2003 newspaper article, for instance, city residents see the Polar Chevrolet Bear as "an icon, a celebrity, as much a part of White Bear Lake as the Paul Bunyan statue is a part of Brainerd."[775]

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[765] "One-Float Parade," *Minneapolis Tribune*, May 6, 1966, 11; "Parades Are Their Business All Year," *Minneapolis Tribune*, July 12, 1959, W5; Chuck Haga, "Gordon Shumaker, 'master of Fantasy on Wheels,' Dies," *Start Tribune*, January 15, 2000, B9.

[766] "17 Floats Burned, St. Paul Cancels Its Night Parade," *Minneapolis Tribune*, January 24, 1966, 1, 9.

[767] Ramsey County, "Ramsey County Assessor Interactive Property Map."

[768] Haga, "Gordon Shumaker, 'master of Fantasy on Wheels,' Dies"; "Bankruptcies," *Star Tribune*, January 15, 2000.

[769] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 66.

[770] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 66, 121.

[771] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 137.

[772] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 139.

[773] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 61, 114, 130, 137; Minnesota State Fair, "Minnesota State Fair Art and Sculpture Tour, 2013," 2013, http://assets.mnstatefair.org/pdf_NOT_IN_USE/brochure_rack/13_Art-Sculpture.pdf.

[774] WCCO Television Video Tape Productions, *White Bear Lake: All-America City*.

[775] Salmen, "A 'beary' Welcome Site."

The dealership's bear has been moved and painted several times. Between 1972 and 1980, the bear was moved from its original location at the edge of the dealership lot near TH 61 to the roof of the dealership building.[776] Then, by 1991, the bear was placed in its current position on a pedestal approximately 10 feet from the front entrance of the dealership building (see Figure 7).[777] The bear has also been repainted several times, including paint jobs that rendered it with clothing (see Figure 8).



Figure 7. Composite image showing the original and current locations of the bear. Note how the bear was originally placed at the edge of the dealership lot near TH 61. It is currently located approximately 10 feet outside the dealership's reconfigured main entrance.[778]

[776] "Aerial Photograph, White Bear Lake, Minn., 1972," *Historic Aerials by NETROnline*, accessed October 24, 2018, historicaerials.com; "Aerial Photograph, White Bear Lake, Minn., 1980," *Historic Aerials by NETROnline*, accessed October 24, 2018, historicaerials.com.

[777] "Aerial Photograph, White Bear Lake, Minn., 1980"; "Aerial Photograph, White Bear Lake, Minn., 1991," *Historic Aerials by NETROnline*, accessed October 24, 2018, historicaerials.com.

[778] Neutkens, "Polar's Birthday Bear: Fifty Is Nifty."



Figure 8. Ca. 2000 image of the Polar Chevrolet Bear/Paul R. Bear with painted-on swim trunks.[779]

Roadside colossi

Roadside colossi are large roadside sculptures generally built to catch the attention of passing motorists. In many cases, colossi were built to promote automobile-based tourism to a given area and represent the symbol of a city or region. Equally common, colossi were also built for commercial purposes as a form of advertising. Colossi tend to be designed and built in a folk-art style as opposed to following styles of fine art sculpture. These sculptures tend to be human or animal forms, although inanimate objects are also represented by colossi. Colossi can be constructed from a variety of materials, although the most common are concrete, fiberglass, and wood. Colossi can either be a one-of-a-kind sculpture or mass produced. Generally speaking, mass produced colossi are used for advertising rather than promoting tourism.

One of the earliest examples of roadside colossi in Minnesota is the Paul Bunyan and Babe the Blue Ox sculpture in Bemidji (see Figure 9). The Bemidji Paul Bunyan colossus is not to be confused with the Brainerd Paul Bunyan colossus discussed above, which was built in 1954. Built in 1937 by the City of Bemidji (with assistance from the Works Progress Administration), Bemidji's Paul and Babe were constructed of concrete as part of the city's Winter Carnival, which was held to promote winter tourism to the city and surrounding region. Initially, Babe the Blue Ox was mobile, traveling to the Saint Paul Winter Carnival and the State Fair before permanently being installed next to the Paul Bunyan sculpture in 1938 (the latter had been built as permanent in 1937). The Paul Bunyan and Babe the Blue Ox colossus was listed in the National Register in 1988 (National Register #88000204).[780] Art historian Karal Ann Marling suggests that Bemidji's Paul Bunyan and Babe the Blue Ox "introduced the roadside

[779] "World's Largest Polar Bear," *World's Largest Things*, accessed October 24, 2018, http://www.worldslargestthings.com/minnesota/polarbear.htm.

[780] National Register of Historic Places, Paul Bunyan and Babe the Blue Ox, Bemidji, Beltrami County, Minnesota, National Register #88000204.

colossus to Minnesota and the Midwest" and was a "prototypical" of the architectural form: it was built to encourage automobile tourism to the area, it was built in a folk-art style, and the characters represented were associated with the surrounding region.[781]



Figure 9. Image of Paul Bunyan and Babe the Blue Ox in Bemidji, Minnesota. Built in 1937 by the City of Bemidji to promote winter tourism to the city, the colossus is one of the earliest examples in Minnesota.[782]

Other roadside colossi of Minnesota, erected to promote tourism and serve as symbols of their respective cities, include the concrete Black Duck (1938) in Black Duck, the fiberglass Crane Lake Voyageur (1958) in Crane Lake, the plate steel Rocky Taconite (1964) in Silver Bay, the "world's largest snowman" (1974) in North Saint Paul, and the wooden Rattvik Horse (1990) in Cambridge.[783] Not all roadside colossi represent humans or animals. For example, the "World's Largest Hockey Stick" (2002) is found in Eveleth, Minnesota, home to the USA Hockey Hall of Fame Museum.[784]

Not all roadside colossi were built for civic or institutional purposes; many, like the Polar Chevrolet Bear, were built as advertisements. The fiberglass Jolly Green Giant (1978) near Blue Earth is another example. The Jolly Green Giant was a figure first developed in 1925 to advertise canned peas

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[781] Karal Ann Marling, *The Colossus of Roads: Myth and Symbol Along the American Highway* (Minneapolis: University of Minnesota Press, 1984), 3, 9.

[782] Ase500, "Paul Bunyan and Babe the Blue Ox Statues in Bemidji," March 28, 2005, Wikimedia.org, https://upload.wikimedia.org/wikipedia/commons/5/57/Paul_Bunyan_and_Babe_statues_Bemidji_Minnesota_full.jpg.

[783] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 59–73; "World's Largest Snowman," *Official North Saint Paul Website*, accessed April 12, 2019, https://www.northstpaul.org/299/Worlds-Largest-Snowman.

[784] "The World's Largest Free Standing Hockey Stick," *City of Eveleth*, accessed February 20, 2019, https://www.evelethmn.com/?SEC=C964B902-7165-4A27-8AD3-EB5627608A89.

packaged by the Minnesota Valley Canning Company.[785] While both the Polar Chevrolet Bear and the Jolly Green Giant were one-of-a-kind sculptures, other roadside colossi used for advertisement were mass produced. So-called Muffler Men and Uniroyal Gals, for example, were fiberglass colossi built by the International Fiberglass Company between 1963 and 1974 and installed across the county. The colossi were constructed from molds and stood 18 to 25 feet tall. The standard Muffler Man, which was so-named because they were often used to advertise mufflers, had arms bent at the elbow with the right hand turned up and the left hand turned down, although different arm and leg configurations were available. The standard arm configuration allowed the Muffler Men to hold, among other things, mufflers. Different heads and paint jobs on the standard form yielded different characters, including Paul Bunyans, pirates, Indians, cowboys, and football players (see Figure 10). Uniroyal Gals, which like the Muffler Men were often used to sell Uniroyal tires, usually had right hands at the hip and left hands in the air (see Figure 11). Again, different arm, leg, and head combinations created different configurations and characters.[786] The Roadside America website identifies six Muffler Men in Minnesota in the 1990s, although only two are extant (Nanabozho in Bemidji and Chief Wenonga in Battle Lake). No Uniroyal Gals appear to be extant in Minnesota.[787]



Figures 10 and 11. Examples of Muffler Men and Uniroyal Gals. This Muffler Man (left) is a cowboy

[785] Marling, *The Colossus of Roads: Myth and Symbol Along the American Highway*, 5.

[786] Brian Butko and Butko, Sarah, *Roadside Giants* (Mechanicsburg, Penn.: Stackpole Books, n.d.), 15–19.

[787] "Muffler Men Tracking Chart," *Roadside America*, 2019 1996, https://www.roadsideamerica.com/muffler/trackim.html#mn; "Muffler Men Interactive Map," *Roadside America*, 2019 1996, https://www.roadsideamerica.com/map/theme/86; "Giant Women: The Uniroyal Gal," *Roadside America*, n.d., https://www.roadsideamerica.com/story/36531.

advertisement for the Fort Rockvale Restaurant and Casino in Joliet, Montana.[788] *This Uniroyal Gal is advertising a café in Blackfoot, Idaho.*[789] *Note the standard configuration of the hands.*

Like the Polar Chevrolet Bear, the Mid-State Auto Mall in Ham Lake used a sculpture (a Muffler Man, nonextant) to advertise the dealership until 2003.[790] In the postwar decades, using roadside colossi or other large signage or distinctive building architecture was typical of businesses, like auto dealerships, located on major highways. Before World War II, auto dealerships were often located in town centers and auto showrooms were found in existing commercial blocks or in purpose-built buildings that mimicked the construction of existing pre-World War II commercial blocks. In the 1950s and early 1960s, the roadside was seen as a showroom that had to attract the attention of passing motorists. Colossi, large signage, or highly visible architectural elements were built to accomplish this.[791] In the Twin Cities metro area, for example, Wally McCarthy purchased an automobile dealership at 1900 West 78th Street in Richfield (nonextant, HE-RFC-068). Soon after, he added a large sign in the two-dimensional shape of a circus tent and similar architectural details to the building and lot to draw the attention of motorists on the newly constructed Interstate Highway 494.[792] By the 1970s, the presence of such sculptures, signage, and architecture led critics to condemn major highway corridors as visually polluted.[793] McCarthy's dealership was deemed a blight in the 2000s and razed for the construction of the Best Buy campus.[794]

Art historian Moira F. Harris has identified three general trends in the type of material used to build roadside colossi in Minnesota. Starting in the 1930s, according to Harris, concrete was the primary building material because it was cheap, widely available, and easy to use. In these early sculptures cement would be plastered onto a wire framework before being painted, thus bringing the sculpture to life. Fiberglass was first invented in the 1930s but was largely used for military applications until after World War II. In the postwar years, boat builders began to use the lightweight but durable material and roadside sculptors followed suit. Larger fiberglass colossi tend to be built in the same manner as concrete sculptures, with fiberglass applied over a metal frame. Smaller sculptures could be cast from a mold or multiple molds, which would then be bolted together. According to Harris, Shumaker was one of the early adopters of fiberglass for the construction of roadside colossi, starting in 1954 with Smokey

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[788] Leonard J. DeFrancisci, *Casino Dude Muffler Man*, June 23, 2013, Wikimedia.org, https://commons.wikimedia.org/wiki/File:Casino_Dude_Muffler_Man_(Rockvale,_Montana)_001.jpg.

[789] "Uniroyal Gal - Picture of Martha's Cafe," *Trip Advisor*, August 19, 2016, https://www.tripadvisor.com/LocationPhotoDirectLink-g35390-d513753-i211403471-Martha_s_Cafe-Blackfoot_Idaho.html.

[790] "Muffler Men Tracking Chart."

[791] Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1995), 75–93.

[792] BRW, Inc., *Phase I Architectural Resources Investigations for the Best Buy Campus* (City of Richfield, August 2000).

[793] Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, 58–73.

[794] Phil Davies, "Condemned Prosperity," *Fedgazette: Regional Business and Economic News*, March 1, 2006, https://www.minneapolisfed.org/publications/fedgazette/condemned-prosperity.

the Bear in International Falls. The third trend identified by Harris begins in the 1970s. During this decade, the trend of carving wood sculptures with a chainsaw spread from the Pacific Northwest to Minnesota and gave rise to a new construction method for roadside colossi.[795]

Evaluation

The Polar Chevrolet Bear/Paul R. Bear was evaluated for the National Register under *Criteria A, B*, *C*, and *D*. This evaluation is for the Polar Chevrolet Bear/Paul R. Bear alone and not the associated Polar Chevrolet dealership (RA-WBC-0160), which was surveyed separately as part of the Rush Line BRT project and determined not to warrant further evaluation due to lack of integrity.

Criterion A

To be eligible under *Criterion A: Event* in the area of History, a resource must be associated in an important way to a significant historic event or broad pattern in history. The subject property was evaluated within the context of suburban development in and around the city of White Bear Lake and within the context of postwar commercial roadside advertising, particularly as it pertains to automobile dealerships.

The Polar Chevrolet Bear/Paul R. Bear was built in 1964 as part of the Polar Chevrolet dealership, which was also constructed in 1964. The dealership began, as did others, in downtown White Bear Lake. In the early 1950s, TH 61 was realigned and converted into a four-lane divided highway. This project helped spur suburban residential development south of downtown White Bear Lake in formerly underdeveloped White Bear Lake Township. In 1958, this area was incorporated into the city of White Bear Lake.

Starting in 1956, a number of auto dealerships, including Polar Chevrolet, opened along this stretch of TH 61. This shift of automobile dealerships from downtown centers to suburban highway corridors was not unique to White Bear Lake and occurred in many locations undergoing postwar suburban development. While a number of postwar automobile dealerships are located along TH 61, they are separated by infill development and the majority have been substantially altered and have modern appearances. Therefore, there is not a cohesive collection of postwar-era automobile dealerships that could be considered as a potential historic district.

The Polar Chevrolet Bear/Paul R. Bear was also part of a larger trend of commercial roadside advertising in the postwar decades. In the 1950s and 1960s, highway corridors in newly developed suburban areas became the focus of large, highly visible forms of commercial advertising intended to capture the attention of passing motorists. This type of advertising was commonly part of auto dealerships and similar businesses. The Wally McCarthy circus sign or mass-produced roadside colossi like Muffler Men and Uniroyal Gals are examples of this trend. The roadside colossus, Polar Chevrolet Bear/Paul R. Bear, is also an example of this trend as it was built in 1964 to advertise the Polar Chevrolet automobile dealership.

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[795] Harris, *Monumental Minnesota: A Guide to Outdoor Sculpture*, 64-66 ,76.

Polar Chevrolet Bear/Paul R. Bear is recommended eligible for the National Register under *Criterion A* as an example of the trend in postwar roadside commercial advertising.

Criterion B

To be eligible under *Criterion B: Significant Person*, a resource must be associated with a person who made a significant contribution in the history of White Bear Lake.

The Polar Chevrolet Bear/Paul R. Bear is most closely associated with Russell ("Russ") Larson, who was the owner of the dealership starting in 1963 and responsible for hiring Gordon Shumaker to design and construct the bear.

Research revealed very little about Larson, who was born in 1931 and died in 2001. He owned an automobile dealership in the northern Minnesota city of Aurora prior to purchasing the subject dealership in 1963. A 1965 film, sponsored by Polar Chevrolet and produced to mark White Bear Lake's "All-America City" award, indicates that Larson did play some role in the business and community history of White Bear Lake. However, sources consulted, including the film and newspaper articles, did not suggest that Larson's efforts were significant in the commercial or community development of White Bear Lake. Likewise, the Polar Chevrolet Bear/Paul R. Bear does not appear to have played an important role in city booster activities. The 1965 film states that Larson built the bear solely for advertising purposes and that the its construction was not related to any civic organizations or city booster activities Larson may have been part of. In this way, his activities surrounding the construction of the bear do not appear to have made a significant contribution to the history of White Bear Lake. As such, the Polar Chevrolet Bear/Paul R. Bear is recommended not eligible under *Criterion B: Significant Person*.

Criterion C

To be eligible under *Criterion C: Architecture*, a resource must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction.

The Polar Chevrolet Bear/Paul R. Bear was designed and built by Gordon Shumaker in 1964. Shumaker was well known locally as a designer of parade floats and skilled at scaling-up small commercial or cartoon figures and emblems. Shumaker also designed and built roadside colossi, starting in 1954 with the Smokey the Bear sculpture in International Falls, Minnesota. Noted as an early adopter of fiberglass for colossi construction, Shumaker is known to have built six colossi across Minnesota, between 1954 and 1966. As a float-builder, Shumaker's work, which was intended to be ephemeral and no floats are known to be extant, would be best associated with his warehouse in Roseville (extant) where he constructed floats after his Minneapolis warehouse burned in 1966. As a builder of roadside colossi, Shumaker would be associated with the colossi themselves. Of the colossi Shumaker is known to have designed and built, the bear is the only one not built for civic or institutional (the State Fair) purposes.

In Minnesota, the trend of building roadside colossi to encourage automobile tourism began in the 1930s with the construction of Paul Bunyan and Babe the Blue Ox in Bemidji. Colossi tended to represent a town or region through human or animal figures or, less frequently, inanimate objects. These figures tended to be rendered in a folk-art style rather than a fine art style. A similar folk-art style was used for colossi as advertisements as well. In many cases, roadside colossi used by automobile dealerships and other roadside commercial entities to catch the attention of passing motorists were mass produced, as in the example of Muffler Men and Uniroyal Gals. Less often, colossi were one-of-a-kind sculptures, as is the case with the Polar Chevrolet Bear/Paul R. Bear.

Early construction of roadside colossi tended to be done with concrete, while fiberglass became a popular material for such sculptures after World War II. Wood colossi carved with chainsaws became popular in the 1970s. The Polar Chevrolet Bear/Paul R. Bear fits within the trend of postwar fiberglass colossi construction.

Shumaker was and is recognized as an accomplished craftsman of float and colossi design and construction, a skilled craftsman at scaling-up small figures or emblems, and an early adopter of fiberglass for colossi construction. The subject property is an example of Shumaker's body of work and is distinct from his other colossi as the only sculpture created for a private business. In this way, the Polar Chevrolet Bear/Paul R. Bear represents the work of a master roadside colossus builder.

Shumaker's fiberglass colossi where built in the 1950s and 1960s, when the trend in colossi construction was shifting from concrete to fiberglass. The Polar Chevrolet Bear/Paul R. Bear was part of this trend. The subject property was designed in a folk-art style and represented the community within which it was built. The Polar Chevrolet Bear/Paul R. Bear was also a postwar, automobile dealership advertisement and was built to be highly visible to passing motorists. In this way, the subject property also represents the type, period, and method of construction for a roadside colossus built for advertising purposes in the 1950s and 1960s.

The Polar Chevrolet Bear/Paul R. Bear is recommended significant under *Criterion C: Architecture* as a work of a master (Gordon Shumaker) and as embodying the distinctive characteristics of type, period, and method of construction for postwar roadside colossi in Minnesota and is recommended eligible for listing in the National Register. The period of significance would be 1964, its date of construction. Because the subject resource has been moved from its original location on the dealership property to another location on the property since its construction, *Criteria Consideration B* applies and is addressed in the integrity discussion.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the Polar Chevrolet Bear/Paul R. Bear does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

The Polar Chevrolet Bear/Paul R. Bear is still part of the car dealership that the colossus was originally built to advertise. The TH 61 corridor of which Larson Polar Chevrolet and its bear are a part was developed primarily in the postwar period. The TH 61 corridor remains a highway corridor with automobile dealerships and other commercial and light industrial properties fronting the highway. The concentration of these properties along the highway has increased since the period of significance (1964), but the character of the transportation corridor remains the same. Because the subject resource remains associated with the car dealership and remains prominently placed along the TH 61 corridor, which itself remains home to car dealerships and other commercial and light industrial properties, the Polar Chevrolet Bear/Paul R. Bear retains integrity of association, setting, and feeling.

Because the Polar Chevrolet Bear/Paul R. Bear has been moved from its original location at the edge of the parking lot, the original pedestal and sign on which the bear sat are no longer extant. The bear itself has been repainted on several occasions, including a period when it was painted wearing various types of clothing. Presently, the bear is painted white, without clothing, to closely match the original paint job. The lighted Chevrolet sign the bear holds between its paws appears original. The small light mounted on one the bear's forepaws does not appear to be original. Sources consulted did not reference any structural changes to the bear's fiberglass shell. The structure of the bear and its original Chevrolet sign are important aspects of the resource's design, workmanship, and materials. The loss of the original pedestal and the addition of a small light, then, are minor alterations. Because the overall structure of the colossus and the sign remain intact, the Polar Chevrolet Bear/Paul R. Bear retains integrity of design, workmanship, and materials.

Because the Polar Chevrolet Bear/Paul R. Bear has been moved from one location on the property to another on two separate occasions, it does not retain integrity of location. Originally, the bear was located on a pedestal further from the building and closer to TH 61. At some point between 1972 and 1980, the bear was moved to the roof of the dealership before it was placed in its current position, on a pedestal approximately 10 feet from the front entrance of the dealership. At both of the subsequent locations, the bear was still located within the dealership property and visible from TH 61.

Because the resource was moved from one location on the property to another after the period of significance (1964), *Criteria Consideration B* applies. The resource is significant primarily under *Criterion C* and, as outlined in Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, to meet *Criteria Consideration B* "moved properties must still have an orientation, setting, and general environment that are comparable to those of the historic location that are compatible with the property's significance."[796] The Polar Chevrolet Bear/Paul R. Bear remains in a prominent, highly visible location on a pedestal near its original site and still on the overall dealership property. The bear remains in the front parking lot of the dealership, adjacent to the TH 61 corridor and continues to serve as an

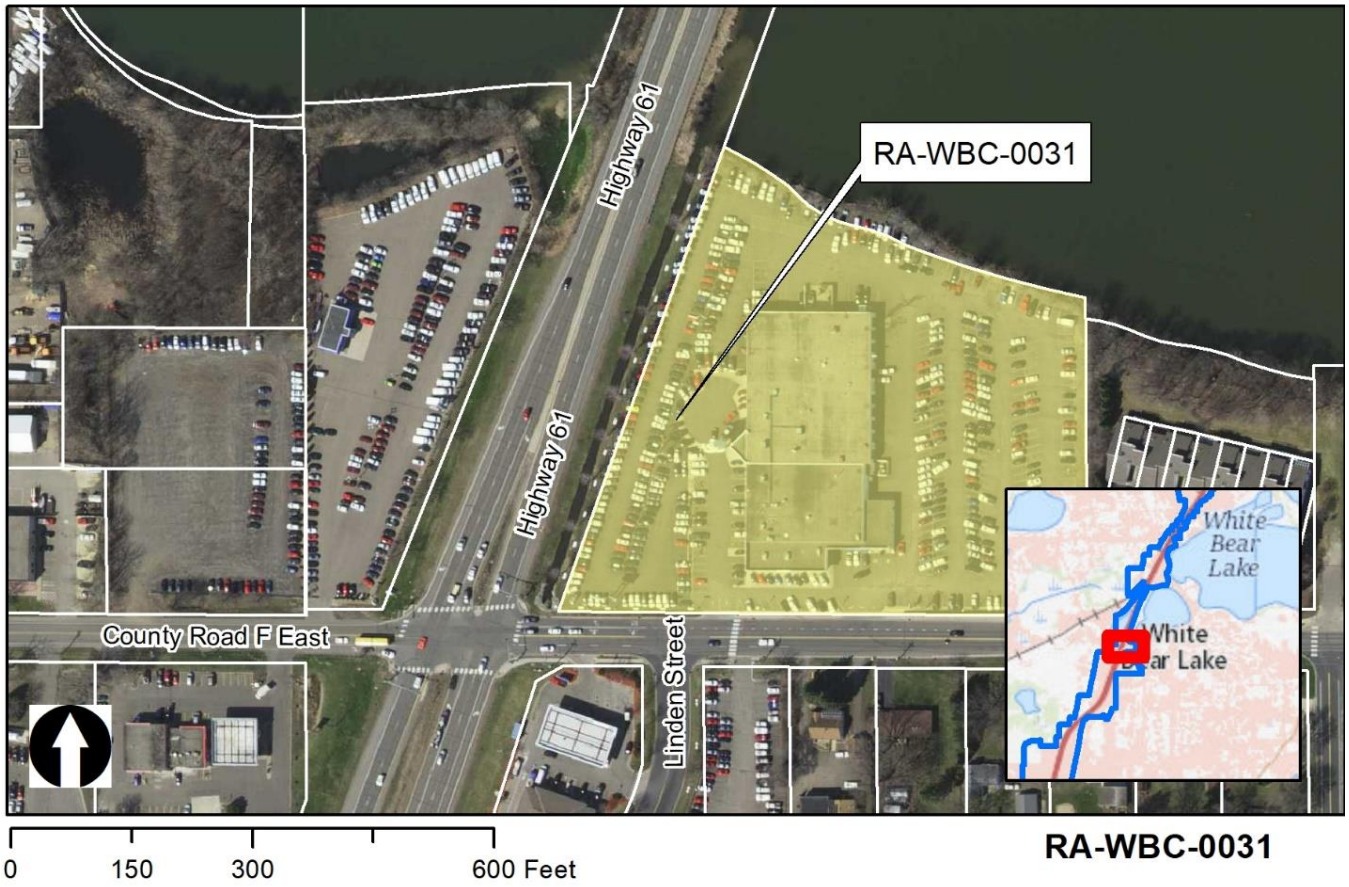
[796] National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, 1990, 30, www.nps.gov/Nr/publications/bulletins/nrb15/.

advertisement for the dealership. In this way, the bear maintains an orientation, setting, and general environment comparable to its original location and its significance. Thus, Polar Chevrolet Bear/Paul R. Bear meets the requirements for *Criteria Consideration B*.

Recommendation

The Polar Chevrolet Bear/Paul R. Bear is recommended eligible for the National Register under *Criterion C: Architecture* and meets the requirements for *Criteria Consideration B*. The period of significance is 1964.

Map


RA-WBC-0031
Highway 61
Highway 61
County Road F East
Linden Street
White Bear Lake
White Bear Lake
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APPENDIX E15. PHASE II EVALUATION: FIRST EVANGELICAL LUTHERAN CHURCH (RA-WBC-0174)

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First Evangelical Lutheran Church

SHPO Inventory Number: RA-WBC-0174
Address: 4000 Linden Drive
City: White Bear Lake

Description

Located within the city of White Bear Lake, the First Evangelical Lutheran Church (now the Community of Grace Lutheran Church) fronts Linden Street on the northwest, which serves as a frontage road for the two-lane, divided Trunk Highway (TH) 61 located to the west. Properties fronting TH 61 are a mix of commercial and light industrial properties, with extensive, post-World War II (postwar), suburban residential development to the east and south. White Bear Lake (the body of water) as well as the prewar city of the same name are located to the north of the subject property.

The church sits on a large parcel at the corner of Linden and Pine Streets. Three driveways on Linden Street provide access to the church property. The driveway closest to the corner of Linden and Pine Streets skirts the southern end of the building and provides access to a large parking lot on the rear (east) side of the building. Two other access points to this parking lot are located on Pine Street. Within this large parking lot, a grass island separates a semi-circle driveway, which passes beneath a port cochere, from the main parking lot. The other two driveways on Linden Street are part of a semi-circle driveway providing access to the front (west) facade of the building. Sidewalks connect building entrances on the south and rear (east) elevations. A ca. 2016 sign is located on the west side of the parcel adjacent to Linden Street and a playground is located at the northeast corner of the building, at the rear of the educational wing of the building.[797] A retention pond is located to the north of the building at the northwestern corner of the parcel and a baseball field is located in the northeastern corner of the parcel, northeast of the playground. The easternmost portions of the parcel are open green space. The retention pond, ballfield, and green space are all historic features of the property and appear on aerial photos from the 1960s.[798]

The church was constructed in three phases. The one-story, center section of the building was constructed between 1958 and 1959; the A-frame sanctuary was constructed in 1963; and the one-story, wrap-around addition located on the side (north and south) and rear (east) elevations was constructed between 1992 and 1993 (see Figures 1 through 3).[799]

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[797] The ca. 2016 sign coincides with the change in the church name, from First Evangelical Lutheran Church to Community of Grace Lutheran Church, which took place in 2016-2017. Community of Grace Lutheran Church, "Our History," *Community of Grace Lutheran Church*, 2018, http://communityofgrace.church/about-us/our-history/; Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial photographs 2015 and 2017.

[798] "Aerial Photograph, White Bear Lake, Minn., 1966."

[799] Community of Grace Lutheran Church, "Our History."



Figure 1. Aerial image of the church showing the original 1959 building (in green), 1963 sanctuary (in red), and 1993 addition (in blue). Base layer is from Google Maps.



Figure 2. Front (west) facade of the First Evangelical Lutheran Church. The 1963 A-frame sanctuary is at center and the one-story 1959 section of the building is located to the left of the sanctuary. Most of the 1993 addition is not visible from the front (west) facade. View facing northeast.

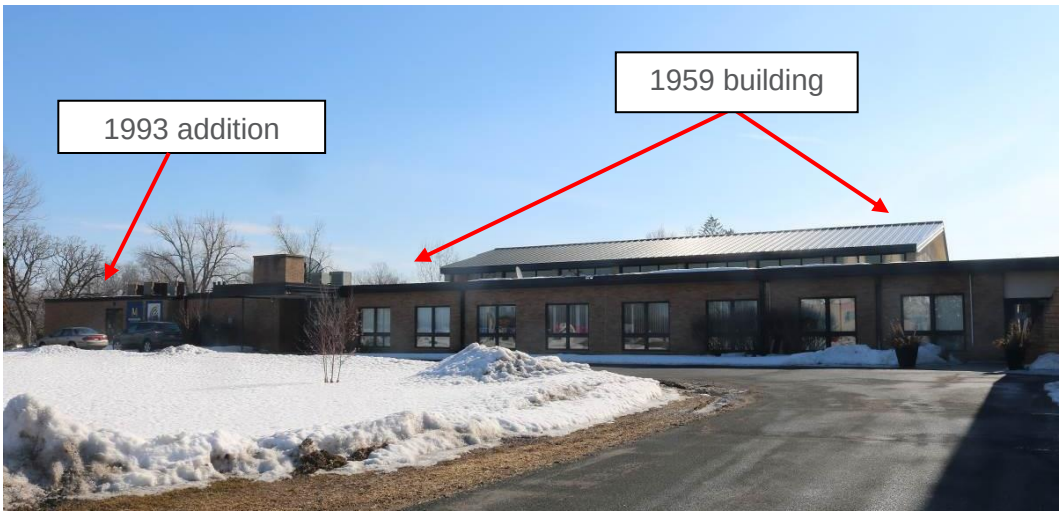

Figure 3. Front (west) facade, north of the 1963 sanctuary, showing the 1959 building at center and a portion of the 1993 addition at left. The addition is located left (north) of the entrance and, now truncated, steeple tower. View facing east.

Exterior

The First Evangelical Lutheran Church is an irregular-plan building with a composite roofing system. Most of the building is covered with a flat roof, but a portion of the building has a shallow-pitch, side-gable roof and the sanctuary has a steep-pitch, A-frame roof. The flat-roof segments of the building have metal coping and the shallow-pitch, side-gable roof is covered in metal. The steep-pitch A-frame roof is covered in asphalt shingles. An abstracted metal belfry is located atop the A-frame roof, at the western end. Most of the building is clad in cream-colored brick while the A-frame sanctuary and other parts of the 1963 unit are clad in similarly colored stone.

The front (west) facade of the building includes the main sanctuary (the 1963 unit) and an education and office wing comprised of the 1959 unit and the 1993 addition.[800] The entrance to the 1959 building has two double glass doors with metal frames and is covered by a flat-roof awning with metal coping, supported by two metal columns, all of which appear original. The remnant of the brick steeple tower that was originally part of the 1959 building is located immediately to the left (north) of the 1959 entrance. The upper portions of the tower have been removed and the tower currently only rises approximately five feet above the roofline (see Figure 4). Eight window openings have paired, two-part windows with metal frames. A row of fixed-unit, single-light, clerestory windows is located between the flat roof and the shallow-pitch gable roof of the 1959 building. The shallow-pitch gable roof and clerestory windows correspond to the original sanctuary space described below. Windows in the 1959 building do not appear to be replacement units. The 1993 addition has an entrance with one set of glass double doors (see Figure 5).

[800] Although the building sits at a slight angle relative the cardinal directions, cardinal directions will be used to describe the building elevations and views facing in the photographs.



Figure 4. Entrance to the 1959 building, view facing north. Note the awning over the entrance and the truncated brick steeple tower.



Figure 5. Image showing the 1993 addition to the north (left) of the 1959 unit (center) and the 1963 sanctuary (right), view facing southeast. Note the glass double doors on the front facade of the 1993 addition. View facing southeast.

The front facade of the 1963 unit is dominated by the gable end of the A-frame sanctuary. The gable end has overhanging eaves and a pronounced prow-like exterior wall comprised of three elements (see Figure 6). A triangular central section, clad in stone from the ground to the peak of the A-frame, juts out from the gable end, set off from two recessed window openings that have panels of multi-light windows. The frames of these window panels appear to be metal and glazing is a dark glass meant to protect the stained-glass panels on the sanctuary's interior (see Figure 7). The third element is an angled stone planter that echoes and emphasizes the prow of the gable end. The top edge of the planter has metal coping. The majority of the A-frame sanctuary includes brick knee walls. The front facade extends the roof to the ground in a straight line with the angled ends of the stone planter (see Figure 8). A single-leaf glass door in a metal frame is located in the space between the 1959 unit and the 1963 sanctuary. A stylized metal belfry is located atop the A-frame roof, near the front facade (see Figure 9).



Figure 6. Front gable of the 1963 A-frame sanctuary, view facing east. Note the three parts that make up the prow-like front gable: the triangular central stone section, two multi-light glass panels, and a triangular stone planter with metal coping.



Figure 7. The multi-light glass panel with metal framing that protects the interior stained-glass window. Two panels are found in the front gable, one on either side of the central stone section. View facing east.



Figure 8. Image of the outer edge of the stone planter that allows the front facade of the A-frame to extend the roof line beyond the knee walls rather than follow the curved line of the interior trusses. View facing southeast.



Figure 9. Image of the abstracted metal belfry atop the A-frame roof. View facing north.

The south elevation has two sections: a western section that was part of the 1963 unit and an eastern section that was part of the 1993 addition. The western section corresponds to the side chapel discussed below. This part of the south elevation is one story, has a flat roof with metal coping, and is clad in a mix of brick and stone (see Figure 10). The eastern section is also one story and has a flat roof with metal coping. The elevation includes two sets of paired, two-part windows with metal frames. A recessed entryway has fixed-unit, single-light windows and two single-leaf, glass doors (see Figure 11).



Figure 10. The western section of the south elevation was part of the 1963 unit and corresponds to the side chapel discussed below. Note the mix of brick and stone cladding. View facing northeast.



Figure 11. The eastern section of the south elevation, part of the 1993 addition. View facing northwest.

The north elevation is comprised entirely of the 1993 addition. At the north end of the building the ground slopes downward, resulting in an exposed basement level. The elevation has a flat roof with metal coping and is clad in brick. Visible window units are paired, two-part, fixed-light units that mirror those on the facade. A triangular bay has large multi-light windows (see Figure 12). Photographs were not obtained for a portion of this elevation as schoolchildren were present during field survey.



Figure 12. North elevation with exposed basement level, view facing east.

The east (rear) elevation is predominantly comprised of the 1993 addition, although a portion of the 1959 unit is also present. It has a flat roof with metal coping and is clad in brick. On the south end are paired, two-unit windows with metal frames. The middle of the elevation is recessed slightly and the wall has a long, contiguous row of single-light, fixed-unit windows (see Figure 13). The northern portion of this elevation, which includes part of the 1959 unit, has paired, two-unit windows with metal frames.

Photographs were not obtained for the northern portion of this elevation as schoolchildren were present during field survey. This elevation is adjacent to the building's main parking lot and, therefore, has the building's main entrance. A large grassy median separates the parking lot from a driveway, and a port cochere extends from the main entrance. It is clad in brick and has a hip roof covered in metal with a small belfry (see Figure 14).



Figure 13. Image of the east (rear) elevation, view facing northwest.



Figure 14. Image of the port cochere adjacent to the entrance. View facing west.

Interior

Access was not granted to the educational wing of the building, which comprises most of the 1959 unit as well as the northern portion of the 1993 unit. As a result, the interior description will focus primarily on the 1959 and 1963 sanctuary spaces.

The main entrance at the rear of the building, which provides access from the main parking lot, opens into a large lobby/fellowship space created as a part of the 1993 unit. This lobby/fellowship space abuts the rear of the 1963 A-frame sanctuary, which maintains its cream-colored brick wall. A long hallway

between the 1963 sanctuary and the 1959 building connects the lobby/fellowship space to an entrance created with the addition of the 1963 unit (see Figure 15).

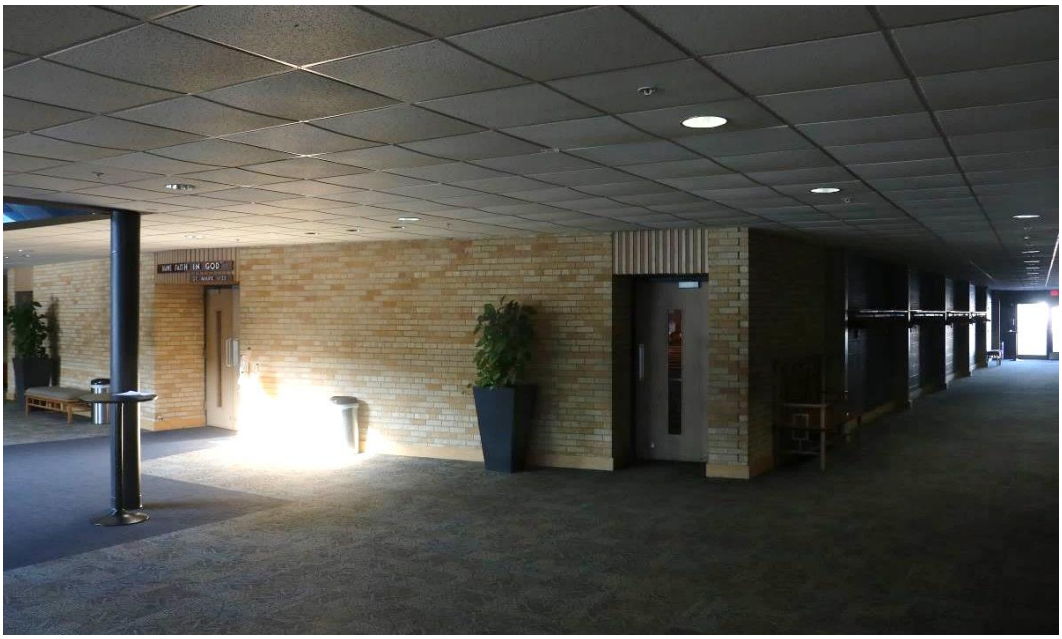

Figure 15. Image showing the rear wall of the 1963 sanctuary as seen from the lobby/fellowship space created by the 1993 unit. The entrance at left is a part of the 1963 unit, which created a hallway between the 1963 sanctuary and the 1959 building (just out of the frame at left).

The hallway between the 1963 sanctuary and the 1959 building provides access to the original sanctuary space. This sanctuary is an open, rectangular space and has a ceiling with exposed, shallow-pitch laminated trusses. Wood, tongue-and-groove cladding is located between the trusses. A row of clerestory window openings appear to have fixed, single-pane, metal units. Historically, the sanctuary was oriented longitudinally, with the alter at the southern end of the room (see Figure 16). Currently, the space is oriented crosswise with a small stage and a bump-out located at the center of the west wall. Historic photographs are limited, but the altar area and pews have been removed, and wall cladding may also have been altered. For example, the acoustic tiles currently mounted on walls (see Figure 17) do not appear in historic photographs. The space is currently used for contemporary worship services and as an all-purpose social space.



Figure 16. Ca. 1959 image of the original sanctuary space, view facing south.[801]



Figure 17. 1959 original sanctuary space, view facing north. Note the small stage and bump out on the west wall. Also note the acoustic tiles mounted on the north and east walls.

[801] Carleton Rust, "Unit One Sanctuary, First Evangelical Lutheran Church, ca.1960," n.d., First Lutheran Church, White Bear Lake File, White Bear Lake Area Historical Society, White Bear Lake, Minn.

The 1963 sanctuary is an A-frame with knee walls. The A-frame trusses are constructed of laminated wood and span the entire length of the roof and knee walls, from ceiling peak to the floor (see Figure 18) The trusses are curved at the bottom and are components of the brick knee walls, making the sanctuary a true A-frame. The interior of the roof is clad in tongue-and-groove planking and walls are clad in brick (see Figures 18 and 19). A catwalk of laminated wood suspends from the peak of the ceiling. Access to the catwalk is located on the west wall and reached via a panel behind the altar area platform (discussed below),[802] Lights placed on top of the catwalk provide the sanctuary with indirect lighting and recessed lighting is mounted on the underside of the catwalk. Speakers and fans also suspend from the underside of the catwalk. Panels clad in beadboard are mounted horizontally between the beams at the top of the knee walls and indirect lighting has been placed behind them (see Figure 20).



Figure 18. 1963 A-frame sanctuary, view facing west. Note how the curved laminated trusses extend from the peak of the ceiling to the floor. Also note the catwalk that spans the length of the sanctuary. Access to the catwalk is located on the west wall behind the central panel of the altar area platform.

[802] Paul Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn., March 18, 2019.

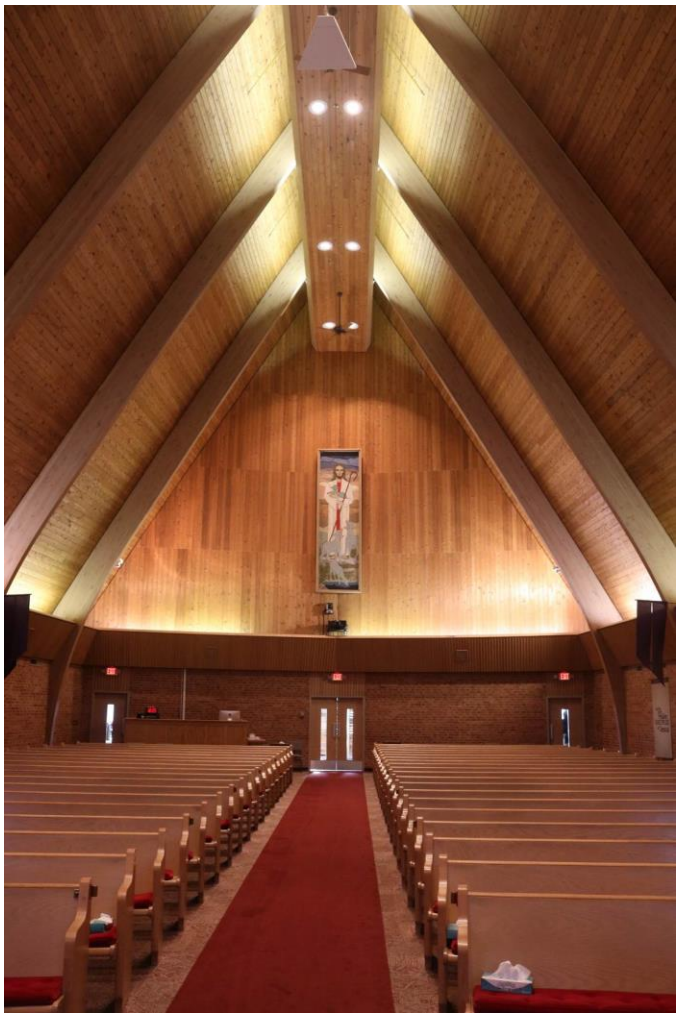

Figure 19. 1963 A-frame sanctuary, view facing east. The doors open onto the lobby/fellowship space described above. Note the catwalk that extends to the rear (east) wall.

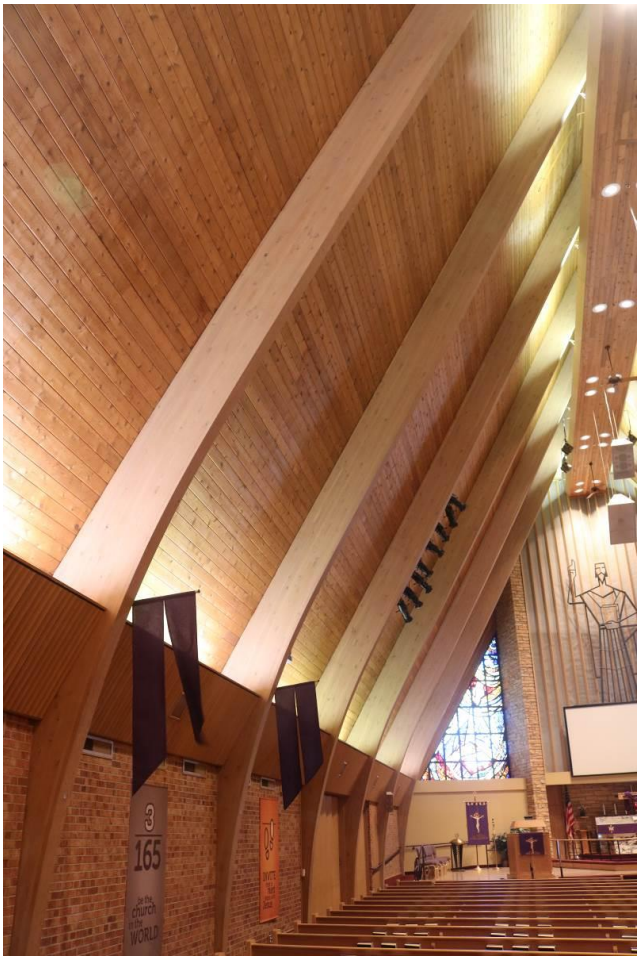

Figure 20. Image showing beadboard panels between the laminated trusses at the top of the brick knee walls.

The altar area is located at the west end of the sanctuary, opposite the main entrance at the rear of the space from the lobby/fellowship area. The altar is on a platform approximately two feet high and accessed by steps placed at the front. A wide set of steps corresponds with the central aisle, while a narrower set corresponds with the right (north) aisle and a ramp corresponds with the left (south) aisle. The altar itself is located at the center rear of the platform in a recessed area clad in stone and wood. A low railing and kneelers separate the altar proper from the rest of the platform (see Figure 21). The main pulpit is located at the front left of the platform while a smaller podium, organ, and choir area are located on the right side of the platform. According to facilities manager Paul Wetterling, the alter area was modified in the 1990s.[803] This was confirmed by a historic photograph, which appears to show the choir area at the right of the stage at ground level or recessed into a platform (see Figure 22).

[803] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.



Figure 21. Image showing the altar placed in a recessed area at the center of the altar area platform and separated from the latter by a low railing and kneelers. Note the choir area at the right rear of the altar area platform.

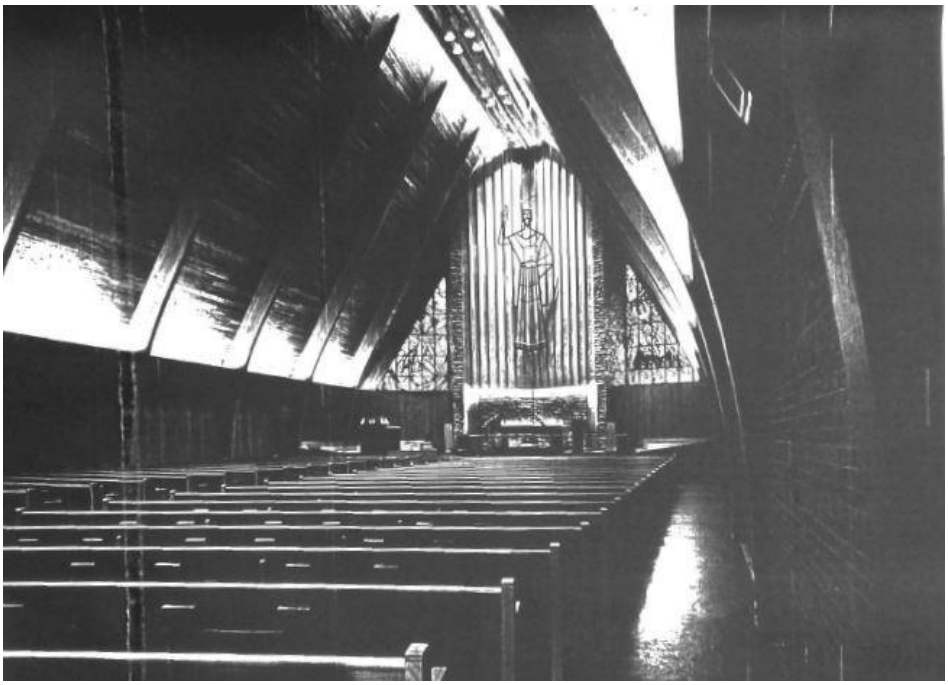

Figure 22. Ca. 1963 image of the sanctuary. Note the original configuration of the choir area at the front right of the sanctuary, which appears to have originally been at ground level or recessed into the altar area platform.[804]

The west wall behind the altar area is dominated by three pieces of artwork. The central portion of the wall is flanked by stone-clad columns that extend from the altar area platform to the ceiling. The columns frame the large, metal, abstracted sculpture of Christ the King (see Figure 23). Archival research at the White Bear Lake Area Historical Society and inquiries during field survey did not reveal

[804] Carleton Rust, "Unit Two Sanctuary, First Evangelical Lutheran Church, ca.1963," n.d., First Lutheran Church, White Bear Lake File, White Bear Lake Area Historical Society, White Bear Lake, Minn.

the name of the artist. Behind the sculpture, vertical wood slats hold a screen of canvas or cloth material in place. The church organ pipes are located behind this screen.[805] A review of historic photographs indicates that the projector screen at the foot of the sculpture is a more recent addition (see Figure 22 above). On either side of the central portion of the wall are stained-glass windows. As with the sculpture, these windows are done in an abstracted rather than realist style. The panel on the left depicts the religious tenet of the divine word of God, with the hand of God creating or blessing a bible (see Figure 24). The panel on the right depicts the Holy Spirit as a dove (see Figure 25).



Figure 23. Ca. 1963 metal Christ the King sculpture above the altar on the west wall. Note the abstracted style of the sculpture.

[805] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.

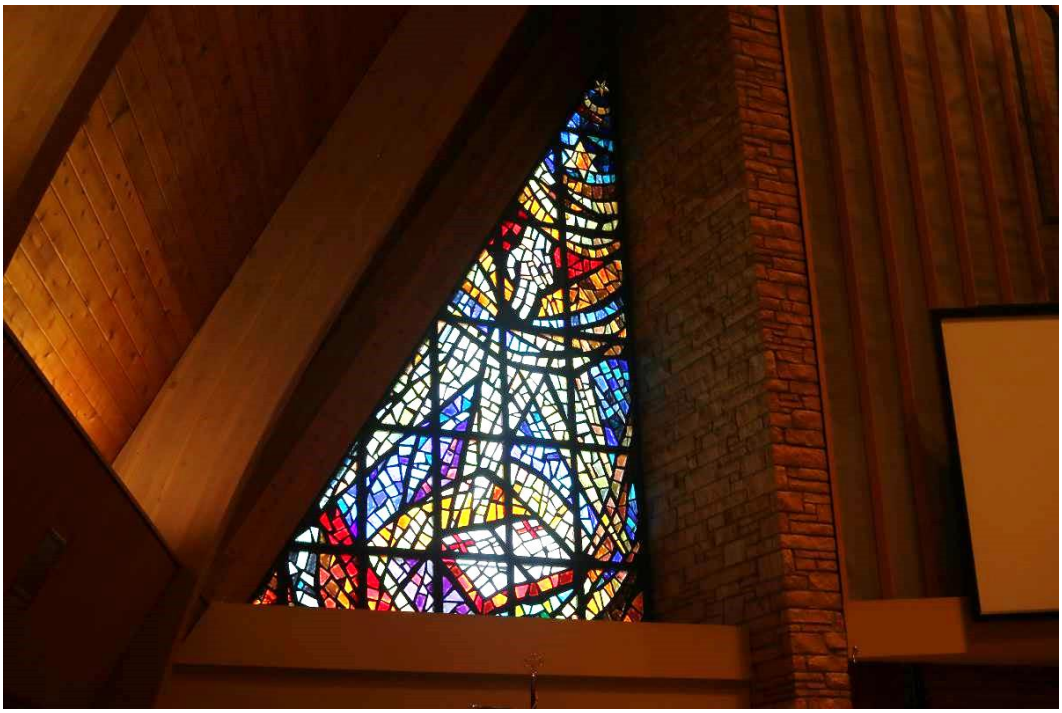

Figure 24. Ca. 1963 stained-glass window on the left side of the west wall. Note the abstracted style and the depiction of the religious tenet of the divine word of God.

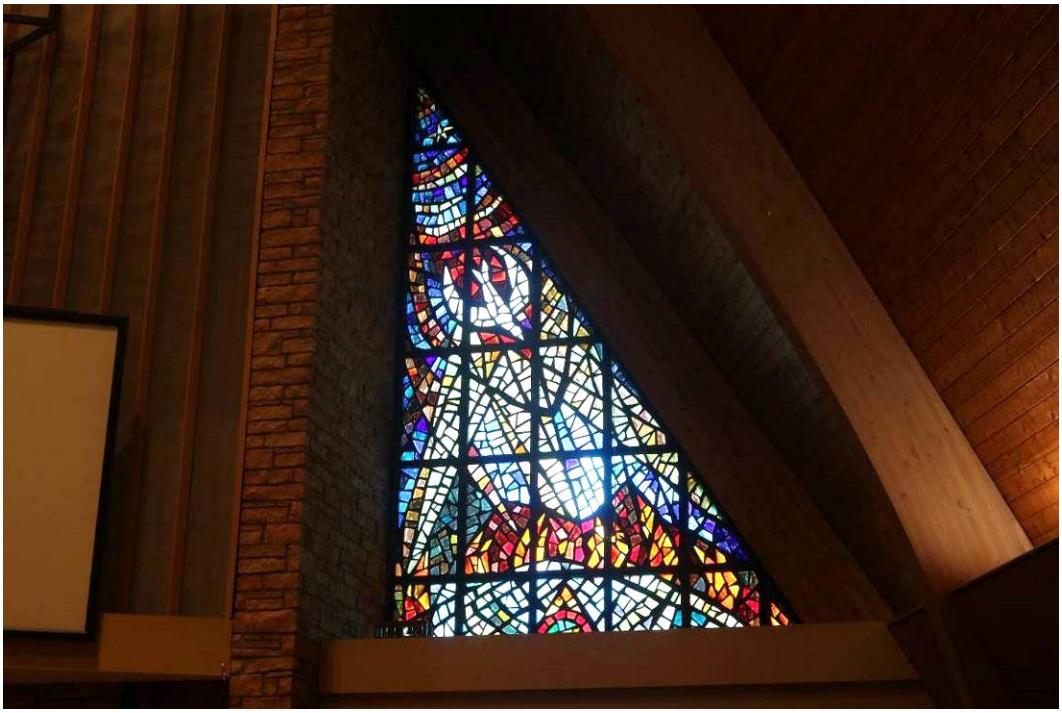

Figure 25. Ca.1963 stained-glass window on the right side of the west wall. Note the abstracted style and the depiction of the Holy Spirit.

The entryway to a small chapel is located on the south wall, just in front of the altar platform. The entryway is comprised of two large openings separated by a central column. Doors are accordion-style sliding units (see Figure 26). The chapel altar is located on the south, exterior wall, which is clad in stone. The altar area is separated by a railing and kneelers and has three small, stained-glass panels mounted in wood cases. At the time of field survey, pews were oriented away from the chapel altar and toward the main sanctuary (see Figure 27). The chapel is used for smaller worship events and as overflow space for the main sanctuary.[806] Historic photographs of the chapel were not available.

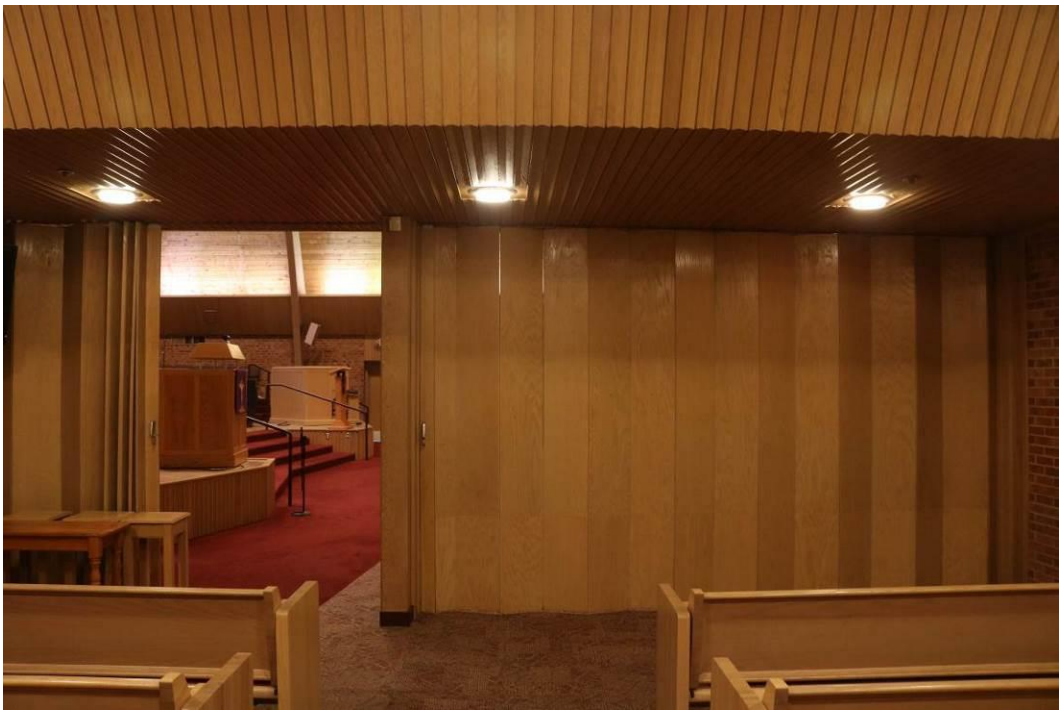

Figure 26. Entryway to the small chapel adjacent to the main sanctuary, view facing north back into the main sanctuary. Note the location relative to the altar platform of the main sanctuary and the accordion-style sliding doors.

[806] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.

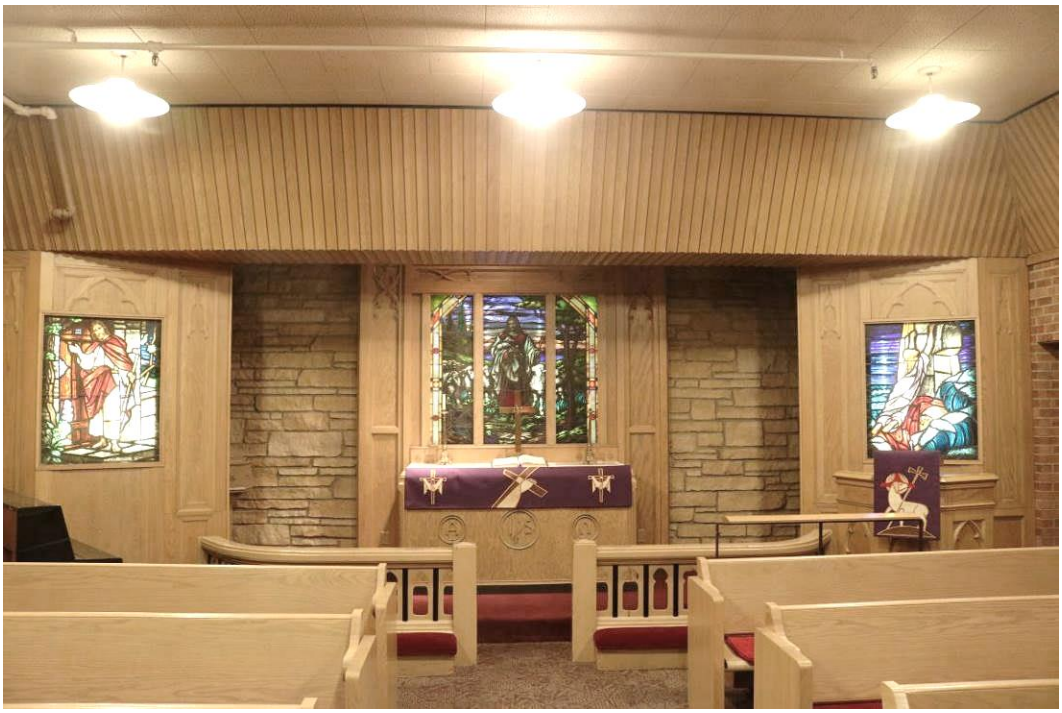

Figure 27. Altar of the small chapel adjacent to the main sanctuary.

Based on historic photographs and interviews conducted during field survey, alterations to the main sanctuary appear minimal.[807] In addition to the 1990s alterations to the altar area platform discussed above, a number of speakers and ceiling fans appear to have been mounted to the underside of the catwalk and a series of spotlights appear to have been added to two laminated trusses, one on either side of the sanctuary. Additionally, reflections in the historic sanctuary photograph (see Figure 22) suggest that the original floors were uncarpeted. Floors throughout the sanctuary and side chapel are currently carpeted. Interviews suggest that the pews in the main sanctuary may have been replaced, but the ca. 1963 photograph (see Figure 22) suggests that the original pews remain in place.

History

White Bear Lake

Euro-American settlement in the area of what is now the city of White Bear Lake began in earnest in the 1850s, although the land was formerly home to the Ojibwe and Dakota people. In the summer of 1851, the first road between the village of White Bear Lake and Saint Paul was constructed and the first hotel followed in 1853. As a result, White Bear Lake quickly became an early destination for picnickers and vacationers drawn to the lake for its picturesque scenery and the relief the lakeside offered from the summer heat of Saint Paul and other cities. It also served as a destination for those who suffered from pulmonary diseases like tuberculosis or hay fever and could afford to follow the popular advice of nineteenth-century doctors and leave the polluted city for fresh countryside air.[808]

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[807] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.; Rust, "Unit Two Sanctuary, First Evangelical Lutheran Church, ca.1963."

[808] Woolworth, *The White Bear Lake Story*, 13–18.

Settlement of the village and its popularity as a vacation destination expanded after 1868, when the Lake Superior and Mississippi (LS&M) Railroad connected Saint Paul and White Bear Lake (the line would be extended to Duluth by 1870). Throughout the 1870s and 1880s, numerous hotels and private cottages were constructed near the village on the west side of the lake.[809] Many of the vacationers were from Saint Paul, and by 1889, the LS&M (the Saint Paul & Duluth Railroad by 1889) added a second track to the line between Saint Paul and the village and ran trains every hour during the peak summer months.[810] By 1904, a streetcar line ran along the southern lakeshore, connecting the village of White Bear Lake to Saint Paul via the Hazel Park-Mahtomedi interurban streetcar line.[811]

The resort community of White Bear Lake began to change dramatically in the 1910s and 1920s. Most of the major resort hotels had burned by 1912.[812] Private cottages and lake houses continued to be a major draw, but the larger resorts were not rebuilt. At the same time, visitors increasingly arrived by automobile rather than train or streetcar.

Automobiles had been traveling the north-south route between Saint Paul and White Bear Lake since at least 1911.[813] By 1919, the route was designated as a State Road.[814] In 1921, the road became part of the newly established Trunk Highway System and was signed TH 1, which ran from Saint Paul to the Canadian Border via White Bear Lake, Duluth, and the North Shore. By 1926, TH 1 between Saint Paul and White Bear Lake was paved in concrete.[815] At this time, concrete pavement was generally reserved for only the most traveled routes in the state. In 1933, TH 1 was renamed TH 61, and the route extended south to La Crescent, along the Mississippi River, through the incorporation of the former TH 3.[816]

In 1952 and 1953, the portion of TH 61 from Larpenteur Avenue (at the border between Saint Paul and Maplewood) to White Bear Lake was converted into a divided highway. At this time, portions of this segment were realigned. One of these realignments occurred just south of White Bear Lake, between

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[809] Woolworth, *The White Bear Lake Story*, 18, 32–39.

[810] Woolworth, *The White Bear Lake Story*, 40.

[811] Diers and Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*, 92, 279.

[812] Research did not indicate how many resorts and/or hotels were present in White Bear Lake. Fires were common occurrences in the late nineteenth and early twentieth centuries, when the use of open flames for heating and/or light was common and most buildings were constructed, at least in part, of wood. Woolworth, *The White Bear Lake Story*, 41.

[813] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[814] Minnesota Highway Department, “1919 Map of Minnesota Showing the Status of Improvement of State Roads.”

[815] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[816] Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934*, 18.

County Road E East and White Bear Lake. Prior to the realignment, TH 61 was routed along the current alignment of Hoffman Road, traveling around Goose Lake, just south of White Bear lake. After 1952-1953, rather than following the present alignment of Hoffman Road, TH 61 was rerouted to the west and traveled along a causeway across Goose Lake.[817] The subject property fronts the frontage road (Linden Street) to the east of this realigned portion of TH 61.

The realignment of TH 61 and its reconstruction as a divided highway helped spur postwar development in the southern portion of White Bear Lake. Before World War II, much of the land between Saint Paul and the village of White Bear Lake was farmland. In the years after the war, however, agricultural lands in the wider White Bear Township were quickly transformed into residential suburbs. In the 1950s, agricultural lands in the wider White Bear Township were quickly transformed into residential suburbs. Near the village of White Bear Lake, residential subdivisions were built in the highest concentrations stretching south from the southern shore of White Bear Lake. In the 1950s, many of these subdivisions were annexed into the city of White Bear Lake, expanding the municipality from roughly two square miles to approximately 16 square miles by 1958.[818]

Congregational history

The history of the congregation currently named Community of Grace Lutheran Church began in 1888, with two separate Lutheran congregations. Following the completion of the LS&M railroad line in 1870, new immigrant groups began settling in White Bear Lake. These immigrants helped nearly double the population of the township, from 647 to 1,135, between 1875 and 1880.[819] In the 1850s and 1860s, immigrants to the White Bear Lake area tended to be English-speaking Protestants from New England, the Old Northwest (Indiana, Ohio, Michigan), or England.[820] Starting in the 1870s, immigrants to the area included more Irish, German, French, and Swedish individuals.[821] These new immigrants tended to be Catholics and Lutherans and built new churches to meet the needs of specific immigrant and religious groups, including native-language services.[822]

To that end, Swedish-speaking Lutherans in White Bear Lake created the Swedish Lutheran Church while German-speaking Lutherans formed the Zion Lutheran Church. Both congregations were established in 1888. The Swedish congregation began with seven families and held its first meetings in the kitchen of the Chateaugay Hotel (nonextant) and private homes before the congregation built a church at the corner of Stewart Avenue and Sixth Street, northeast of downtown White Bear Lake.[823] Construction began in the fall of 1888 and work was undertaken by carpenters and masons who

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[817] TH 61 (XXX-ROD-6) was previously evaluated as not eligible for the National Register.

[818] "2 White Bear Lake Additions Are Illegal," 9A.

[819] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, xiv.

[820] Woolworth, *The White Bear Lake Story*, 18–20.

[821] Woolworth, *The White Bear Lake Story*, 52; June Drenning Holmquist, ed., *They Chose Minnesota: A Survey of the State's Ethnic Groups* (Saint Paul, Minn.: Minnesota Historical Society Press, 1981), 248.

[822] Woolworth, *The White Bear Lake Story*, 52–54.

[823] Community of Grace Lutheran Church, "Our History."

belonged to the church. The building was completed in 1889 (see Figure 28).[824] Similarly, the German congregation of Zion Lutheran began with 13 families and initially met in private homes and, later, at the Webster School every other week, when a pastor from Saint Paul would travel to White Bear Lake to preach.[825] Research from the White Bear Lake Area Historical Society did not reveal the location of the Webster School, which is likely nonextant. In 1891, the congregation built a church building of its own at the corner of Stewart Avenue and Seventh Street, one block north of the Swedish Church.[826] Only the Swedish Lutheran Church is extant.

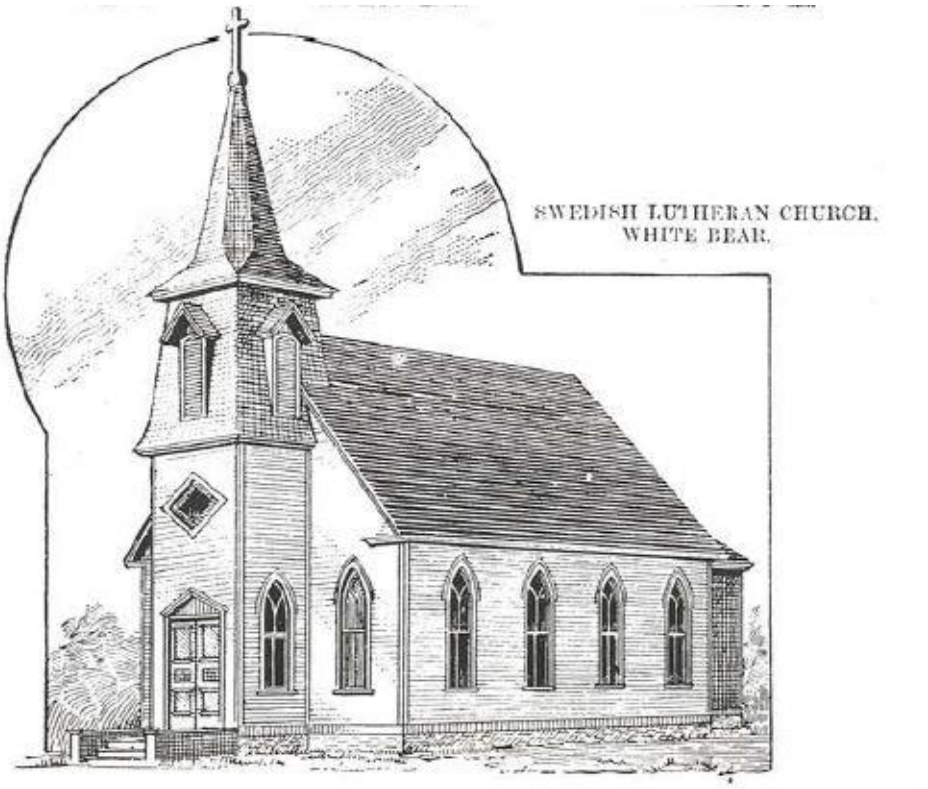

Figure 28. 1890 sketch of the 1889 Swedish Lutheran Church at Stewart Avenue and Sixth Street in downtown White Bear Lake. While heavily altered, the building remains extant.[827]

The families that formed the two Lutheran congregations in 1888 were mostly immigrants who, respectively, spoke Swedish and German as their first language. Successive generations, however, were less likely to be fluent in the languages of their parents and grandparents and were more likely to intermarry with other northern European immigrant groups that settled in the area. As a result, there was less demand for Lutheran services in German or Swedish and greater demand for services in

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[824] "The Churches of White Bear Lake: No. 4 -- The Swedish Lutheran Church," *White Bear Press*, November 1, 1899, White Bear Lake Area Historical Society.

[825] Community of Grace Lutheran Church, "Our History"; "The Churches of White Bear Lake: The German Lutheran Church," December 22, 1899, White Bear Lake Area Historical Society, White Bear Lake, Minn.; "Zion to Celebrate 40th Anniversary," *White Bear Press*, November 15, 1928.

[826] "The Churches of White Bear Lake: The German Lutheran Church."

[827] *All About White Bear Lake: Minnesota's Popular Summer Resort*, 24.

English. Beginning in the late nineteenth century, Lutheran church leaders in the upper Midwest began a concerted effort to provide English-language services to English-speaking parishioners who might otherwise leave the church for other denominations. By the early twentieth century, many previously non-English congregations had begun converting to English-speaking churches.[828]

In White Bear Lake, the Swedish Lutheran Church began providing English services in 1923.[829] At some point between 1923 and 1927 (research at the White Bear Lake Historical Society did not reveal the specific date), the Swedish Lutheran Church transitioned to providing all services in English. The transition coincided with a name change and by 1927, the Swedish Lutheran Church was known alternately as the Faith English Lutheran Church or just Faith Lutheran Church.[830] Two years later, in 1929, the German-speaking Zion Lutheran Church made the same shift to English services. However, rather than having two English-speaking Lutheran churches competing for parishioners in White Bear Lake, the two churches merged. The merged congregation of approximately 200 people worshiped at the old Swedish Lutheran Church and took the new name of First English Evangelical Lutheran Church (alternately known as First English Lutheran or, simply, First Lutheran).[831]

After the 1929 merger, the church continued to grow, and the building at the corner of Stewart Avenue and Sixth Street was expanded and the facade renovated between 1939 and 1940.[832] Following World War II, the congregation continued to grow rapidly and the church once again looked to expand.[833] The growth of the church's membership during this period can be attributed to two larger and interrelated postwar trends: the expansion of suburbs and an increased participation in religious services. Between 1940 and 1960, synagogue and overall Christian church membership nationwide climbed from 64.5 to 114.5 million individuals.[834] Secondary source research did not reveal specific data for Lutheran congregations. The postwar population boom explains some of this increase. However, these numbers also represented an overall increase in the percentage of the population who belonged to churches: from 50 percent in 1940 to 57 percent in 1950 and 63 percent in 1960.[835] Historians and sociologists

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[828] George Henry Trabert, *English Lutheranism in the Northwest* (Philadelphia: General Council Publication House, 1914), http://archive.org/details/englishlutheran00trabgoog.

[829] "History, First Evangelical Lutheran Church Website," 1999 1998, White Bear Lake Area Historical Society, White Bear Lake, Minn.

[830] "Faith Lutheran Church," *White Bear Press*, February 24, 1927, White Bear Lake Area Historical Society.

[831] "Lutheran Churches to Combine Sunday," *White Bear Press*, October 24, 1929; Community of Grace Lutheran Church, "Our History."

[832] "Work on Lutheran Church Addition to Begin August 1st," *White Bear Press*, July 28, 1939, White Bear Lake Area Historical Society; "Lutherans Have a Beautiful Edifice," *White Bear Press*, March 8, 1940, White Bear Lake Area Historical Society.

[833] Community of Grace Lutheran Church, "Our History."

[834] Elaine Tyler May, *Homeward Bound: American Families in the Cold War Era* (New York: Basic Books, 2008), 29.

[835] Andrea C. Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota* (Minnesota Department of Transportation, n.d.), 4; May, *Homeward Bound: American Families in the Cold War Era*, 29.

have offered a number of possible reasons for this postwar increase in church membership. These include the occurrence of the postwar baby boom and the tendency of new parents to become religiously active; the ongoing Cold War and the need of individuals to both address fear of nuclear war and differentiate themselves from “godless Communists”; and the rise of suburban communities and the need to both fit in with neighbors and engage in social activities.[836]

The connection between postwar suburban growth and church attendance can be seen readily in White Bear Lake. As discussed above, residential development in White Bear Lake began to expand southward after World War II, into predominantly agricultural land (see Figures 29 and 30). Between 1950 and 1957, the population of White Bear Lake ballooned from 3,646 to more than 13,000.[837] Most of this growth was located south of the lake and downtown. Generally, residential subdivisions developed first and commercial businesses like supermarkets as well as schools and churches followed as clients, tax bases, and congregations gained critical mass in previously underdeveloped areas. This pattern was followed in the southern portion of White Bear Lake as well.

[836] Gretchen Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), xxiii; May, *Homeward Bound: American Families in the Cold War Era*, 29; Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 4.

[837] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, xvii.

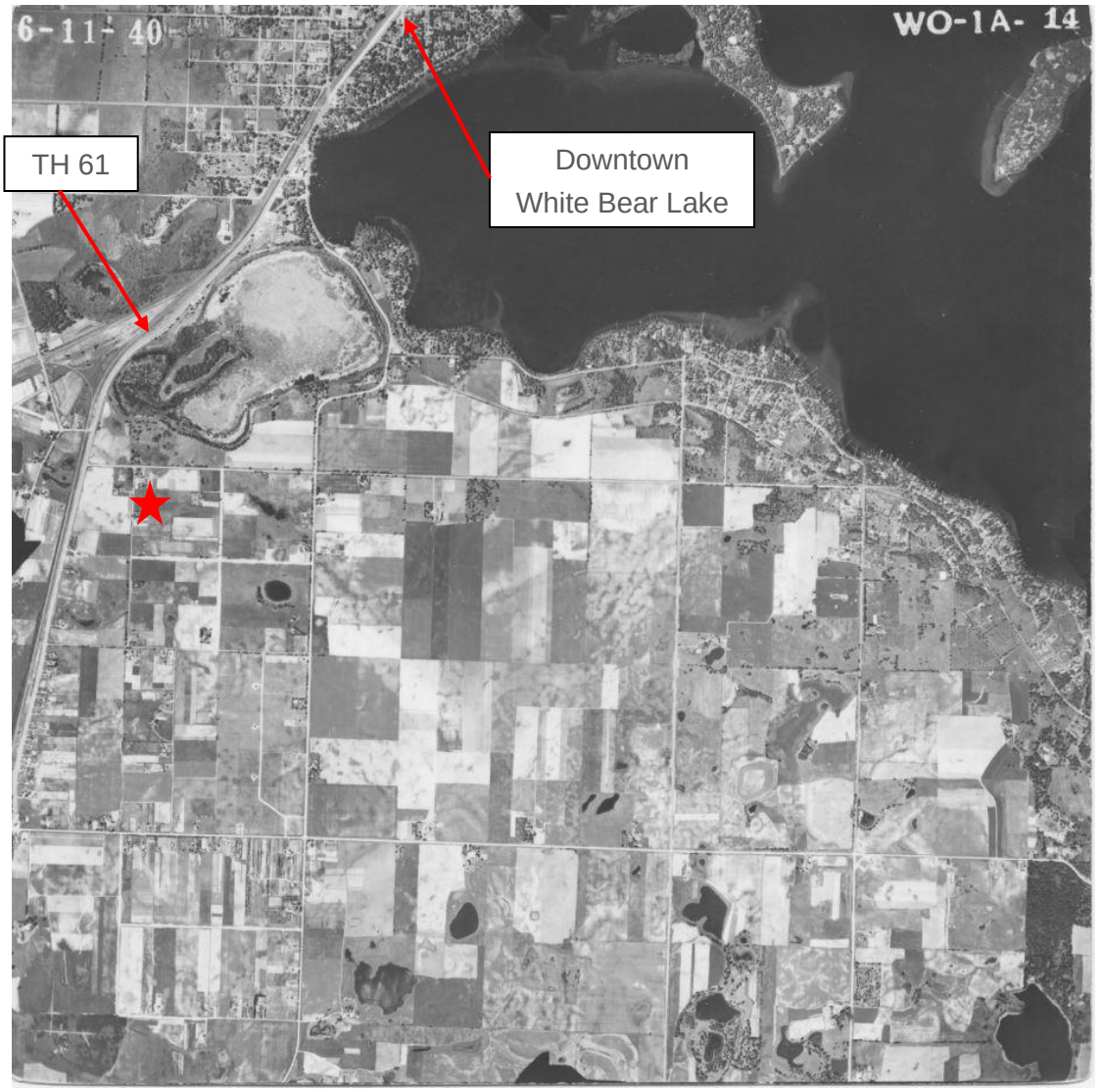

Figure 29. 1940 aerial image of the area south of White Bear Lake. Note the developed areas near downtown White Bear Lake and the prevalence of agricultural land south of the lake. Also note the alignment of TH 61 to the west of Goose Lake. The red star marks the approximate location of the subject church.[838]

[838] "Aerial Photograph, White Bear Lake, Minn., WO-1A-14," June 6, 1940, John R. Borchert Map Library, University of Minnesota.



Figure 30. 1957 aerial image of the area south of White Bear Lake. Note the large amount of residential development south of the lake, in areas that were previously farmland. Also note the realignment of TH 61 to the east and across Goose Lake. The red star marks the approximate location of the subject church.[839]

By 1957, residential development of this area was well underway, as evidenced by aerial photographs taken that year (see Figure 30 above).[840] At the same time, a handful of churches were located, under construction, or planned in the same area. For instance, the Catholic Church of Saint Pius X was built in 1954 one block to the southeast of First Evangelical Lutheran, at the corner of Highland and Cedar Avenues.[841] Further to the southeast, at the corner of Bellaire and Mayfair Avenues, the Parkview United Church of Christ began construction on a church in 1955. The congregation began worshiping in

[839] "Aerial Photograph, White Bear Lake, Minn., CZ-4T-21," October 27, 1957, John R. Borchert Map Library, University of Minnesota.

[840] "Aerial Photograph, White Bear Lake, Minn., CZ-4T-21."

[841] "History," *Church of St. Pius X*, 2015, https://churchofstpiusx.org/history.

the building's basement that same year and completed its sanctuary space in 1958.[842] As discussed in the "Postwar modern churches" section below, both of these churches are extant but have undergone extensive alterations. In 1956, the First Lutheran congregation decided to move its church from its original home near downtown to the newly developed area of White Bear Lake to the south. In March of that year, the congregation purchased 14.5 acres of land adjacent to the newly realigned TH 61. However, construction did not begin on the new church until 1958.[843]

Building construction history

Sometime after the congregation decided to build a new church in 1956, it contracted the Saint Paul architectural firm of Cone and Peterson to draw up plans for the new building. As was common for many rapidly growing but cash-strapped congregations, the church was planned in two phases. The initial phase of construction—dubbed the first unit on the Cone and Peterson plans—was planned and built as a one-story, flat-roof, L-shaped building (see Figure 31). Two perpendicular wings that housed offices, a kitchen, nursery, and classroom space surrounded a central chapel and social hall (see Figure 32). A two-story, rectangular pillar flanked the main entrance and served as a stylized steeple upon which a cross was mounted.[844] Photographs available at the White Bear Lake Historical Society indicate that unit one was built according to these plans (see Figure 33).[845] Two classrooms in the original plans included movable interior walls, which allowed for more flexible use of rooms, a common feature of postwar classrooms.[846] Construction began on unit one in 1958, with a projected cost of $175,000, and was completed in 1959.[847] The construction of unit one provided more than twice the amount of space available at the original church at Stewart and Sixth Avenues.[848]

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[842] "History," *Parkview United Church of Christ*, 2014, http://mnpucc.org/history.

[843] Community of Grace Lutheran Church, "Our History."

[844] Cone and Peterson Architects, "First Unit, First Evangelical Lutheran Church, White Bear Lake, Minn." (Saint Paul, Minn., n.d.), Northwest Architectural Archives, Elmer L. Anderson Library, University of Minnesota, Minneapolis.

[845] Carleton Rust, "Unit One of First Evangelical Lutheran Church, ca.1960," n.d., First Lutheran Church, White Bear Lake File, White Bear Lake Area Historical Society, White Bear Lake, Minn.

[846] Amy F. Ogata, "Building for Learning in Postwar American Elementary Schools," *Journal of the Society of Architectural Historians* 67, no. 4 (December 2008): 568–69; Baker, *A History of School Design and Its Indoor Environmental Standards, 1900 to Today*, 17–18.

[847] "Lutheran Church Site Dedicated," *White Bear Press*, May 22, 1958, White Bear Lake Area Historical Society, White Bear Lake, Minn.; Community of Grace Lutheran Church, "Our History."

[848] "Lutheran Church Site Dedicated."

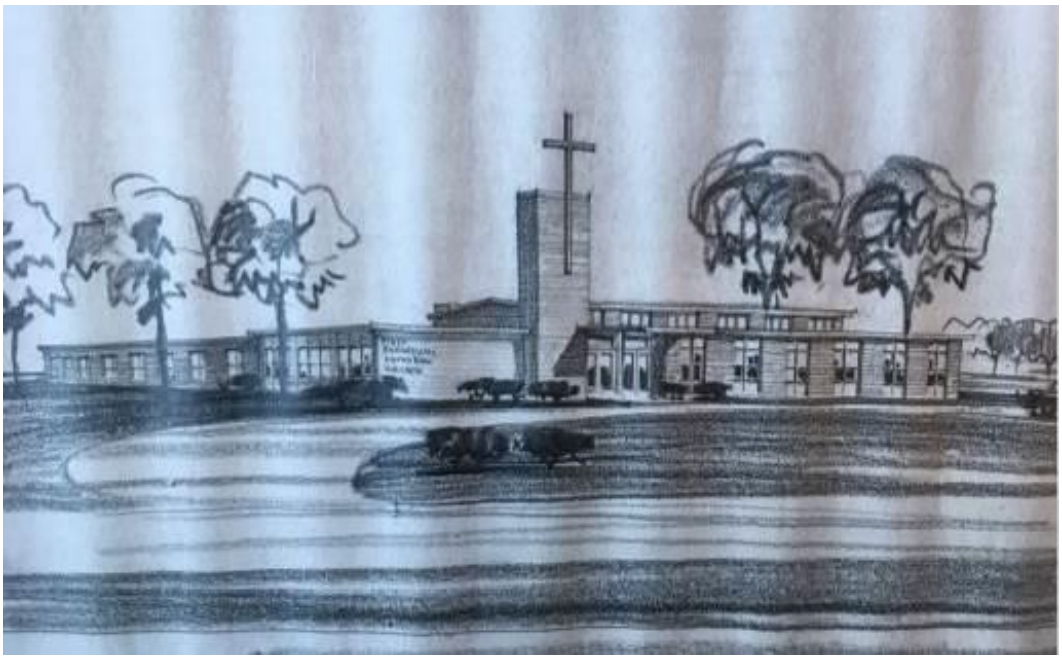

Figure 31. Image from undated Cone and Peterson plans for unit one of the First Evangelical Lutheran Church. Note that this figure shows the original steeple design.[849]

[849] Cone and Peterson Architects, "First Unit, First Evangelical Lutheran Church, White Bear Lake, Minn."

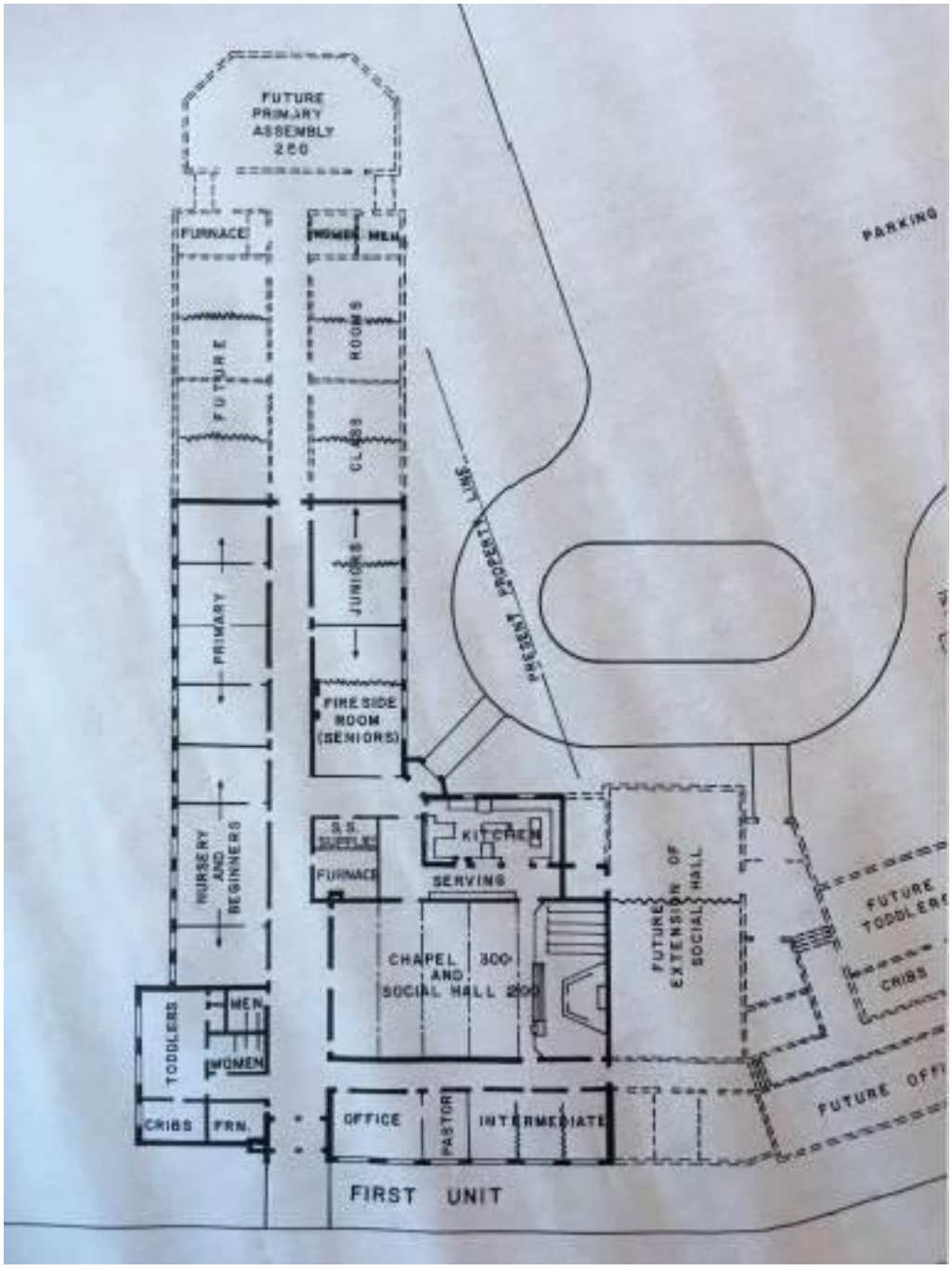

Figure 32. Image from undated Cone and Peterson plans for unit one of the First Evangelical Lutheran Church. Unit one is outlined by solid, bold lines, while the second unit, to be constructed at a later date, is outlined in dashed lines.[850]

[850] Cone and Peterson Architects, "First Unit, First Evangelical Lutheran Church, White Bear Lake, Minn."



Figure 33. Ca. 1960 photo of the completed unit one of the First Evangelical Lutheran Church.[851]

The second unit, according to the Cone and Peterson plans, was intended to add additional classroom space to the eastern end of the northern wing as well as a larger sanctuary and additional office and nursery space at the south end of the building. These plans called for a more traditional, cruciform sanctuary, with a chapel set off from the narthex.[852] The entire unit was to be built askew relative to unit one (see Figure 34). Unit two, however, was not built according to the Cone and Peterson plans. Research at the White Bear Lake Historical Society as well as interviews with the facilities manager at the church did not reveal why this was the case.[853]

[851] Rust, "Unit One of First Evangelical Lutheran Church, ca.1960."

[852] Cone and Peterson Architects, "First Unit, First Evangelical Lutheran Church, White Bear Lake, Minn."

[853] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.



Figure 34. Image from undated Cone and Peterson plans showing unit one (in green) and unit two (in red). Note how the southern portion of unit two (at right) was planned askew relative to unit one. Also note the more traditional cruciform plan layout of the unit two sanctuary (far right).[854]

Work began on the second unit in 1963. The architects for the addition were Saint Paul architects Bergstedt, Wahlberg, and Wold. Rather than the traditional, cruciform sanctuary designed by Cone and Peterson, Bergstedt, Wahlberg, and Wold designed a contemporary A-frame sanctuary with an open and unified nave (no narthex, chancel, or transepts).[855] A chapel was also included in this plan, but rather than being located off the narthex, it was built immediately adjacent to the nave. Skylights were built into the ridgeline of the church but were removed ca. 2000 because of water leaking into the sanctuary.[856] The front (west) facade of unit two sat at the same angle but slightly in front of the facade of unit one rather than askew, as in the Cone and Peterson plans (see Figure 35). Newspaper accounts at the time proclaimed that the new addition would seat 504 people in the nave, 80 in the chapel, and add 19,000 square feet of floor space that included a choir room, crib room and nursery, offices,

[854] Cone and Peterson Architects, "First Unit, First Evangelical Lutheran Church, White Bear Lake, Minn."

[855] "Ground Breaking Signals Start," *White Bear Press*, September 28, 1963, White Bear Lake Area Historical Society.

[856] Denise Cabak, Email interview with Mead & Hunt, Inc., April 11, 2019.

lounge, library, and a fellowship hall.[857] In the course of research, which included searching the catalog at the Northwest Architecture Archives and inquiring during field survey, no plans for this addition were found. Contractors were identified as Steenberg Construction of Saint Paul (general contractor), Commonwealth Electric Company (electric), and Kolar Company (plumbing), all of Saint Paul. The new addition was publicly dedicated in April 1964.[858]

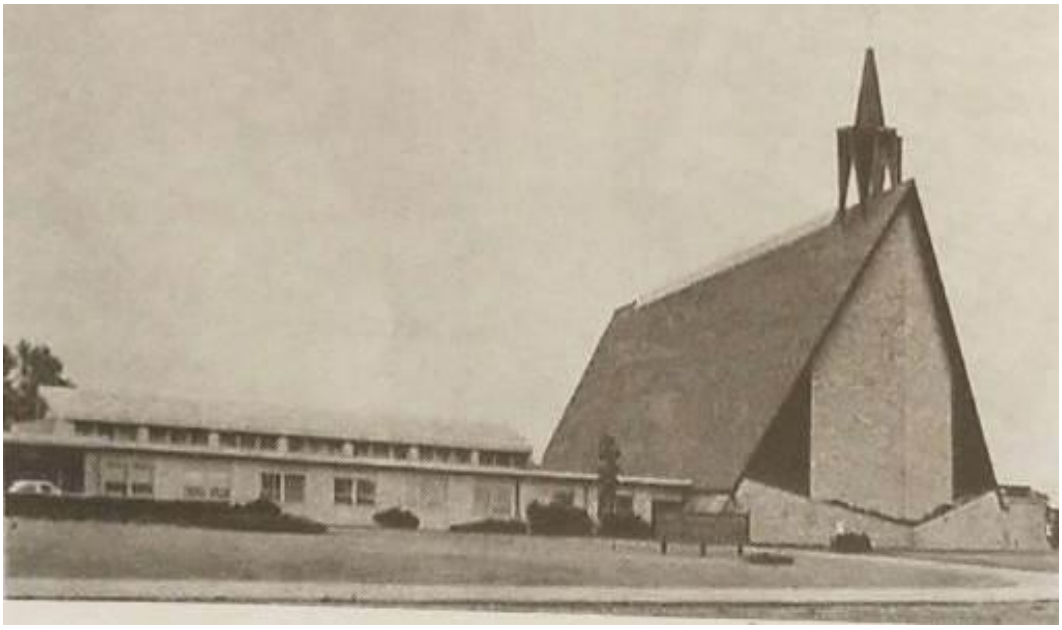

Figure 35. 1964 newspaper image of unit one and the newly constructed unit two of the First Evangelical Lutheran Church.[859] *Note how the two front (west) facades are square rather than askew relative to each other. The front facade of unit two sits slightly in front of the facade of unit one. Also note the row of skylights on the ridgeline of unit two.*

Planning for a third unit began in 1987 and construction began in 1992. When the facilities were completed, in 1993, they included an expanded kitchen, choir rooms, offices, common areas, and an educational unit.[860] Prior to this, classroom spaces were largely reserved for Sunday school, adult bible classes, and similar religious instruction. After the construction of this addition, the church included K-8 instruction as well as a master's in divinity program.[861] This addition was built in two sections: a two-story section (using the down-sloping landscape to add an exposed basement story) on the north elevation and a one-story addition on the east elevation. Research at the White Bear Lake Historical Society and interviews conducted during field survey did not reveal an architect or contractors for this unit.

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[857] "Ground Breaking Signals Start."

[858] "Ground Breaking Signals Start"; "First Lutheran Church To Be Dedicated," *White Bear Press*, April 23, 1964, White Bear Lake Area Historical Society, White Bear Lake, Minn.

[859] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 167.

[860] Community of Grace Lutheran Church, "Our History."

[861] Wetterling, Interview with Mead & Hunt, Inc., White Bear Lake, Minn.

First Evangelical Lutheran architects

The Saint Paul architecture firm of Cone and Peterson designed unit one of the First Evangelical Lutheran Church. Gerhard Peterson (1907-1994) was born in Westby, Wisconsin, but went to high school in Saint Paul. He earned architecture degrees from the University of Minnesota and Harvard University. He worked at a variety of architectural firms in Saint Paul; Detroit, Michigan; Des Moines and Davenport, Iowa; and Wilmington, Delaware. In 1949, Peterson formed Northfield Architects in Northfield, Minnesota, with E. (Earle) Richard Cone. Cone (1905-1980) was born in Northfield, Minnesota, and also earned architecture degrees from the University of Minnesota and Harvard University. He worked for a firm in Saint Paul before joining Peterson in Northfield in 1949. Cone and Peterson moved their firm from Northfield to Saint Paul in 1950 and operated until their joint retirement in 1972. The partners specialized in designing churches in the Twin Cities and surrounding area. According to secondary sources consulted, notable extant Cone and Peterson churches include Saint Anne's Roman Catholic Church in North Minneapolis (1948-1949, 2627 Queen Avenue North), Trinity First Lutheran Church in South Minneapolis (1951, 1900-1904 13th Avenue South), Peace Evangelical Lutheran Church in Faribault (1957, 213 Sixth Avenue Southwest), Saint John's Lutheran Church in Mound (1963, 2451 Fairview Lane), and Our Savior's Lutheran Church in Circle Pines (1970-1977, 9185 Lexington Avenue North).[862] Constructed in 1959, Cone and Peterson's first unit of First Evangelical Lutheran fell roughly in the middle of these examples. Sources consulted did not list First Evangelical Lutheran as a notable Cone and Peterson building.[863] Cone and Peterson also designed the 1967 flat-roof education building addition to the 1958 Arlington Hills Presbyterian Church in Saint Paul (1275 Magnolia Lane, RA-SPC-10244), which is located within the larger Rush Line BRT Study Area.[864]

The Saint Paul architecture firm of Bergstedt, Wahlberg, and Wold designed unit two of the First Evangelical Lutheran Church. Milton Bergstedt (1907-1998) was born in Saint Paul and earned architecture degrees from the University of Minnesota and Harvard University. Following graduation, Bergstedt worked briefly in Chicago before returning to Saint Paul, where he worked with several firms before setting up his own practice in 1951. Charles Wahlberg (b.1923) was born in Oberon, North Dakota, and went to high school in Montana before earning an architecture degree at the University of Minnesota in 1949.[865] Wahlberg joined and then left the firm begun by Bergstedt twice, before rejoining the firm for the remainder of his career in 1954. He retired in 1985. Clark Wold (1926-1995) was born in Aitken, Minnesota, and earned architecture degrees at the University of Minnesota and Harvard

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[862] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 47, 172.

[863] Sources consulted on this point include: Lathrop, *Minnesota Architects: A Biographical Dictionary*; Millett, *Minnesota Modern: Architecture and Life at Midcentury*; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*; Gebhard and Martinson, *A Guide to the Architecture of Minnesota*; Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*.

[864] The 1967 building permit identifies 1101 Magnolia Lane as the building address. Building Permit, 1101 Magnolia Lane, 1967, Ramsey County Historical Society, Saint Paul, Minn.

[865] Secondary sources consulted did not list a date of death for Wahlberg. A search of online newspaper collections did not yield an obituary, implying that Wahlberg may still be living.

University. Wold joined Bergstedt's firm in 1955. He left the partnership in 1968 to form his own Saint Paul firm, which continues to operate as Wold Architects and Engineers. The firm of Bergstedt, Wahlberg, and Wold continues to operate in Saint Paul as BWBR Architects. Bergstedt, Wahlberg, and Wold specialized in a variety of building types including banks, commercial buildings, churches, and schools. Notable extant church buildings included the Mount Zion Temple in Saint Paul (1954-1955, 1300 Summit Avenue, the firm completed this project after the original architect, Erich Mendelsohn, died in 1953), Christ the King Lutheran in New Brighton (1969, 1900 Seventh Street Northwest), First Presbyterian in Stillwater (1969, 6201 Osgood Avenue North), and Saint Stephen Lutheran Church in Bloomington (ca. 1972, 8400 France Avenue South).[866] Bergstedt, Wahlberg, and Bergquist (Bergquist became a partner in 1974) also designed the irregular-plan, 1971 sanctuary for Our Redeemer Lutheran Church at 1390 Larpenteur Avenue East in Saint Paul (RA-SPC-10356), which is within the larger Rush Line BRT Study Area.[867] The 1963 sanctuary designed by Bergstedt, Wahlberg, and Wold was constructed after the firm completed the Mount Zion Temple but before the construction of these other notable examples.

Postwar modern churches

Postwar churches were built in response to rapid population growth and increasing church membership during the years following World War II. The modern church styles that became popular in the 1950s and 1960s, however, reflected more than just a need for more churches. Postwar churches built in a modern style rejected the historically referential styles like Romanesque and Gothic Revival that dominated before World War II. In contrast to these earlier styles, modern church aesthetics favored function and simplicity over unnecessary ornamentation and detail. To this end, modern churches were often designed with clean, simple lines and built using new technologies and materials, including concrete, steel, laminated wood beams, and large glass windows.[868] Laminated wood beams and trusses, also known as "glulams," were popular in churches, particularly A-frame churches.[869] The technology to create glulams had been developed in Europe in the 1920s and a manufacturer in Wisconsin made the product available to American markets in the 1930s. Prior to World War II, glulam sales were generally limited to Wisconsin. Wartime steel shortages helped glulam sales grow during and immediately after the war, as did the application of wartime technology that made glulams waterproof and available for exterior use.[870] The 1963 sanctuary of the First Evangelical Lutheran church was constructed using laminated wood trusses.

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[866] "History | BWBR," *BWBR Architects, Inc.*, 2017, https://www.bwbr.com/history/; Lathrop, *Minnesota Architects: A Biographical Dictionary*, 21, 220, 230; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 234.

[867] Lathrop, *Minnesota Architects: A Biographical Dictionary*, 173–74.

[868] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 5; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xxiii; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

[869] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88.

[870] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88–89; Thomas C. Jester, *Twentieth-Century Building Materials: History and Conservation* (Los Angeles: Getty Conservation Institute, 2014), 105.

One reason for the popularity of such designs and materials was simply cost, an important factor for suburban churches supported by often cash-strapped congregants, many of whom had recently purchased their homes. A modern-style church with minimal ornamentation was cheaper to build than a more traditional, ornate building. New materials, like laminated trusses, also helped reduce the cost of construction. While not inexpensive, laminated trusses reduced the overall cost of construction by replacing steel framing or costly joinery and, if extended to the ground as in an A-frame building, eliminated the need for load-bearing walls.[871] The cost of building a new church was also why many postwar modern churches were planned and built in stages. As with First Evangelical Lutheran, many postwar modern churches began with the construction of a first unit, to be followed at a later date with a second or even a third unit.[872]

A second reason for the popularity of modern churches was that their design complimented shifting ideas in religious worship. Modern liturgical and ecumenical movements in Catholic and Protestant churches, begun in the 1920s and 1930s but coming to the fore in the postwar decades, emphasized a shared, communal form of worship rather than an individual experience.[873] "The general trend," according to one art historian, "was to think of the congregation as a family gathered to share the work of worship."[874] This new approach to religious worship had a particular effect on the interior of sanctuary spaces. In contrast to Romanesque or Gothic church interiors, which were divided into separate spaces like the narthex, nave, aisles, transepts, and chancels, postwar modern churches often had more unified spaces to promote a sense of communal worship.[875] This type of interior can be seen in the 1963 sanctuary at First Evangelical Lutheran, which is one unified worship space, with the exception of the small, adjacent chapel.

The art that adorned both the exterior and interior of postwar modern churches was also influenced by similar ecumenical and liturgical trends. In the same way that architects rejected heavily ornamented and historically referential exteriors, artists commissioned to create modern church artworks shunned realism for abstracted images intended to evoke mysticism and the idea of Christ as divine rather than human. Abstracted church artwork did not reject realism entirely, but altered natural forms through a variety of conventions, including "proportional distortion; obscuration or omission of facial features; strongly geometric facial features; clean minimal, and open line work; and reliance on shading to convey form."[876] While this trend may be more obvious in Catholic churches, which tend to include more statuary and other artwork than Protestant denominations, it can also be seen in the latter. The

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[871] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 88.

[872] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 75–80.

[873] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xix, 2.

[874] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 127.

[875] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 5.

[876] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 5–8; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

stained-glass windows and altar wall sculpture of Christ the King, for example, are examples of the abstracted style of postwar modern church art.

In the upper Midwest, Lutherans tended to adopt postwar modern church designs more readily than other denominations, although many Catholic churches were also frequently built in a modern style.[877] Ultimately, elements of the postwar modern church were so popular that no real connection between denomination or religion and building style can be made. The popularity of the postwar modern church in this regard was due to the wide dissemination of the property type in architectural journals, religious periodicals, and amongst the growing field of professional architects and liturgical designers focused specifically on church design.[878]

Two modern church styles became prominent in the postwar period in the upper Midwest: the brick-box and the A-frame. These forms became popular, in part, because of the influence of two early, high-style examples of each. Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis influenced later examples of the brick-box church and Frank Lloyd Wright's 1951 First Unitarian Society Meeting House in Madison, Wisconsin, influenced later examples of the A-frame church.[879] First Evangelical Lutheran includes elements of both church types. Unit one includes the characteristics of the brick-box church and unit two is an example of the A-frame church. Both church types are discussed in detail below.

Brick-box churches

The brick-box church is so named because the building is essentially a box clad in brick or stone. This modern church type, which gained prominence in the U.S. in the 1950s, was heavily inspired by European modernism. The most prominent example of the brick-box church in the upper Midwest was Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis. The building has a rectangular sanctuary clad in brick and stone with a flat roof and few windows. A brick steeple tower is attached to the building by a short vestibule (see Figure 36). While a few similarly high-style, brick-box churches were built in Minnesota, many smaller churches adopted some of the characteristic features of Christ Lutheran, especially the flat roof, steeple tower, and brick or stone cladding.[880] The 1959 unit of First Evangelical Lutheran, designed by Cone and Peterson, includes these three character-defining features. With the exception of the Romanesque Style Saint Anne's Roman Catholic Church, all of the notable examples of Cone and Peterson work discussed above included education buildings with flat roofs and brick cladding, typical of the brick-box style adopted by smaller churches.

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[877] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, xxiv.

[878] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 2, 18; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 1–2; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 215.

[879] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 10, 18; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 7.

[880] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 19–20; Millett, *Minnesota Modern: Architecture and Life at Midcentury*, 217–21; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 9–10.



Figure 36. Eliel Saarinen's 1949 Christ Lutheran Church in Minneapolis is a prominent example of the brick-box church type, which became popular in the 1950s.[881]

A-frames

A-frames are triangular-shaped buildings with steeply pitched roofs. They are generally symmetrical and rely on large A-shaped roof truss systems to give the building its distinctive shape. Generally, A-frame trusses extend the full length of the side elevations, so that roof and wall surfaces are combined. Occasionally, A-frames are set on low knee walls with trusses either terminating at the wall or continuing to the ground either as part of the wall (such is the case with the subject property) or as an exposed rafter tail. Buildings that have A-shaped roofs but are set on full-height walls are not true A-frames, as the roof and wall surfaces are not combined. Trusses may be metal or wood, the latter often in the form of laminated wood. Roof surfaces were usually covered in asphalt shingles although metal, tile, or other material was sometimes seen. Brick and glass were common materials in gable ends.[882]

A-frame churches offered quick and inexpensive buildings that provided a modern aesthetic for new suburban populations while connecting them to older religious traditions. As author Gretchen Buggeln states in *The Suburban Church: Modernism and Community in Postwar America*, "The initial successful match between the A-frame church and the aspirations of congregations indicates its special

[881] Carol Highsmith, "Christ Lutheran Church, Minneapolis, Minnesota," ca 2006, LC-DIG-highsm-13138, Library of Congress Prints and Photographs Division, https://www.loc.gov/item/2011631332/.

[882] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 18–37; Chad Randl, *A-Frame* (New York: Princeton Architectural Press, 2004); Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 85–123.

correspondence with new postwar religious culture. The A-frame balanced the tensions suburbanites navigated…It met the 'looks like a church' criterion while signaling a contemporary spirit."[883]

Congregations in the U.S. began building A-frame religious buildings in the early 1950s. They were built from a variety of materials including wood, steel, concrete, and even prefabricated units. They ranged from small, simple houses of worship to grand, architect-designed buildings. While the steep pitch of the roof mimicked traditional church spires, steeples were often integrated into the building itself or set off as an independent structure. In many cases the A-frame was set on short knee walls with ribbon windows in an effort to provide more usable interior space. By the mid-1960s, the A-frame form began to fall out of favor with congregations. It was largely a victim of its own success and popularity, and was seen as "boring," "unimaginative," and "pedestrian."[884] Starting in the mid-1960s, congregations began to turn to other architectural forms for houses of worship.

In the upper Midwest, many A-frame churches were influenced by Wright's 1951 First Unitarian Society Meeting House. Congregations and architects in the Midwest were drawn to the open and communal sanctuary space of Wright's church. They were also drawn to the "sweeping prow" at the gable end of the building, which was a triangular shaped projection of the gable wall, accented by a triangular stone planter at the wall's base (see Figure 37).[885] The prow in the gable front of the 1963 sanctuary echoes the prow in Wright's Meeting House.

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[883] Gretchen Buggeln, *The Suburban Church: Modernism and Community in Postwar America* (Minneapolis: University of Minnesota Press, 2015), 86.

[884] Buggeln, 86, 121-123.

[885] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 7, 89; Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 10.



Figure 37. Frank Lloyd Wright's 1951 First Unitarian Society Meeting House in Madison, Wisconsin. Many postwar churches, including the 1963 sanctuary of First Evangelical Lutheran, were influenced by this building and its "sweeping prow."[886]

Another prominent example of an A-frame church that influenced later construction was Eero Saarinen's 1958 Kramer Chapel (see Figure 38) on the campus of Concordia Theological Seminary in Fort Wayne Indiana. A notable feature of Saarinen's design was the row of skylights that ran the length of the ridgeline. These skylights directed diffuse natural light downward into the sanctuary, to give worshippers the sense of a divine light or presence.[887] The original design of the 1963 sanctuary on the subject property included skylights along most of the ridgeline. These skylights were removed ca. 2000.[888]

[886] QuartierLatin1968, "The Prow of the First Unitarian Meeting House," September 28, 2012, Wikimedia.org.

[887] Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 89–90; Randl, *A-Frame*, 139–40.

[888] Cabak, Email interview with Mead & Hunt, Inc.



Figure 38. Undated photograph of Eero Saarinen's Kramer Chapel at Concordia Theological Seminary in Fort Wayne, Indiana. Note the row of skylights on the ridgeline.[889]

Of the notable churches designed by Bergstedt, Wahlberg, and Wold discussed above, only one includes and A-frame style sanctuary: the 1969 Christ the King Lutheran church in New Brighton. This church is not a true A-frame as the roof trusses do not extend all the way to the ground as they do with the First Evangelical Lutheran church. Instead, the roof line falls steeply before flaring outward, in a sort of cross between the rooflines of an A-frame and a Pagoda.

Local comparisons

A number of postwar churches with modern designs and histories similar to First Evangelical Lutheran are located in the postwar suburban residential areas of White Bear Lake. As with First Evangelical Lutheran, most of these churches have evolved over time and many of them include sanctuary and/or educational space additions. Many of these additions are relatively recent, however, resulting in significantly altered facades when compared to First Evangelical Lutheran.

The earliest church in this area was the 1954 Pius X Catholic Church (3878 Highland Avenue). The church is extant but has been heavily altered. Historic aerial photographs indicate the church's original sanctuary was likely an A-frame or steep-roof, A-frame-like building, with a one-story education unit with a flat roof.[890] A new sanctuary space replaced the original in 1992 and an addition to the educational unit was constructed in 2002 (see Figures 39 and 40).[891]

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[889] S. Allan Higgins, "Concordia Theological Seminary," *SAH Archipedia*, 2012, https://sah-archipedia.org/buildings/IN-01-003-0084.

[890] "Aerial Photograph, White Bear Lake, Minn., CZ-4T-21."

[891] "History," 2015.



Figure 39. Image of the 1992 sanctuary of Pius X Catholic Church in White Bear Lake. This sanctuary replaced an earlier building that was likely an A-frame. Part of the 1954, one-story, flat-roof education wing can be seen at right. View facing northeast.



Figure 40. Image of the 1954 one-story, flat-roof education wing of Pius X Catholic Church. The 2002 addition to the educational wing can be seen behind the flat-roof building in the foreground. View facing east.

Similarly, the second church constructed in this area, the 1955 Parkview United Church of Christ (3737 Bellaire Avenue), appears to have had an original design comparable to the first unit of First Evangelical Lutheran.[892] The church sanctuary originally had a low-pitched roof and the surrounding fellowship and educational building had a flat roof (see Figure 41). Both units of the building were clad in multi-colored cream, red, and white brick. Between 1991 and 2003, a new, larger sanctuary space

[892] "History," 2014.

was constructed on the front of the building, altering the front (east) facade of the church and obscuring the original 1955 building (see Figure 42).[893]



Figure 41. The 1955 United Church of Christ, largely not visible from the public right-of-way, had a low-pitch, side-gable sanctuary and one-story, flat-roof education wing clad in brick. View facing southwest.



Figure 42. The new sanctuary space, constructed between 1991 and 2003, largely obscures the 1955 building. View facing west.

South Shore Lutheran Church (2480 South Shore Boulevard) has a 1960 one-story sanctuary with a steep-pitched, front-gable roof. This roof line mimics the style of the A-frame church, but the roof trusses rest on full-height walls and do not extend to the ground. Therefore, the church is not a true A-frame. In 1992, a two-story, flat-roof education and fellowship addition was added to the building. The footprint of the addition comprises half of the front (east) facade (see Figure 43). Research indicates that “a complete renovation” of the sanctuary was undertaken in 2000.

[893] “Aerial Photograph, White Bear Lake, Minn., 1991”; “Aerial Photograph, White Bear Lake, Minn., 2003,” *Historic Aerials by NETROnline*, n.d., historicaerials.com.



Figure 43. Image of South Shore Lutheran Church, view facing northwest. The 1960 sanctuary and the 1992 education and fellowship building addition each make up half of the front facade. Image from Google Streetview.

Evaluation

The First Evangelical Lutheran Church was evaluated for the National Register under *Criteria A, B*, *C*, and *D*. As a property constructed by and presently owned by a religious institution and used for religious purposes from its construction to the present day, *Criteria Consideration A* applies, and historic significance must generally be derived for secular reasons.

Criterion A

To be eligible under *Criterion A: Event* in the area of History, a property must be associated in an important way to a significant historic event or broad pattern in the history of Minnesota, Ramsey County, or the city of White Bear Lake. Under *Criteria Consideration A*, a religious property can be eligible under *Criterion A* if it is significant under a theme in the history of religion recognized by secular scholarship; if it is significant under another historical theme such as exploration, settlement, social philanthropy, or education; or if it is significantly associated with traditional cultural values.

The two congregations that merged in 1929 to form White Bear Lake's First Evangelical Lutheran congregation were both established in 1888. At this time, Swedish-speaking Lutherans formed the Swedish Lutheran Church and German-speaking Lutherans formed the Mount Zion Lutheran Church. When the two congregations merged in 1929 as an English-language church, they adopted the name First Evangelical Lutheran and worshiped in the Swedish Lutheran church building (extant). The establishment of churches specific to a non-English language and/or immigrant group during the nineteenth century was a common occurrence, as was the merger of such churches and their conversion to mostly or all-English services in the early twentieth century, as parishioners increasingly spoke English as a primary language. In this way, the congregation of the First Evangelical Lutheran Church would not be associated with significance in the history of the settlement of Minnesota, Ramsey County, or White Bear Lake. Likewise, the congregation would not be associated with traditional cultural values. Moreover, the history of the two predecessor congregations and their merger would be

associated with the former Swedish Lutheran Church at Stewart Avenue and Sixth Street, not the subject property.

The first unit of the First Evangelical Lutheran church was completed in 1959 in a newly annexed area of White Bear Lake, south of downtown. Before World War II, this area was predominantly agricultural land. After the war, the area transitioned from agriculture to suburban residential development. Large swaths of this part of White Bear Lake had been developed by 1957, and other churches were already located within the vicinity, one year before construction began on the church's first unit. In this way, the church was constructed in response to ongoing suburban development and did not spur such development. It was not historically important to the postwar community development in this part of White Bear Lake and is recommended not eligible under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to the history of Minnesota, Ramsey County, or White Bear Lake. Under *Criteria Consideration A*, a religious property can be eligible for an association with a person important in religious history, if that significance is recognized by secular scholarship, or with a person important in other historic contexts. Research collected at the White Bear Lake Historical Society and during field survey did not identify any individuals associated with the church who had made a significant contribution to the history of Minnesota, Ramsey County, or White Bear Lake. As such, the church is recommended not eligible under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction. Under *Criteria Consideration A*, a religious property should be evaluated in the same manner as other properties under *Criterion C*: with respect to an established architectural context and compared to other properties that share its type, period, and/or method of construction.

Unit one was designed and built by the Saint Paul architectural firm of Cone and Peterson and unit two was designed by the Saint Paul architectural firm of Bergstedt, Wahlberg, and Wold. Cone and Peterson specialized in church design and often designed modest, flat roof structures. Research, including newspaper and archival searches, did not indicate that Cone and Peterson were recognized as figures of greatness in their field. Research did not indicate that the partners earned awards or other accolades for their church designs, including the design for the First Evangelical Lutheran Church. Bergstedt, Wahlberg, and Wold designed a variety of commercial and institutional buildings and as a firm did not specialize in churches. Similarly, research, including newspaper and archival searches, did not indicate that Bergstedt, Wahlberg, and Wold were recognized as figures of greatness in their field. Research did not indicate that the firm earned awards or other accolades for their church designs, including the design of the First Evangelical Lutheran church. Moreover, secondary sources consulted as a part of this project did not indicate that either unit of this church was a notable building for either firm. As such, First Evangelical Lutheran does not represent the work of a master.

Although the church is larger and has more refined ornamentation than neighboring churches in White Bear Lake, the building is still a relatively modest postwar church when compared with other postwar modern churches in the Twin Cities at large. As such, the church does not possess high artistic value.

Unit one was constructed between 1958 and 1959, during the decade in which the brick-box church had grown rapidly in popularity following the success of Eliel Saarinen's Christ Lutheran in Minneapolis. Character-defining features of the brick-box church often include a box-shaped sanctuary, a steeple tower, education and fellowship buildings with flat roofs, and stone or brick cladding. Unit one is a strong example of the brick box as it features the flat roof, brick cladding, and square steeple tower (now truncated) typical of the type.

The brick box gained popularity in the early 1950s but was quickly usurped by an even more popular property type: the A-frame church. Character-defining features of A-frames include triangular-shaped buildings with steeply pitched roofs that are generally symmetrical and extend from the roof peak to or near the ground level. Occasionally, A-frames are set on low knee walls with trusses either terminating at the wall or continuing to the ground either as part of the wall or as an exposed rafter tail. Trusses may be metal or wood, the latter often in the form of laminated wood. Brick and glass were common materials in gable ends.[894] Unit two, which was built in 1963 and is dominated by the A-frame sanctuary, is a strong example of the postwar modern A-frame church. It has laminated trusses that extend to the ground, making it a true A-frame, and the front-gable end has stained-glass windows rendered in a modern, abstracted style. Overhanging eaves and a pronounced gable-end prow and stone planter reference Frank Lloyd Wright's Unitarian Meeting House in Madison, Wisconsin. Combined, then, the two units of the church represent the evolution of postwar modern church design as each unit is a strong example of the popular modern church type when it was built. The process of planning and building the church in two separate phases was also a typical practice for postwar congregations. As such, the church embodies the distinctive characteristics of type, period, and method of construction and possess significance under National Register *Criterion C: Architecture*. The boundary of the eligible property is the current property parcel boundary, as shown on the location map below.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Under *Criteria Consideration A*, a religious property is significant if it can yield important information important regarding the religious practices of a cultural group or other historic theme and should be evaluated under *Criterion D* in the same manner as other properties. Based on research, the First Evangelical Lutheran Church does not appear to have

[894] Pizza, *Phase II Architectural History Evaluation for the Trunk Highway 135 Reconstruction Project, Biwabik, St. Louis County, Minnesota*, 18–37; Randl, *A-Frame*; Buggeln, *The Suburban Church: Modernism and Community in Postwar America*, 85–123.

the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

The First Evangelical Lutheran Church continues to be occupied and used by the Lutheran congregations that were first established in White Bear Lake in 1888, merged in 1929, and built the current church beginning in 1958-1959. Because the church continues to be used as a worship space by the same congregation that built it, it retains integrity of feeling and association.

The church building has not been moved and the surrounding setting remains the same. The church is still located on the frontage road for TH 61 with commercial and light industrial properties along the TH 61 corridor and postwar residential subdivisions to the east of the corridor. As such, the church retains integrity of location and setting.

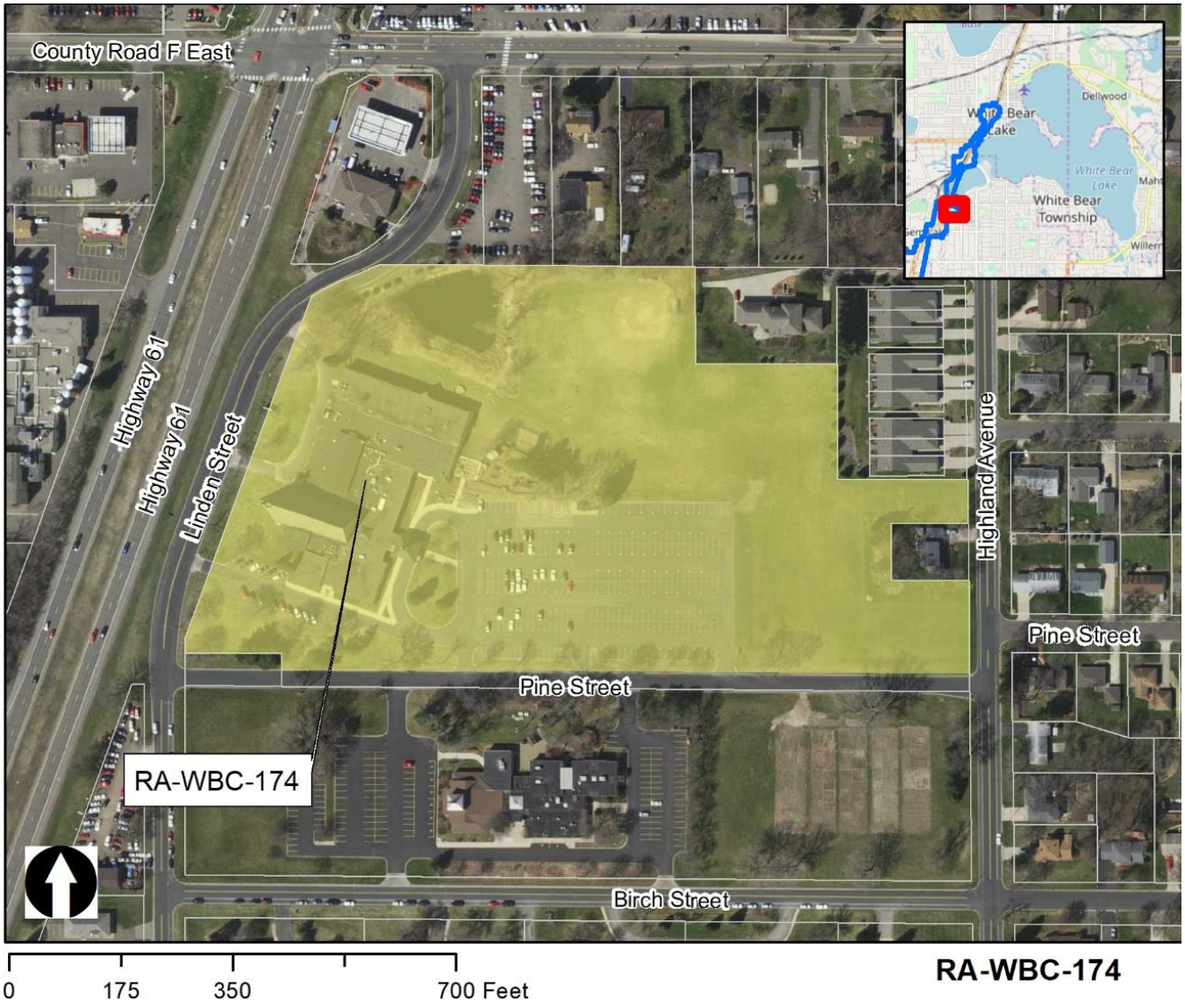
The 1993 addition has altered the east (rear) elevation significantly. However, only small portions of this addition can be seen on the front (west) facade of the building. The most notable of these is the small portion of the 1993 addition visible on the north (left) side of the facade. Additionally, the 1993 addition did not significantly alter how individuals entered the building. The main, rear parking lot remains in its original location from which most visitors would have accessed the building from the rear. The 1993 addition has moved the main, rear entrance of the building to the east slightly but has not altered the overall orientation of the building or its entrances. The front entrances original to the 1959 and 1963 units remain unaltered. Other alterations to the facade include the removal of the upper portions of the steeple tower from the 1959 building and the removal of skylights in the ridgeline of the 1963 building. The asphalt shingles on the 1963 A-frame sanctuary have likely been replaced but all other materials appear to be original. Churches of similar age and style in the White Bear Lake area have facades that exhibit more extensive alterations. Extant doors, windows, and entryway awnings appear to be original. Despite the 1993 addition and the partial removal of the steeple tower and skylights, the church retains sufficient integrity of materials, design, and workmanship.

Recommendation

The First Evangelical Lutheran Church is recommended eligible for the National Register under *Criterion C: Architecture*. The property is significant for its association with the evolution of postwar modern church design as it includes, in its two units, strong examples of the modest brick-box church and the A-frame church, both popular styles in the 1950s and 1960s. The church exhibits the character-defining features of the brick-box church, including a flat roof, rectangular steeple tower, and brick cladding, as well as the character-defining features of the A-frame church, including A-shaped roof trusses that extend to the ground, brick cladding, and glass in the prow-like gable end. In this way, the church embodies the distinctive characteristics of type, period, and method of construction for postwar modern churches. The period of significance is 1959 and 1963, the dates of construction for unit one (the brick-box church) and unit two (the A-frame church), respectively. The church retains integrity of feeling, association, location, setting, materials, design, and workmanship. The property boundary is the current parcel boundary as indicated on the location map below.

Although a retention pond, baseball field, parking lot, playground, and green space are located within the parcel, they are part of the overall landscape and do not contribute to the significance of the First Evangelical Lutheran Church under *Criterion C: Architecture*. The significance lies within the building itself and not the associated landscape. Therefore, these features are considered noncontributing. The ca. 2016 sign is also noncontributing.

Map



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APPENDIX E16. WHITE BEAR SHOPPING CENTER COMPLEX (RA-WBC-0272)

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White Bear Shopping Center Complex

SHPO Inventory Number: RA-WBC-0272
Address: 4391 Lake Avenue South
City: White Bear Lake

Description

The White Bear Shopping Center complex is located across four parcels in the city of White Bear Lake, northeast of the intersection of Trunk Highway (TH)/U.S. Highway (US) 61 (hereafter referred to as TH 61) and White Bear Avenue. The subject complex, which is owned by White Bear Shopping Center Incorporated, consists of the 1959 White Bear Shopping Center (4391 Lake Avenue South, RA-WBC-0203), ca. 1960 medical office building (4431 Lake Avenue South, RA-WBC-0189), 1972 Minnesota Federal Savings and Loan building (4400 highway 61, RA-WBC-0202), 1975 Wendy's restaurant building (4430 Lake Avenue South, RA-WBC-0274), 1979 three-part commercial building with a ca. 1982 addition (4422 Highway 61, RA-WBC-0273), and ca. 1982 medical office building (4422 White Bear Avenue North, RA-WBC-0275). A White Bear Shopping Center sign is located in the parking lot adjacent to TH 61 near the northmost entrance to the complex and a Kowalski's sign is sited in the grassy median to the west at another TH 61 entrance. A seasonal garden center is located within the complex parking lot, north of the 1979 shopping center, during summer months (see Figures 1 and 2).[895]

Sited within a mixed commercial and residential area, the 9.68-acre complex is bounded by TH 61 on the west, Whitaker Street on the north, Lake Avenue South on the east, and White Bear Avenue on the south. The complex has two access points from each of the following streets: TH 61, Lake Avenue South, and White Bear Avenue. Although the shopping center complex is accessible from multiple roads, including the major thoroughfare TH 61, the main shopping center building is oriented towards White Bear Lake, which is immediately east. Docks provide access to the complex from the water.[896] Modern planked boardwalks cross the plant-covered median at the at the west edge of Lake Avenue South, providing pedestrian walkways from the docks to the shopping center. The primary parking for the main shopping center is also located on the lakeside (east) of the building, emphasizing the center's orientation toward the lake. This parking lot features light standards with concrete bases and concrete planters at the ends of the parking rows. Additional parking lots of various sizes are adjacent to the other buildings within the larger complex along with driving lanes and light standards. Grassy medians line the complex boundaries and are dotted with mature deciduous trees.

[895] Build dates for the complex come from a combination of tax assessor records, research material, and historic aerials. Citations for each build date are provided below.

[896] Research did not reveal the exact date these docks were installed; however, they appear to replace an earlier dock that was constructed as part of the original shopping center development.

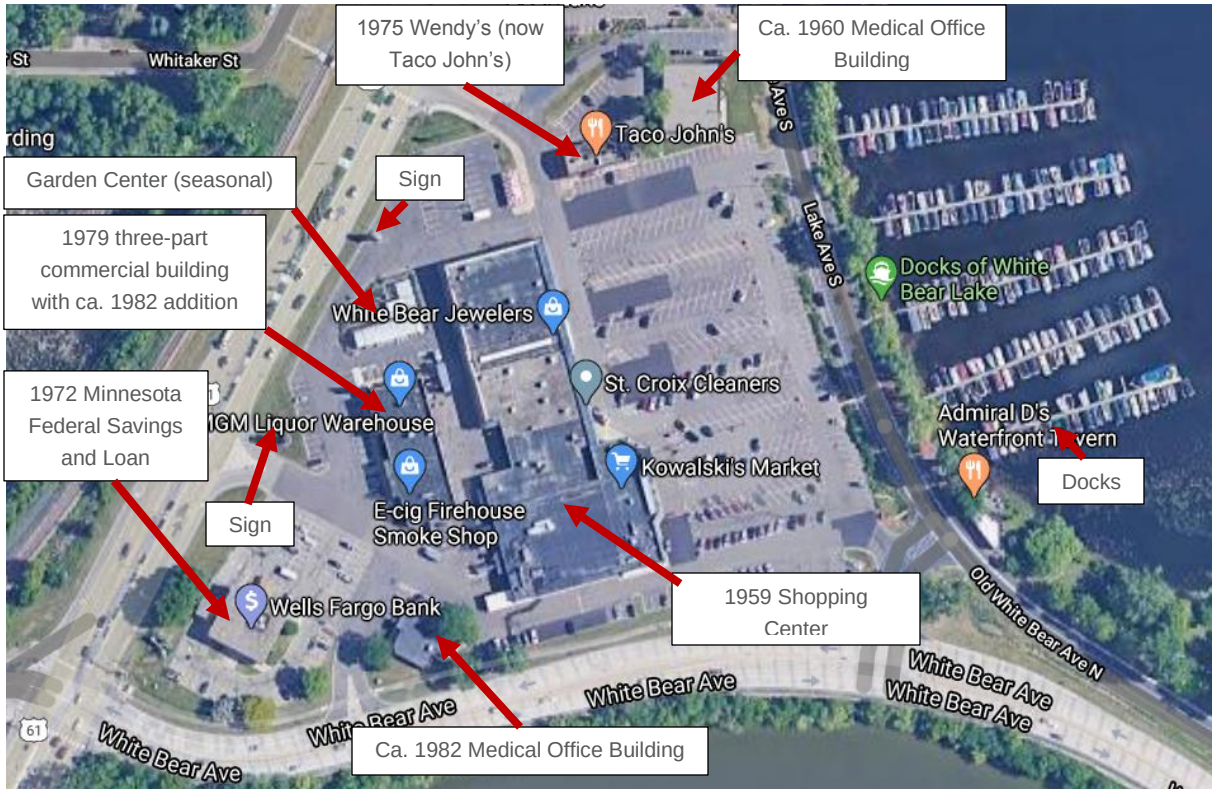

Figure 1. Aerial photograph of White Bear Shopping Center complex, located northeast of the intersection of TH 61 and White Bear Avenue. Base map taken from Google Maps.



Figure 2. Overall White Bear Shopping Center property with 1959 shopping center at the left and two associated buildings at the right, in the background, view looking southeast. Light standards can be seen in the parking lot. Additional buildings located within the complex are southwest of these buildings.

White Bear Shopping Center (RA-WBC-0203)

The rectangular-plan, one-story, Mid-Century Modern White Bear Shopping Center was built in 1959 (Figure 3).[897] The front (northeast) facade is oriented to White Bear Lake and Lake Avenue South rather than TH 61. It is constructed of concrete block with tan running-bond brick veneer on the front facade. The foundation is concrete, and the flat roof has a parapet wall and metal coping. The

[897] Cynthia Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area* (White Bear Lake, Minn.: White Bear Stereoptics Co., 2004), 144.

northernmost portion includes multiple storefronts sheltered by a roof overhang and modern quarter-round awning that extends along the facade and wraps around to the side (northwest) elevation and a portion of the rear (southwest) elevation. The quarter-round awning (installed between 1985 and 1991 atop the original flat awning with angled posts) covers a pedestrian walkway and is supported by angled, circular posts, some of which terminate in brick planters. The awning includes modern signage for the building tenants. The storefronts are angled and have offset entrances flanked by fixed replacement metal windows (see Figure 4). In general, the storefronts appear to retain their original configuration apart from the southernmost storefront, which has been modified by altered openings. A primary entrance is centered among these storefronts, with a similar entrance located on the opposing rear (southwest) side of the building (see Figure 5); they appear to lead to an interior public space.[898] Each has a central rounded, wood-clad column with double-leaf glass doors with sidelights and transoms on either side. The entrance on the front facade is flanked by glass storefronts and the rear entrance by brick and ribbed concrete cladding material. Signage (likely installed between 1985 and 1991) that reads “White Bear Shopping Center” is located above each entrance.

A large anchor store, now Kowalski’s Market, is located at the southeast end of the shopping center (see Figure 6). The facade was heavily modified with an addition (constructed between 1980 and 1985), stucco and stone cladding, multi-light windows, a partial gable-roof portico addition and stone veneer (constructed ca. 2000). Additional secondary entrances are located on the rear (southwest) elevation along with loading docks. Some fenestration on the rear elevation was modified at an unknown time (see Figure 7).

A metal shopping center sign was installed near the TH 61 entrance at the rear of the building ca. 1995.[899] A secondary sign for Kowalski’s Market, also installed ca. 1995, is also located along TH 61 (see Figure 8).



Figure 3. 1959 White Bear Shopping Center. The anchor store, Kowalski’s, is located at the left with smaller storefronts to the right, view looking southwest.

[898] These entrances appear to provide access to a central atrium; however, interior access to the property was not granted for this project in order to confirm.

[899] Research did not reveal if an original free-standing sign was located within the complex property, nor could it confirm if these or other signs were on the property prior to the mid-1990s at different locations.



Figure 4. Storefronts across the front facade of the 1959 shopping center with the central entrance and metal quarter-round awning supported by angled, circular posts, view looking west. A concrete planter can be seen in the parking at the right of the photograph.



Figure 5. Central entrance on the front facade, view looking southwest.



Figure 6. Modified anchor store at southeastern end of White Bear Shopping Center, view looking south.



Figure 7. Rear (southwest) elevation, partial view, with rear entrance similar to that on the front facade, view looking northeast.



Figure 8. Signs associated with the White Bear Shopping Center. The White Bear Shopping Center sign, left, is located along TH 61 northwest of the 1959 shopping center, and the Kowalski's sign, right, is located west of the 1979 shopping center near a vehicle entrance off of TH 61, view looking south southwest.

*Ca. 1960 Medical Office Building (*4431 Lake Avenue South, RA-WBC-0189*)*

This one-story, rectangular-plan, Mid-Century Modern medical office building was constructed ca. 1960 (Figure 9).[900] It is located northeast of the main White Bear Shopping Center building (RA-WBC-0203). The building is clad in brick and the flat roof has metal coping. The foundation is not visible. Wood panels and two belt courses encircle the building at the roofline. The front (east) facade has a slightly offset, recessed entrance bay with a double-leaf glass door. A band of fixed metal windows with spandrel and transom panels is located at the southeast corner. A second band of fixed metal windows with spandrel and transom panels is located north of the entrance. Additional windows with fixed metal

[900] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 3 Frame 140" (U.S. Geological Survey, November 28, 1966), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

sash are located on the side (north) elevation and secondary entrances are located on the rear (west) elevation. Alterations appear to be limited to a few replacement doors.



Figure 9. Ca. 1960 medical office building, view looking west northwest.

1972 Minnesota Federal Savings and Loan (4400 Highway 61, RA-WBC-0202)
This two-story, rectangular-plan Minnesota Federal Savings and Loan bank building was constructed in 1972 (see Figure 10).[901] It is located southwest of the main White Bear Shopping Center building (RA-WBC-0203) and currently occupied by Wells Fargo. The building exhibits a limited expression of Brutalism through its minimal ornamentation, blocky upper story, and material finishes. The first story is clad in stacked soldier bond brick and the second story is clad in vertical metal siding. A stucco course extends between the first and second stories. The foundation is concrete and the flat roof has metal coping. The primary entrance is centered on the front (northeast) facade. Additional recessed bays of multiple widths span portions of the first story on each elevation; most have single or ribbons of full-story, fixed metal windows. An ATM drive-through is attached to the side (northwest) elevation and teller windows are located on the elevation. No fenestration is located on the second story, but a Well Fargo sign is located above the main entrance. Alterations are limited to replacement siding on the second story and replacement windows and doors.

[901] Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis.



Figure 10. 1972 Minnesota Federal Savings and Loan, view looking southwest.

1975 Wendy's (4430 Lake Avenue South, RA-WBC-0274)

This one-story, rectangular-plan Wendy's building, now Taco John's, was constructed in 1975 (see Figure 1).[902] It is located northeast of the main White Bear Shopping Center building (RA-WBC-0203). The building was originally built as a Wendy's restaurant and reflected the company's corporate design. It is now clad in painted running bond brick and has a flat roof with metal coping and a parapet wall. The foundation is not visible. A projecting metal awning with two modern signs that extend above the roofline surrounds the building. The front (southwest) facade is largely clad in replacement corrugated metal siding and has an offset glass entrance and band of replacement metal windows. A projecting entrance bay with replacement side entrances and a band of metal windows is located on the side (southeast) elevation. A smaller entrance bay and a drive-through window are located on the opposing side (northwest) elevation. An associated drive-through sign and store sign are located northeast and west of the building, respectively. The building has been substantially altered with replacement siding materials, window and door configurations, and signage to reflect the Taco John's corporate design. Although research did not indicate the exact date of the restaurant conversion, aerial photographs suggest that it took place by the early 2000s.[903]

[902] Korngiebel/Larson Associates, Inc., "Wendy's Old Fashioned Restaurant Plans," January 11, 1975, City of White Bear Lake Planning Department.

[903] "Aerial Photograph, White Bear Lake, Minn., 2004," *Historic Aerials by NETROnline*, n.d., historicaerials.com.



Figure 11. 1975 former Wendy's building, view looking northeast.

1979 Commercial Building (4422 Highway 61, RA-WBC-0273)

This one-story, rectangular-plan, three-part, Mid-Century Modern commercial building was constructed in 1979, with a ca. 1982 addition that makes up the southern portion (see Figure 12).[904] It is located behind (southwest) the main White Bear Shopping Center building (RA-WBC-0203). The concrete block building has a flat roof with metal coping and the foundation is not visible. The front (southwest) facade has alternating, staggered storefronts that are clad in a combination of wood and metal siding and smooth and ribbed concrete block. Each storefront has replacement glass doors and bands of replacement metal windows, and endwalls that are clad in wood siding frame the two projecting storefronts. An integrated ribbed concrete sign extends out from the northwest corner of the building. Secondary entrances are located on the rear (northeast) elevation. Alterations include the addition and some replacement cladding and replacement windows and doors.



Figure 12. 1979 three-part commercial building, view looking northeast.

[904] Ramsey County, "Ramsey County Assessor Interactive Property Map."

Ca. 1982 Medical Office Building (4422 White Bear Avenue North, RA-WBC-0275)
This one-story, rectangular-plan, Contemporary-style, medical office building with inverted corners was constructed ca. 1982 (see Figure 13).[905] It is located southwest of the main White Bear Shopping Center (RA-WBC-0203). The building is clad in brown running bond brick and vertical wood siding and has a flat roof with metal coping. The foundation is not visible. The front (northwest) facade has a wood-clad central projecting bay with glass doors on either side. The bay is flanked by bands of recessed metal windows. Like the facade, the lower portion of the side (northeast and southwest) elevations are also recessed. A band of metal windows is located in this bay on the southwest elevation. A projecting wood-clad bay is centered on the rear (southeast) elevation and has a secondary entrance. The building does not appear to have any alterations.



Figure 13. Ca. 1982 medical office building, view looking southeast.

History

White Bear Lake
Euro-American settlement in the area of what is now the city of White Bear Lake began in earnest in the 1850s, on land that was originally settled by the Ojibwe and Dakota people. In the summer of 1851, the first road between the village of White Bear Lake and Saint Paul was constructed and the first hotel followed in 1853. As a result, White Bear Lake quickly became an early destination for picnickers and vacationers drawn to the lake for its picturesque scenery and the relief the lakeside offered from the summer heat of Saint Paul and other cities. It also served as a destination for those who suffered from pulmonary diseases like tuberculosis or hay fever and could afford to follow the popular advice of nineteenth-century doctors and leave the polluted city for fresh countryside air.[906]

[905] U.S. Geological Survey, “Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 236” (U.S. Geological Survey, April 22, 1980), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov; U.S. Geological Survey, “Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 046” (U.S. Geological Survey, April 29, 1985), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov.

[906] Nancy L. Woolworth, *The White Bear Lake Story* (White Bear Lake, Minn.: White Bear Lake Chamber of Commerce, 1968), 13–18.

Settlement of the village and its popularity as a vacation destination expanded after 1868, when the Lake Superior and Mississippi (LS&M) Railroad connected Saint Paul and White Bear Lake (the line would be extended to Duluth by 1870).[907] Throughout the 1870s and 1880s, numerous hotels and private cottages were constructed near the village on the west side of the lake.[908] Many of the vacationers were from Saint Paul, and by 1889, the Saint Paul & Duluth Railroad (successor to the LS&M) added a second track to the line between Saint Paul and the village and ran trains every hour during the peak summer months.[909] By 1904, a streetcar line ran along the southern lakeshore, connecting the village of White Bear Lake to Saint Paul via the Hazel Park-Mahtomedi interurban streetcar line.[910]

The resort community of White Bear Lake began to change dramatically in the 1910s and 1920s. Most of the major resort hotels had burned by 1912.[911] Private cottages and lake houses continued to be a major draw, but the larger resorts were not rebuilt. At the same time, visitors increasingly arrived by automobile rather than train or streetcar.

Automobiles had been traveling the north-south route between Saint Paul and White Bear Lake since at least 1911.[912] By 1919, the route was designated as a State Road.[913] In 1921, the road became part of the newly established Trunk Highway System and was signed TH 1, which ran from Saint Paul to the Canadian Border via White Bear Lake, Duluth, and the North Shore. By 1926, TH 1 between Saint Paul and White Bear Lake was paved in concrete.[914] At this time, concrete pavement was generally reserved for only the most traveled routes in the state. In 1933, TH 1 was renamed TH 61 (XX-ROD-006), and the route extended south to La Crescent, along the Mississippi River, through the incorporation of the former TH 3.[915]

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[907] Two segments of the LS&M mainline corridor are located within the Rush Line BRT APE: The LS&M Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001) and the LS&M Historic District: White Bear Lake to Hugo Segment (XX-RRD-NPR005). Phase II Evaluations were prepared for each segment, and both were recommended eligible for National Register listing.

[908] Woolworth, *The White Bear Lake Story*, 18, 32–39.

[909] Woolworth, *The White Bear Lake Story*, 40.

[910] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 92, 279.

[911] Research did not indicate how many resorts and/or hotels were present in White Bear Lake. Fires were common occurrences in the late nineteenth and early twentieth centuries, when the use of open flames for heating and/or light was common and most buildings were constructed, at least in part, of wood. Woolworth, *The White Bear Lake Story*, 41.

[912] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*, 2015, Minnesota Department of Transportation, Saint Paul, Minn.

[913] Minnesota Highway Department, “1919 Map of Minnesota Showing the Status of Improvement of State Roads” (N.p.: Minnesota Highway Department, 1919), https://reflections.mndigital.org/catalog/mdt:212.

[914] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 6222 in Ramsey County*.

[915] Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1933-1934* (Saint Paul, Minn.: Perkins-Tracy Printing, Co., 1935), 18.

In 1952 and 1953, the portion of TH 61 from Larpenteur Avenue (at the border between Saint Paul and Maplewood) to White Bear Lake was converted into a divided highway. At this time, portions of the segment were realigned. One of these realignments occurred just south of White Bear Lake, between County Road E East and White Bear Lake. Prior to the realignment, TH 61 was routed along the current alignment of Hoffman Road, traveling around Goose Lake, just south of White Bear Lake. After 1952-1953, rather than following the present alignment of Hoffman Road, TH 61 was rerouted to the west and traveled along a causeway across Goose Lake.[916] The subject property is located on the east side of TH 61, just north of Goose Lake.

The realignment of TH 61 and its reconstruction as a divided highway helped spur post-World War II (postwar) development in the southern portion of White Bear Lake. Before World War II, much of the land between Saint Paul and the village of White Bear Lake was farmland. In the years after the war, however, agricultural lands in the wider White Bear Township were quickly transformed into residential suburbs. Near the village of White Bear Lake, residential subdivisions were built in the highest concentrations stretching south from the southern shore of White Bear Lake. In the 1950s, many of these subdivisions were annexed into the city of White Bear Lake, expanding the municipality from roughly two square miles to approximately 16 square miles by 1958.[917] The postwar expansion of White Bear Lake necessitated the construction of new institutional and commercial buildings like churches, schools, and shopping centers, such as the subject property, to serve the growing population.

Initial Shopping Center Construction and Development History

Construction of the White Bear Shopping Center complex began in April 1959 with the demolition of the Saint Paul Automobile Club clubhouse, which had previously occupied the triangle of land between present-day TH 61, White Bear Avenue, and Lake Avenue and had stood vacant for a number of years. Construction undertaken by the Saint Louis Park-based firm Trach Construction, which functioned as both contractor and builder and was owned and operated by David B. Trach (see the discussion on Trach below).[918] Newspaper and other primary and secondary source research at the White Bear Lake Area Historical Society and the Minnesota Historical Society did not reveal an associated architect.[919] Additionally, the City of White Bear Lake's Planning Department holds original and remodel plans for some buildings that make up the overall shopping center complex, but not for the 1959 shopping center (RA-WBC-0203). Zoning regulations were not put into place in White Bear Lake until 1965 and, as such, no original 1959 plans of the shopping center building are held in the city's archive.[920]

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[916] TH 61 (XXX-ROD-6) was previously evaluated as not eligible for the National Register.

[917] "2 White Bear Lake Additions Are Illegal," *Minneapolis Star*, January 14, 1958, 9A.

[918] "New Shopping Center Going Up In the City of White Bear Lake," *White Bear Press*, April 30, 1959, Minnesota Historical Society.

[919] In addition to the White Bear Shopping Center, research did not indicate an architect for other shopping centers developed by Trach Construction.

[920] Samantha Crosby, interview with Mead & Hunt, Inc., White Bear Lake, Minn., December 19, 2019.

Newspaper research indicates that the White Bear Shopping Center building (RA-WBC-0203) was initially planned to house 13 stores.[921] In December 1959, eight months after construction began, the shopping center's first two stores opened for business. These were the Red Owl grocery store, which served as an anchor for the mall (present-day Kowalski's Market), and Sommer's Variety Store.[922] By March 1960, the shopping center had 11 operating stores. In addition to Red Owl and Sommer's Variety Store, these included: Gross Brothers-Kronick's Cleaning and Laundry, White Bear Jewelers, Happy House Shop, White Bear Beauty Center, Western Auto, Cliff Hopp's Barber Shop, Winston's Family Department Store, Joyce's Accessories, and Reed's Drug Store.[923] The official shopping center grand opening occurred in April 1960, and by August of that year the shopping center had 16 tenants (see Figure 14).[924]

[921] "New Shopping Center Going Up In the City of White Bear Lake."

[922] "Red Owl to Open New Super Market Here Wed.," *White Bear Press*, December 19, 1959, Minnesota Historical Society.

[923] "Eleven Stores Join In Preview Grand Opening," *White Bear Press*, March 17, 1960, Minnesota Historical Society.

[924] "Grand Opening Advertisement," *White Bear Press*, April 7, 1960, Minnesota Historical Society; "Shopping Center Grand Opening This Weekend," *White Bear Press*, April 7, 1960, Minnesota Historical Society; "'Dock and Shop' Center Ready," *Minneapolis Star*, August 16, 1960, Newspapers.com.



Figure 14. Newspaper advertisement for the grand opening weekend of the White Bear Shopping Center in April 1960 featuring a rendering of the shopping center.[925]

In August 1960, Trach Construction, which continued to own and manage the shopping center, publicized the opening of a boat dock, located on the west shore of White Bear Lake just east of the shopping center (RA-WBC-0203) and across Lake Avenue, that allowed shoppers to access the complex by boat rather than car (see Figure 15). An unusual element in mid-twentieth-century shopping centers, this dock represents the shopping center responding to the built environment of White Bear Lake, which was historically connected to the lakeshore as a site of recreation and commerce. Research did not reveal the exact location of the dock; however, a 1960 historic aerial suggests it was sited on the lakeshore, across from the southern end of the original shopping center building (see Figure 16 in the following section). The dock was 48-feet-long with a 48-foot "T-extension" at the end. It offered mooring places for approximately 50 boats and the Red Owl grocery store offered carry-out

[925] "Grand Opening Advertisement."

service to awaiting pleasure craft. Electric golf carts were planned for the 1961 season, allowing boating customers easier access to the center. The dock was primarily intended to be used by those who had homes or summer cottages with private docks and boats on White Bear Lake. Trach Construction claimed that this made the White Bear Lake Shopping Center "the first and only shopping center in the nation to provide docking facilities for boating enthusiasts whose homes front on a lake shore." Subsequent research could not confirm this claim. Trach further stated "This opens an entirely new area in customer service unique to Minnesota's famous lake and resort country. Our Association plans several summer promotions designed for boating enthusiasts."[926] The orientation of the shopping center towards the lake rather than the adjacent TH 61 further emphasizes this intention to cater to homeowners on White Bear Lake.



Figure 15. August 1960 newspaper photo showing David Trach (right) and White Bear Lake Shopping Center managers and customers using the newly opened shopping center dock.[927]

Although a major component of the original concept for the shopping center, the associated dock appears to have been short-lived. In the early 1970s, state legislation established the White Bear Lake Conservation District which, in 1972, debated rewriting ordinances regarding the placement of docks in White Bear Lake. The main complaint to the Conservation District board pertained to docks "in commercial areas" at the west end of the lake near the shopping center. Newspaper articles covering this debate did not name the shopping center as an owner of these docks but did name private marinas in the area, suggesting that by 1972, the shopping center dock was no longer in use.[928] Additionally, what appears to be the original dock on the 1960 historic aerial is not seen in aerials after the 1970s.

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926 "Dock and Shop On White Bear Ave.," *White Bear Press*, August 16, 1960, Minnesota Historical Society; Ralph Mason, "Shopping Center Opens Along Lake," *Minneapolis Star*, April 7, 1960, Newspapers.com; "'Dock and Shop' Center Ready."

927 "Dock and Shop On White Bear Ave."

928 "Lake District Sets Hearing on Dock, Boat Ordinance," *White Bear Press*, May 18, 1972, White Bear Lake Area Historical Society; "Lake District Tables Dock, Mooring Law," *White Bear Press*, June 1, 1972, White Bear Lake Area Historical Society.

Currently, while White Bear Shopping Center Incorporated maintains ownership of the thin strip of land between Lake Avenue and the lakeshore, the adjacent docks are owned and operated by The Docks of White Bear Lake, a private marina that rents slips to boat owners.[929] The current docks are more extensive than the original dock described in the 1960 newspaper article. They are also constructed of what appears to be modern composite material, further suggesting their later construction date. Although later docks near the shopping center provided access via the lake, primary and secondary sources did not indicate that they retained the same associations or connections to the complex.

Expansion Plans and Subsequent Development

Newspaper research revealed two major shopping center expansion plans: one in the 1960s, shortly after the center opened, and one in the early 1970s. Neither of these plans appears to have been built to their full extent, although each did shape the development of the site through the addition of new buildings. The early dates of these expansions suggest that Trach Construction always intended to expand the shopping complex beyond the initial 1959 shopping center (RA-WBC-0203) to provide a full range of services to customers.

In August 1960, just months after the shopping center's grand opening, David Trach announced plans to expand the center. According to newspaper reports from that time, the expansion plans called for the construction of "a medical and dental center, additional specialty shops and a car wash."[930] Subsequent research at the White Bear Lake Area Historical Society, the City of White Bear Lake Planning Department, and the Minnesota Historical Society did not reveal any further details regarding the plans for this expansion. Additional specialty shops may have been added to otherwise vacant storefronts in the shopping center, but there is no evidence of the construction of new buildings or additions to the main shopping center at the time. Research does not reference a car wash being constructed at any time. Historic aerial photographs show a small building in the parking lot northeast of the shopping center, near the current Taco John's restaurant (RA-WBC-0274), but this was most likely the original Minnesota Federal Savings and Loan building (nonextant), built in 1963 (see Figure 16).[931] A 1963 newspaper article indicates that the financial institution was associated with the overall shopping center complex. A small one-story medical office building (RA-WBC-0189) was constructed near the northeast corner of the shopping center's parking lot ca. 1960.[932] Newspaper research indicates that the medical office building was occupied by chiropractors in 1963 and 1972.[933] It is currently used as an orthodontist office.

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[929] "White Bear Lake Boat Docks," accessed March 13, 2020, https://www.admiraldswbl.com/docks/.

[930] "Dock and Shop On White Bear Ave."

[931] U.S Geological Survey, "Aerial Photograph, White Bear Lake, Minn., GS-VBOX, Roll 1, Frame 154," November 11, 1966, earthexplorer.usgs.gov; "Shopping Center Buys Edgewater Motel," *White Bear Press*, March 28, 1963, White Bear Lake Area Historical Society.

[932] Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial photograph, 1953; U.S Geological Survey, "Aerial Photograph, White Bear Lake, Minn., GS-VBOX, Roll 1, Frame 154."

[933] "White Bear Area Professional Directory," *White Bear Press*, April 4, 1963, White Bear Lake Area Historical Society; "Medical Directory," *White Bear Press*, April 20, 1972, White Bear Lake Area Historical Society.

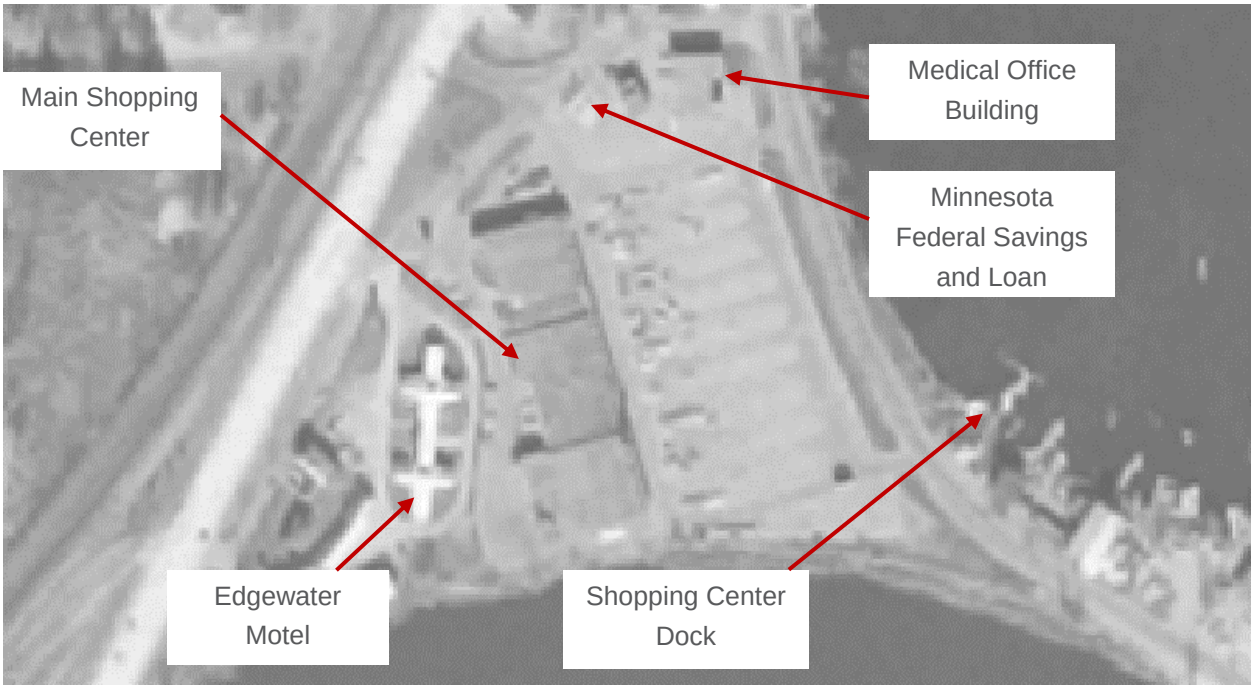

Figure 16. 1966 aerial image showing the extent of White Bear Lake Shopping Center development.[934] *In addition to the main shopping center, this image shows the medical office building (RA-WBC-0189) at the northeast corner of the property and what may have been the 1963 Minnesota Federal Savings and Loan building (nonextant). The dock may have been the shopping center's dock (nonextant). The Edgewater Motel was owned by Trach Construction at the time of this aerial. Notice the absence of White Bear Avenue along the southern portion of the property; it was not built until ca. 1972 (see Figure 17).*

In April 1972, a second major expansion plan was announced by David Trach, head of Trach Properties (formerly Trach Construction).[935] In 1963, Trach Properties had purchased the Edgewater Motel, located just to the west of the main shopping center (see Figure 16).[936] This purchase resulted in Trach Properties owning all of the land between Lake Avenue on the east and TH 61 on the west. With room to expand, the 1972 proposal called for a large, two-story department store addition to the southwest corner of the existing shopping center. Additionally, a new Minnesota Federal Savings and Loan building was to be built at the northeast corner of the property and the old savings and loan building was to be converted into office space. The proposal also included the possibility of a marina and shops located near the shoreline, across Lake Avenue from the main parking lot.[937]

In August 1972, the City of White Bear Lake approved the construction of the Minnesota Federal Savings and Loan building only.[938] That building was constructed in 1972 but at the southwest corner of

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[934] U.S Geological Survey, "Aerial Photograph, White Bear Lake, Minn., GS-VBOX, Roll 1, Frame 154."

[935] Barb Meyers, "White Bear Shopping Center Plans Expansion," *White Bear Press*, April 20, 1972, White Bear Lake Area Historical Society.

[936] "Shopping Center Buys Edgewater Motel."

[937] Meyers, "White Bear Shopping Center Plans Expansion."

[938] Barb Meyers, "Development, Expansion Gain Limelight This Week," *White Bear Press*, August 3, 1972, White Bear Lake Area Historical Society.

the site rather than the northwest corner (it is currently occupied by Wells Fargo).[939] At the time of the proposal, the city was concerned about the traffic and parking capacity at the shopping center, which was limited in further expansion of its parking lots by TH 61 on the west, Lake Avenue on the east, and the newly constructed extension of White Bear Avenue and Goose Lake to the south. Unable to expand its parking lots and, therefore, unable to ease city concerns, newspaper coverage suggests that planning permission was never granted for the complete 1972 expansion plan.[940] Research did not indicate when this extension of White Bear Avenue was constructed but review of aerial photography suggests ca. 1972. Additionally, research did not indicate to what extent, if any, the roadway extension was associated with the expansion of the shopping center.



Figure 17. Image of the White Bear Lake Shopping Center showing the main shopping center, medical office building, the Minnesota Federal Savings and Loan, and what is likely the 1963 Minnesota Federal Savings and Loan (nonextant), view facing west. Note the newly constructed White Bear Avenue extension along the southern edge of the shopping center property. Although this White Bear Lake Area Historical Society photo is dated ca. 1966, with the presence of the newly constructed portion of White Bear Avenue and the Minnesota Federal Savings and Loan building, it is more likely ca. 1972.[941]

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[939] Ramsey County, "Ramsey County Assessor Interactive Property Map," Assessor Build Date.

[940] Meyers, "Development, Expansion Gain Limelight This Week"; Meyers, "White Bear Shopping Center Plans Expansion."

[941] "Aerial of Goose Lake and Shopping Centers," ca but more likely ca. 1972 1965, White Bear Lake Area Historical Society, https://whitebearhistory.pastperfectonline.com/photo/D003D66E-EDB6-41E6-86A9-333109788510.

Although not included in the 1972 expansion plan, additional buildings were built on the site in the late 1970s and early 1980s. In 1975, a Wendy's restaurant building (RA-WBC-0274) was constructed near the location of the 1963 Minnesota Federal Savings and Loan building.[942] This restaurant building is currently occupied by Taco John's. Although research did not indicate the exact date of the restaurant conversion, aerial photographs suggest that it took place by the early 2000s.[943] Based on a review of aerial photographs, a standalone store (RA-WBC-0273, now MGM Liquor) was built behind the main shopping center ca. 1979 on the location that was previously the Edgewater Motel. An addition was added to this building ca. 1982, adding two additional storefronts. At the same time, an addition was added to the front (east) facade of Red Owl grocery building at the southern end of the main shopping center, which truncated the original flat-roof awning, and the ca. 1982 medical office building (RA-WBC-0275) was constructed just southwest of the main shopping center. At this time, the White Bear Shopping Center complex was largely developed to its current extent (see Figure 18).[944]

[942] Korngiebel/Larson Associates, Inc., "Wendy's Old Fashioned Restaurant Plans."

[943] "Aerial Photograph, White Bear Lake, Minn., 2004," *Historic Aerials by NETROnline*, n.d., historicaerials.com.

[944] Ramsey County, "Ramsey County Assessor Interactive Property Map," Aerial images 1974, 1985, 1991; U.S Geological Survey, "Aerial Photograph, White Bear Lake, Minn., GS-VBOX, Roll 1, Frame 154"; U.S Geological Survey, "Aerial Image, White Bear Lake, Minn., Roll 1 Frame 76," October 1, 1972, earthexplorer.usgs.gov; NASA AMES Research Center, "Aerial Image, White Bear Lake, Minn., Roll 2873 Frame 1605," May 1, 1980, earthexplorer.usgs.gov.

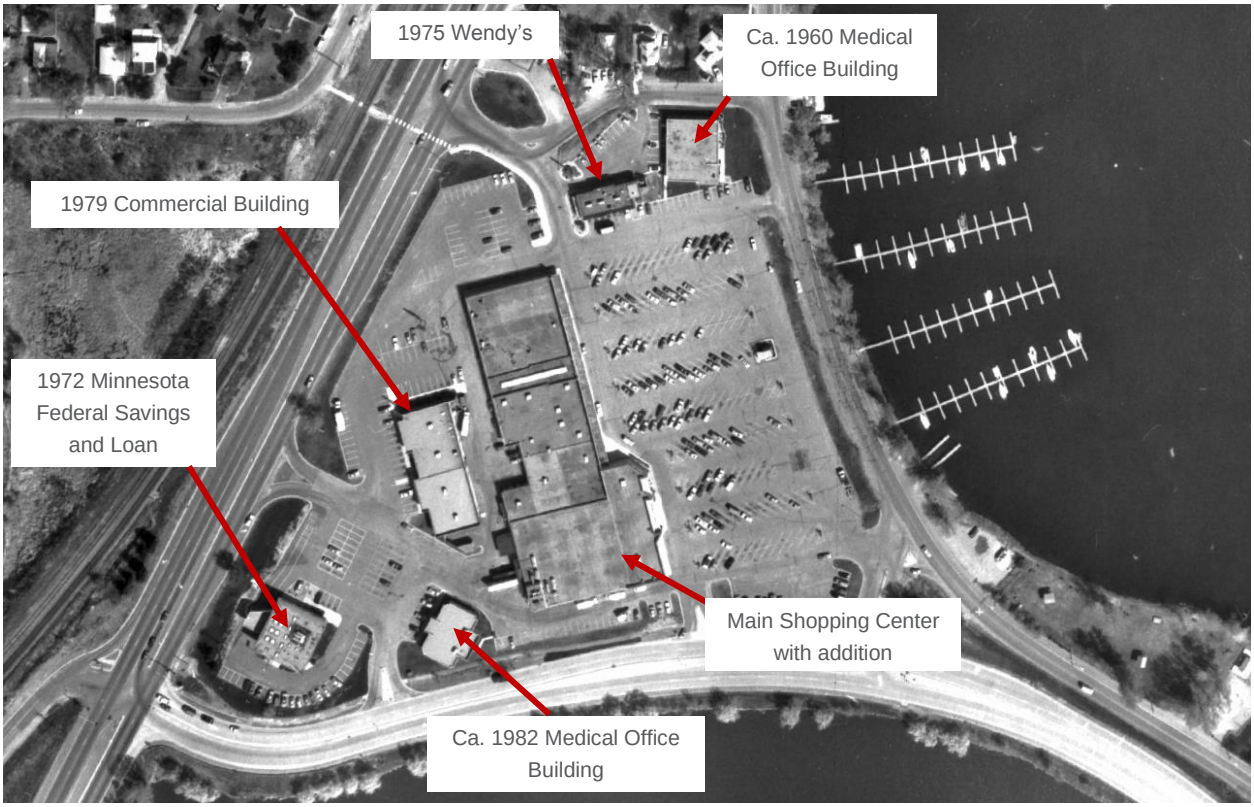

Figure 18. 1985 aerial photograph of White Bear Shopping Center complex showing the extent of the complex at that time. Notice the new dock structures across from the shopping center on the lake.[945]

Later alterations were made to the main shopping center, including the alteration of the original flat roof awning through a quarter-round awning, installed between 1985 and 1991 over the original flat awning, further alterations to the anchor store facade, such as ca. 2000 gabled portico, and cladding and window replacements. Cladding and fenestration replacements were also made to other buildings within the complex, most significantly on the 1975 Wendy's building and 1979 commercial building. These later changes to the complex were not a part of any documented plan by the developer to make improvements.[946]

David B. Trach and Suburban Mall and Shopping Center Development in the Twin Cities

As president of Trach Construction (later Trach Properties), David B. Trach was responsible for the construction, development, and management of the White Bear Shopping Center.[947] Trach was born in 1922 and attended Minneapolis North High School, after which he attended the University of Minnesota School of Pharmacy. After serving in the U.S. Army during World War II, Trach returned to the Twin

[945] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 046."

[946] U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 25" (U.S. Geological Survey, April 10, 1991), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov; Ramsey County, "Ramsey County Assessor Interactive Property Map"; U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 27" (U.S. Geological Survey, April 22, 2000), U.S.G.S. Earth Explorer, earthexplorer.usgs.gov; U.S. Geological Survey, "Aerial Photograph, Ramsey County, Minn., Roll 11 Frame 046."

[947] Ronald Trach, believed to be the son of David B. Trach, operates White Bear Shopping Center Inc., the owner of the subject shopping center.

Cities, where he began building homes in the suburbs in 1951.[948] Based in Saint Louis Park, he was elected to the board of the Minneapolis Home Builders Association in 1958 in recognition for his work as "a builder in the suburbs for seven years."[949] Newspaper real estate advertisements from the period show that Trach Construction continued building residences in the Twin Cities suburbs while he was developing and managing shopping centers.

In 1953, Trach was granted approval for what may have been his first Twin Cities shopping center in Golden Valley (newspaper research could not confirm this conclusively).[950] This one-story building was built between Golden Valley Road, TH 55, and Winnetka Avenue and continues to operate as a shopping center (see Figure 19). The building retains its one-story configuration as well as what appears to be an original flat awning that extends the length of the facade, awning supports (similar to those found at the White Bear Lake Shopping Center), and open-air gallery (see Figure 20). Some of the storefronts appear to retain original windows but most of the building has been reclad.



Figure 19. Image of the Golden Valley Shopping Center, view facing northeast.

[948] "David B. Trach, Obituary," *Minneapolis Star Tribune*, June 16, 2006, Newspapers.com; Ralph Mason, "Real Estate Roundup," *Minneapolis Star*, February 27, 1958, Newspapers.com.

[949] Mason, "Real Estate Roundup."

[950] A review of Twin Cities-area newspapers from the period confirmed Trach's role in the development and management of three shopping centers. "$300,000 Shopping Center OKd in Golden Valley," *Minneapolis Star*, July 8, 1953, Newspapers.com.



Figure 20. Image of the Golden Valley Shopping Center showing the awning and supports that stretch the width of the building and the open-air gallery, both of which are likely part of the original. Note the reclad walls above the awning. View facing north.

When Trach began construction on the Golden Valley Shopping Center in 1953, the construction of similar shopping centers was booming across the Twin Cities suburbs. A 1953 newspaper article in the *Minneapolis Tribune* noted that $35 million was already or set to be spent on the construction of shopping centers in the Minneapolis suburbs. In addition to the Golden Valley Shopping Center, this included work on the Miracle Mile in Saint Louis Park (built 1950-1951), The Hub in Richfield (built in 1953, HE-RFC-204), and Southdale Mall in Edina (opened in 1956).[951] While the *Minneapolis Tribune* article only discussed shopping centers in Minneapolis suburbs, shopping centers closer to the White Bear Shopping Center were also being built in the 1950s. For example, the Sunrise Shopping Center (2023-2055 County Road E) was built in 1952 at the corner of County Road E and White Bear Avenue and the Alla-Bar Shopping Center (now the Wildwood Shopping Center, 927 Wildwood Road) opened in 1959, at the intersection of County Road E and East County Line Road.[952]

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[951] John A. Wickland, "Shopping Center Boom Continues," *Minneapolis Tribune*, November 8, 1953, Newspapers.com; Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1995), 31; Hennepin County, "Hennepin County Assessor Interactive Property Map," 2020, https://gis.hennepin.us/property/map/default.aspx.

[952] The Alla-Bar/Wildwood Shopping Center proposed an expansion to the city of White Bear Lake in 1972, the same year the White Bear Lake Shopping Center proposed its second major expansion. Aerial photographs suggest the proposed expansion of Alla-Bar/Wildwood was not built. Ramsey County, "Ramsey County Assessor Interactive Property Map," Build date information, Aerial images 1974 and 1985; "Center to Have Opening," *White Bear Press*, July 30, 1959; Meyers, "Development, Expansion Gain Limelight This Week"; "Aerial Photograph, White Bear Lake, Minn., 1972," *Historic Aerials by NETROnline*, accessed October 24, 2018, historicaerials.com.

Like most shopping centers built during the 1950s and 1960s, these were located at or near major roadways or intersections. Because most visitors were driving to suburban shopping centers, large open parking lots were needed to accommodate automobiles and large signs near major roadways and/or entrances directed drivers toward the complex. These suburban shopping centers were generally built as a single, one-story building divided into multiple stores of varying size. They were configured in a straight line, L-shape or U-shape depending on the site and design. In many cases, one or more large anchor stores—usually department or grocery stores—occupied the largest spaces. Stores were usually oriented in a linear fashion, sharing party walls and with main entrances facing the main parking area. In this way, shopping centers mimicked the orientation of commercial buildings in earlier nineteenth-century downtowns. Wide sidewalks, usually sheltered by awnings or overhangs that ran the length of the shopping center facade, allowed visitors to travel to and from the stores. The overall design was utilitarian and typically unified by elements such as the awning and its supports and similar storefront designs. In some cases, galleries, lobbies, or atriums were placed perpendicular to the front facade, and smaller specialty stores lined the public space, which could either be open to the elements or enclosed. The use of this type of gallery can be seen in both the White Bear Shopping Center and Golden Valley Shopping Center. These galleries foreshadowed the development of large regional indoor malls like Southdale or Maplewood Mall (3001 White Bear Avenue North, built in 1974, RA-MWC-0072, recommended not eligible as part of the Rush Line BRT project), which were generally oriented inward. With these large malls, the main entrances for all stores (even anchor stores, which generally had exterior entrances) were inside the mall, centered on an interior courtyards or walkways.[953]

In 1959, the same year that Trach began construction on the White Bear Shopping Center, he also broke ground on the Glenwood Shopping Center. Located at the intersection of TH 55 and Bryant Avenue North in Minneapolis, it opened in 1961 and was part of the large Glenwood urban renewal project within the north side of the city.[954] Newspaper reports at the time claimed that this was "one of the first shopping centers built in an urban renewal area in the United States," although further newspaper and secondary source research could not confirm this statement.[955] The Glenwood Shopping Center struggled, however, and the anchor Red Owl grocery store was replaced by a discount store in 1966, then closed in 1973. Only a few stores remained when the Glenwood Shopping Center was sold in 1978 to the U-Haul Company, who co-occupied the complex with the Twin Cities Opportunities Industrialization Center, a career training school. In 1996, the Twin Cities Opportunities

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[953] Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, D.C.: Preservation Press, 1987), 12–19; Mark Gelernter, *A History of American Architecture* (Lebanon, N.H.: University Press of New England, 1999), 272; Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, 30–31.

[954] "David B. Trach Announces the Grand Opening of Glenwood Shopping Center," *Minneapolis Star*, August 10, 1961, Newspapers.com; Judith A. Martin and Antony Goddard, *Past Choices/Present Landscapes: The Impact of Urban Renewal on the Twin Cities* (Minneapolis: Center for Urban and Regional Affairs, 1989), 32–41, http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/C1021.pdf.

[955] Stone, "Rental Firm to Revive, Remodel Ailing Glenwood Shopping Site," *Minneapolis Star*, January 16, 1978, Newspapers.com.

Industrialization Center became Summit Academy, which currently occupies the entire complex (see Figures 21 and 22). This complex has been substantially altered and is no longer recognizable and as a mid-century shopping center.



Figure 21. Image of the former Glenwood Shopping Center, now Summit Academy, view facing southeast. This image shows the eastern portion of the complex, which is separated from the western portion by a narrow courtyard.



Figure 22. Image of the former Glenwood Shopping Center, now Summit Academy, view facing southwest. This image shows the western portion of the complex, which is separated from the eastern portion by a narrow courtyard, a portion of which is visible at left.

In addition to building shopping centers, Trach was active in organizations related to shopping centers. In 1964, for example, he attended a training program of the International Council of Shopping Centers called the "University of Shopping Centers."[956] Trach's 2006 obituary states that he "was in the charter class for Certified Shopping Center Managers," which may have been a reference to this 1964 training. At an undetermined date, Trach became the first Minnesota State Director of the International Council of Shopping Centers, which began in 1957 and continues to advocate for the retail real estate industry.[957] Although Trach was an early participant in this organization, his contribution to it or to the construction or management of postwar shopping centers was not revealed in the course of primary and secondary research.

[956] "Shopping Study," *Minneapolis Star*, April 17, 1964, Newspapers.com.

[957] "David B. Trach, Obituary"; "ICSC: International Council of Shopping Centers Webpage," 2020, https://www.icsc.com/.

Evaluation

The White Bear Lake Shopping Center complex was evaluated for the National Register under *Criteria A, B, C,* and *D.*

Criterion A

To be eligible under *Criterion A: Event*, a property must be associated in an important way to a significant historic event or broad pattern in history, as well as demonstrate that the event or trend was important to the history of Minnesota, Ramsey County, or the city of White Bear Lake.

Many shopping centers were built in the Twin Cities metro area during the mid-twentieth century, primarily along major roads and highways, to provide shopping opportunities for newly developed suburbs. Within White Bear Lake, the White Bear Shopping Center as well as the Sunrise Shopping Center and the Wildwood Shopping Center served the expanding residential developments outside the historic downtown. The White Bear Shopping Center complex was the largest of these centers and was located immediately adjacent to TH 61 and the lake. Although the White Bear Shopping Center complex is associated with the postwar transition of commercial properties away from downtown centers to locations adjacent to major traffic routes in or near suburban residential developments, it is not significant within this overall trend. The complex does not represent a change in the evolution of shopping centers during the mid-twentieth century. The shopping center, however, stands out amongst other malls from this period through its orientation and focus on customer access from the lake. At a time when a great emphasis was placed on automobile traffic and vehicular accessibility from major thoroughfares, the developer—Trach Construction—intentionally orientated the complex towards White Bear Lake and made great efforts to cater to customers living on the water through the construction of a dock, golf cart access, and dock-side delivery to those customers. Although the claim that it was the first and only shopping center in the nation to provide docking services could not be confirmed, it is distinct within the development of shopping centers at that time and there are no other known shopping centers in the Twin Cities area with waterfront access that provided such services. Later planned expansions of the shopping center aimed at providing a wider range of services to customers, while retaining its orientation to the lake. As such, the White Bear Shopping Center has significance under *Criterion A* in the areas of Commerce and Community Planning and Development. The period of significance spans from 1959, when the main shopping center building was constructed, to 1972, when the second expansion was partially executed. This date also corresponds to the approximate date when the original dock may have been removed.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made a significant contribution to history. Research did not reveal an association between the White Bear Shopping Center and a significant individual in the history of White Bear Lake, Ramsey County, or the state of Minnesota. The overall complex was developed by David B. Trach of Trach Construction. Trach was known throughout the Twin Cities commercial development industry through his participation in local and national shopping center trade organizations; however, research did not suggest that he

played a prominent role or made significant contributions within that industry. As such, the White Bear Shopping Center does not have significance under *Criterion B.*

Criterion C

To be eligible under *Criterion C: Architecture*, a property must represent the work of a master, possess high artistic value, and/or embody the distinctive characteristics of type, period, or method of construction.

The White Bear Shopping Center is an example of a mid-twentieth-century shopping center complex. The original design of the 1959 shopping mall exhibits the typical utilitarian design utilized in most shopping malls of this time, as well as many of the common elements such as the strip-configuration, flat-awning covering a walkway along the storefronts, gallery or atrium space, expansive parking lot, and entrance sign. As such, the White Bear Shopping center is not an excellent example of the property type and the design of the main shopping center building is not distinct. Additionally, the design does not possess high artistic value or represent a change or evolution of shopping mall design. The 1959 shopping center has also been substantially altered through an addition and changes to the anchor store and a quarter-round awning addition across the facade, which greatly diminish its ability to reflect a mid-twentieth-century shopping center. Although the later buildings within the complex exhibit minimal elements of some architectural styles, the designs are not excellent or distinct examples of any style, nor do they represent distinctive characteristics of a type, period, or method of construction or have high artistic value. Many of the buildings have also been substantially altered. Moreover, although plans were conceptually created for the two different expansions, these plans were never fully realized. Instead, the complex developed largely in an unintentional manner, particularly from the late 1970s to the present.

In terms of Trach Construction developments, similar design characteristics can be seen in at least two of the company's Twin Cities-area properties: the Golden Valley Shopping Center and White Bear Shopping Center. The design elements include a flat awning across the facade supported by angled columns and a gallery/atrium space with prominent entrances situated on the front and rear of the building. As the Golden Valley Shopping Center was constructed in 1953, prior to the White Bear Shopping Center, it likely established the firm's design aesthetic. Additionally, the architect of the complex is unknown. As such, it is unlikely that the White Bear Shopping Center complex, or any of its component buildings, represent the work of a master. Therefore, the White Bear Lake Shopping Center does not have significant under *Criterion C: Architecture*.

Criterion D

Properties may be eligible under *Criterion D: Information Potential* if they have yielded, or may be likely to yield, information important in prehistory or history. Based on research, the White Bear Shopping Center does not appear to have the potential to yield information important in prehistory or history and is recommended not eligible under *Criterion D*.

Integrity

The White Bear Lake Shopping Center remains in its original 1959 location and continues to operate as a shopping center. The overall shopping center complex was increased to its full extent, which currently encompasses five parcels, in 1963. The complex remains surrounded by a mix of residential and commercial properties. TH 61 continues to be the main automobile route through White Bear Lake and is still located on the western edge of the property with Lake Avenue and the ca. 1972 extension of White Bear Avenue along the eastern and southern edges of the property, respectively. As such, the White Bear Lake Shopping Center retains integrity of location, setting, and association.

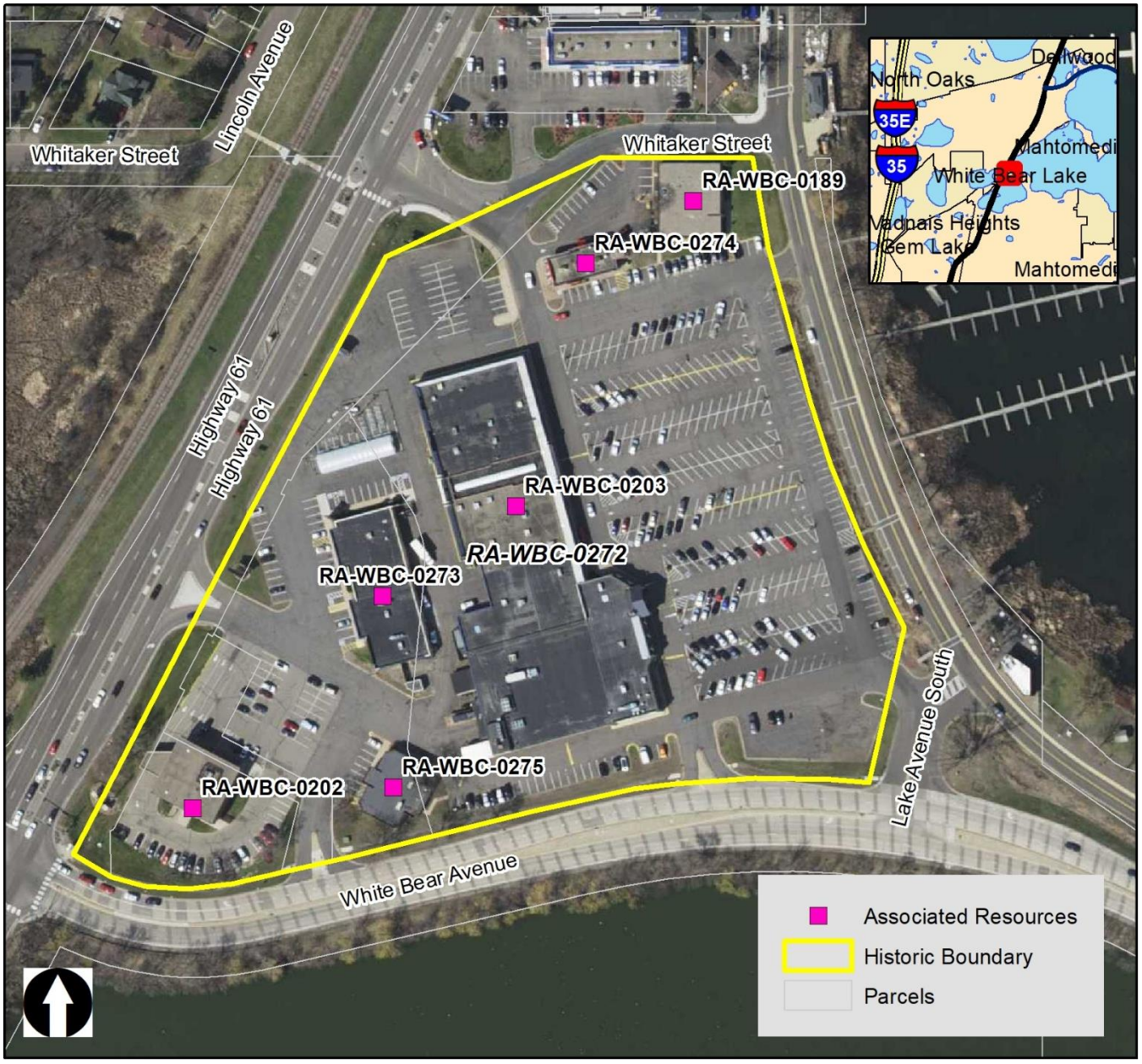
The integrity of design, feeling, and workmanship of the overall White Bear Shopping Center complex has been diminished by alterations to the main shopping center building, loss of the original dock, and buildings that post-date the period of significance. As mentioned, the front facade of the main shopping center has undergone several alterations, including substantial alterations to what was originally the Red Owl grocery store at the southern end of the main shopping center, which is currently occupied by Kowalski's Market. A flat-roof addition was added to this storefront ca. 1982 and an additional, more recent, addition with a partial gable-roof and stone veneer has further diminished the integrity of design, materials, and workmanship of the main shopping center. These additions to the Kowalski's storefront severed the awning that originally spanned the length of the building. Additionally, the awning itself has been altered, between 1985 and 1991, with a quarter-round awning that is not compatible with the original design aesthetic. As the primary component of the shopping center complex, the alterations to the main shopping center substantially diminish the integrity of the overall property. The other buildings constructed within the period of significance—the ca. 1960 medical office building and 1972 Minnesota Federal Savings and Loan, have slightly diminished integrity from replacement materials. These changes slightly diminish the integrity of the overall complex. Furthermore, the original dock associated with the shopping center is nonextant and the current docks do not appear to be associated with the shopping center. As catering to customers arriving from the lake was a major component of the original conceptual plan for the shopping center, the lack of associated docks greatly diminishes the overall design of the complex. Finally, the buildings constructed after the end of the period of significance affect both the design and feeling of the overall shopping center complex. Built after the 1972 expansion, the 1975 Wendy's building (now Taco John's), the ca. 1979 three-part commercial building with the ca. 1982 addition, and the ca. 1979 medical office building all postdate the period of significance.

The White Bear Lake Shopping Center complex retains integrity of location, setting, and association, but alterations, loss of associated docks, and buildings on outlots that postdate the period of significance prevent the complex from retaining sufficient integrity of design, materials, workmanship, and feeling. As such, the subject property does not retain sufficient overall integrity.

Recommendation

While the White Bear Lake Shopping Center complex is recommended significant under *Criterion A: Commerce* and *Criterion A: Community Planning and Development* for its orientation to and access from White Bear Lake, it does not retain sufficient integrity to convey that significance. As such, the White Bear Lake Shopping Center complex is recommended not eligible for the National Register. None of the buildings are considered individually eligible.

Map



RA-WBC-0272

White Bear Shopping Center

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APPENDIX E17. PHASE II EVALUATION: TRUNK HIGHWAY 36 (XX-ROD-028)

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Phase II Evaluation

Trunk Highway 36
(including Trunk Highway 77)
XX-ROD-028

Report prepared for

Minnesota Department of Transportation

Report prepared by

Mead & Hunt

www.meadhunt.com

October 2019

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1. Introduction

As part of a larger effort to evaluate the state's Trunk Highways, the Minnesota Department of Transportation (MnDOT) retained Mead & Hunt, Inc. (Mead & Hunt) to evaluate Trunk Highway 36 (TH 36) for its potential to possess significance under National Register of Historic Places (National Register) criteria. The statement of significance of the Trunk Highway applied the historic context and evaluation criteria developed using National Register guidelines from the *Minnesota Trunk Highways (1921-1954): Historic Context and National Register Evaluation and Integrity Considerations* and *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)*.

To inform the evaluation of significance, historians collected research on the development of TH 36 from the Minnesota Historical Society, MnDOT, and University of Minnesota. Research included control-section-logs, plans, U.S. Geological Survey (USGS) topographical maps, historic aerials, Google/Bing Street View, Minnesota Department of Highways records, annual reports, the historic context, and other road-specific secondary sources related to transportation, tourism, agriculture, and industry, and the Works Progress Administration (WPA) *Writer's Guide for Minnesota*. Historic aerials and topographic maps were consulted to identify realignments and alterations. In addition, historians reviewed previously developed historic contexts for related resources, including:

- *Historic Roadside Structures on Minnesota Trunk Highways* by Gemini Research (2000)
- *Historic Context Study of Minnesota Farms 1820-1960* by Gemini Research (2006)

This TH 36 evaluation includes a historic overview of the road and recommendation for the overall highway's significance and National Register eligibility within the contexts covering the pre-1971 period. Recommendations for individual portions of the current and former highway (including bypasses) are also provided. This evaluation also addresses a portion of current TH 77, which was designated as TH 36 from 1957 to 1979. The TH 77 designation was not established until 1980, and the full route of TH 77 is not otherwise subject to evaluation as a Trunk Highway due to its recent designation date. The Phase II findings for the evaluation of the overall highway are documented in an inventory form (XX-ROD-028), including the current and historic extent of the highway and bypasses. In addition to the overall road corridor for TH 36, two significant segments were identified, as shown in Table 1. These segments are documented in individual inventory forms with separate inventory numbers (XX-ROD-029 and XX-ROD-030).[1] A third segment (XX-ROD-031) predates the Trunk Highway period but was identified through context research as a collaborative effort between several counties to provide an improved, direct route between Minneapolis and the interstate crossing at Stillwater, circumventing St. Paul.[2] The three significant segments are discussed in Section 4 and included in a table in the inventory form for TH 36 (XX-ROD-028). No other portions of the current or former extent of TH 36 (including current TH 77) were found to possess significance separate from or unrelated to the whole. These portions were surveyed and reviewed for eligibility but were not inventoried separately from the overall route and do not have individual inventory forms.

[1] Abbreviated inventory forms were created for these segments, which were significant but ultimately recommended not eligible for the National Register.

[2] This highway was incorporated into TH 36 in 1934 and served as the first, temporary alignment of this portion of the TH route but subsequently reverted to County ownership.

Table 1. Evaluated segments and bypasses of TH 36

Inventory number	Location	Significant	Notes	Current or former alignment	Eligibility recommendation
XX-ROD-028	TH 36 (St. Croix Crossing to I-35)	No		Current	Not Eligible
XX-ROD-029	TH 61/ U.S. Highway 61 (US 61) to McMenemy Street	Yes *Criterion C: Landscape Architecture*	Subsumed by postwar upgrades	Current	Not Eligible
XX-ROD-030	TH/US 61 to Hennepin/Ramsey County Line	Yes *Criterion A: Politics/Government*	Subsumed by post-World War II (postwar) upgrades	Current	Not Eligible
XX-ROD-031	Stillwater Boulevard to I-35	Yes Criterion A: Transportation	Minneapolis-Stillwater Cutoff; loss of integrity	Former	Not Eligible

2. Description

A. Overview

TH 36 is an east-west highway that passes through Ramsey and Washington Counties in east-central Minnesota in the area northeast of Minneapolis/St. Paul. TH 36 traverses approximately 20.4 miles from a point on Interstate Highway 35 (I-35) in Roseville to the Wisconsin state line at the midpoint of the St. Croix Crossing Bridge. Since the highway was first designated in 1934, the overall length increased with the addition of mileage south of the Minneapolis limits in 1949 and a further southern extension to the south bank of the Minnesota River at Nicols (near the current TH 77/TH 13 interchange) in 1957. The portion of TH 36 from the current west terminus at I-35W through Minneapolis was no longer needed when I-35 was completed through the city and was transferred to Hennepin County in 1979. The portion south of TH 62 was transferred to TH 77 at that time, and the eastern terminus was extended to TH 95 in Stillwater (see Figure 1). With the opening of the current bridge across the St. Croix in 2017, the route was extended to its current east terminus.

Much of the route passes through dense residential and commercial development in the municipalities of Stillwater, Oak Park Heights, and the northeast metro-area suburbs of Pine Springs, Oakdale, North Saint Paul, Maplewood, Little Canada, and Roseville. Changes are numerous, largely due to continued use and upgrades to meet evolving traffic, safety, and highway department standards, and include:

- Repaving the road surface
- Widening the road
- Paving and widening road shoulders
- Realigning to straighten curves
- Adding turn lanes, new intersections, and traffic control devices
- Upgrading to two-lane divided highway with a center median
- Decommissioning or eliminating sections of the highway

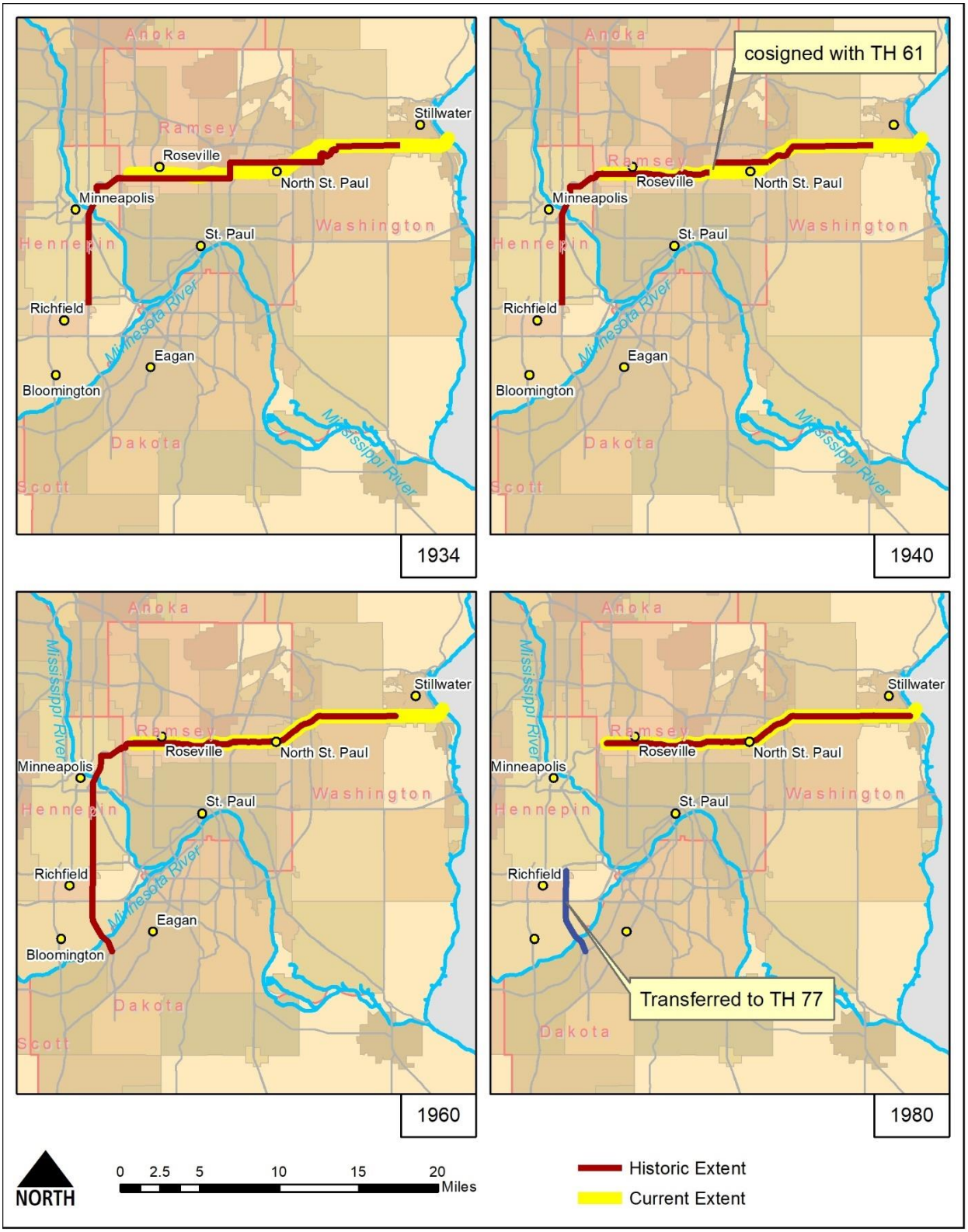

Figure 1. Evolution of TH 36 showing historic extents compared to current extent.

The following former portions have been eliminated from the current route and are now county or local roads (see Table 2); these eliminated portions are evaluated in Section 4 either individually or as part of a larger segment as appropriate. See Section 3 for a discussion of the route's evolution.

Table 2. Former portions eliminated from current route (now county or local roads)

Current road name	Location	Approximate length	Improvement
17th Ave E/ County Road C/Keller Parkway/Arcade Street/County Road B	North St. Paul to I-35W (Roseville)	15.5 miles	1934 alignment gradually bypassed between 1936 and 1940
Demontreville Trail N/50th St. N.	TH 36 to North St. Paul	3.6 miles	Bypassed by new alignment c.1935
Viking Drive/55th St. North	Long Lake	1.074 miles	Bypassed to construct I-694 interchange
County Road 66/NE Broadway/NE Johnson/SE 10th Avenue/Cedar Avenue S.	Lauderdale to TH 62	6.2 miles	Superseded by I-35, deleted from system in 1979
Nicols Rd/Old Cedar Ave S	E. 86th Street to TH 13	3 miles	Transferred to TH 77 in 1979 (subsequently bypassed)

B. Current route description

TH 36 is located in Washington and Ramsey Counties and runs east-west for approximately 20.4 miles from the St. Croix Crossing Bridge near Stillwater to I-35 in Roseville. The route passes through a largely suburban area and consists of an asphalt-surfaced, four-lane divided roadway with two travel lanes in each direction and a wide paved outer shoulder. The eastbound and westbound lanes are typically separated by a grassy median with areas of concrete median, flex-beam or cable guardrail, or a concrete center barrier. The eastern terminus of TH 36 is at the Minnesota/Wisconsin state line at the midpoint of the St. Croix Crossing Bridge, and the route continues a short distance southwest to a diamond interchange at TH 95. TH 36 runs due west from the TH 95 interchange with the typical four-lane divided section for approximately one mile; frontage roads are found on both sides of the highway, which also includes several signalized intersections with turn lanes. A diamond interchange is located at the intersection with Stillwater Boulevard at the western limits of Oak Park Heights.

The route then continues with occasional signalized intersections for approximately five miles through a rural area, where it forms the boundary between Grant and Lake Elmo. 60th Street North serves as a frontage road on the north side of the highway in this area. As it passes through the city of Pine Springs, the route meets Hilton Trail at a raindrop interchange, then turns southwest to approach a cloverleaf interchange with I-694. The route then runs southwest through the cities of Oakdale and North St. Paul, running parallel to the Gateway State Trail (formerly the Wisconsin Central rail corridor, RA-SPC-8215, now converted to a multi-use recreational trail). Through this area, the setting is a mix of post-World War II (postwar) residential and commercial development. Where the roadway passes through a depressed section between Geneva Avenue and McKnight Avenue, a large modern retaining wall is located along the north side of the highway. Through this suburban area, access is limited to a small number of

diamond interchanges with major arterials including McKnight Road and White Bear Avenue. A bicycle/pedestrian bridge carries the Bruce Vento Regional Trail (formerly the Lake Superior & Mississippi rail corridor, RA-SPC-6064) over the highway a short distance east of a cloverleaf interchange with US/TH 61. TH 36 continues west as a limited-access freeway for approximately 6.6 miles through Little Canada and Roseville; in addition to diamond interchanges at several north-south arterials, cloverleaf interchanges are located at I-35E, TH 51, and the western terminus at I-35W. Figures 2 through 11 provide Google Street View images of the highway.



Figure 2. Approaching eastern terminus at Minnesota/Wisconsin state line (St. Croix Crossing), view facing northeast. Google Street View image.



Figure 3. Approaching Norell Avenue North, view facing west. Google Street View image.



Figure 4. West of interchange at Stillwater Boulevard, view facing west. Google Street View image.



Figure 5. Typical section, Lake Elmo (2 miles east of I-694), view facing west; frontage road at far right is the bypassed 1934 alignment (now 60th Street North). Google Street View image.



Figure 6. I-694 interchange, view facing northeast. Google Street View image.



Figure 7. Retaining wall west of Margaret Avenue, view facing southwest. Google Street View image.



Figure 8. At Gervais Lake, approaching US 61 interchange, view facing east. Google Street View image.



Figure 9. Approaching I-35E interchange, view facing west. Google Street View image.



Figure 10. Approaching Dale Street off-ramp, view facing west. Google Street View image.



Figure 11. Western terminus at I-35W. Google Street View image.

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3. Historic Context

This historic context details the development of TH 36 (including current TH 77) from its designation in 1934 through the present day. In addition to transportation, research revealed several historic themes that relate to its use as a transportation corridor between Stillwater and Minneapolis. These themes include entertainment/ recreation, which begins prior to the designation of TH 36, and federal relief efforts during the Depression.

A. Early development and improvements

A Minnesota constitutional amendment first laid the groundwork for a highway system in 1905, enabling creation of a State Highway Commission and allowing counties to designate specific county roads as State Roads.[3] Between 1907 and 1909, Washington County designated several State Roads, including the precursors of TH 95 and TH 45 (currently known as Stillwater Boulevard North, this route was later incorporated into US 212 and subsequently removed from the Trunk Highway System), but did not designate a road west from Stillwater to Minneapolis. Within Ramsey County, a State Road was designated along County Road E (now discontinuous due to Interstate Highway construction) after 1909, but within Washington County no additional State Roads were designated between Stillwater and the Twin Cities (see Figure 12).[4]

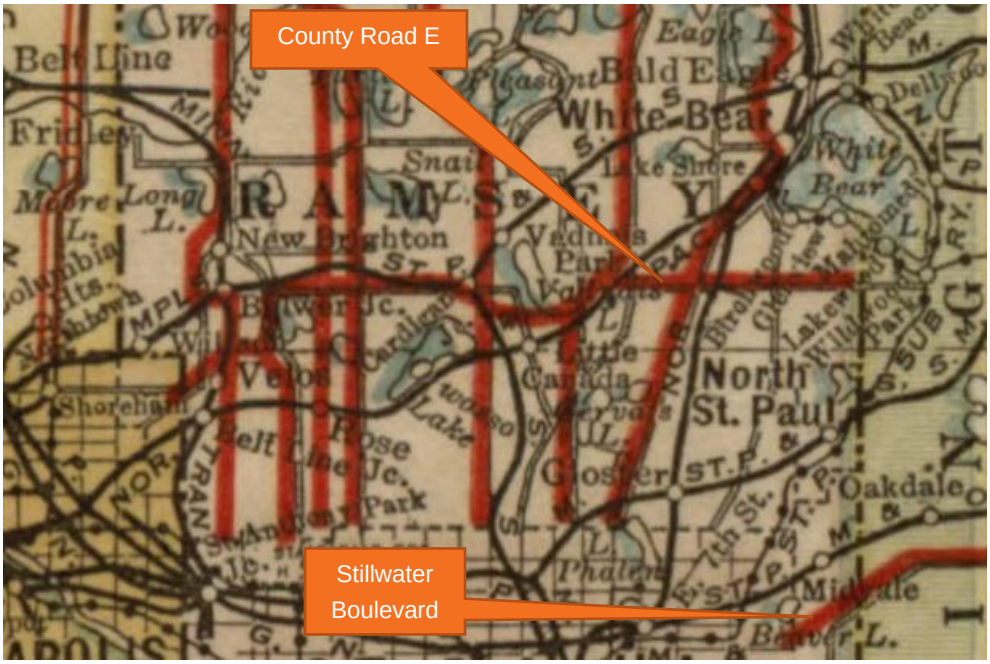

Figure 12. State Road map from 1920 showing designated routes north and east of St. Paul.

[3] The amendment was first proposed in 1898, but due to legal challenges was not formally adopted until 1905. Minnesota Department of Highways, "Report to the House of Representatives Interim Committee on State Administration" (N.p., 1943), 2, Minnesota Highway Department Collection, Miscellaneous Records, Minnesota Historical Society Archives, Gale Family Library.

[4] State Highway Department, "State Road Map of Minnesota" (St. Paul, Minn.: McGill-Warner Co., 1920), https://reflections.mndigital.org/catalog/mdt:213; Cooley, George, State Engineer, "Map of State of Minnesota Showing State Roads Designated by County Resolutions," Highway Map (St. Paul, Minn.: State Highway Commission of Minnesota, January 1909).

In 1917, the State established the Minnesota Highway Department (MHD) to fulfill one of the conditions required to obtain federal aid for roads, and a constitutional amendment enabled the designation of the Trunk Highway System in 1921.[5] TH 45 was the only direct route designated between the interstate crossing at Stillwater and the Twin Cities, although drivers could use TH 46 (later renumbered TH 8) to travel due west to TH 1 (later renumbered TH 61), entering St. Paul via TH 1 or Minneapolis via TH 63 (see Figure 13).



Figure 13. Trunk Highway map from 1923 showing TH 45, 1, and 63.

The present-day extent of TH 36 has its origins in the late 1920s as a County-led initiative to provide a "Cut-off" between Stillwater and Minneapolis, intended to shorten the driving distance between Minneapolis and the interstate crossing at Stillwater and eliminate the need for drivers to travel via St. Paul. In order to complete the final link, Washington County constructed a 4-mile portion of State Aid Route (SAR) 9 from TH 212 west in 1929 (see Figures 14 through 16).[6] The commercial club in the village of St. Anthony (located in Hennepin County, directly adjacent to the west terminus) helped to promote the project, and the Washington County improvement was partially funded by Hennepin County,

[5] The MHD later became the Minnesota Department of Highways. For simplicity, the acronym MHD is used throughout this document. Minnesota Department of Highways, "Report to the House of Representatives Interim Committee on State Administration," 1.

[6] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 8204 in Washington County*, 2016, Minnesota Department of Transportation Roadway Data Products, http://www.dot.state.mn.us/roadway/data/data-products.html.

which provided $15,000 of its own state aid funds to assist in the construction.[7] At a formal dinner to celebrate the grand opening in October 1929, MHD engineer C.A. Forbes stated that the new road would relieve traffic congestion on TH 45 and benefit residents of all three counties through which it passed.[8] Although traffic between Stillwater and the Twin Cities was already considerable, the construction of a new interstate bridge in Stillwater in 1931 soon provided the only free bridge along the Minnesota/Wisconsin border between Red Wing and Taylors Falls.[9]

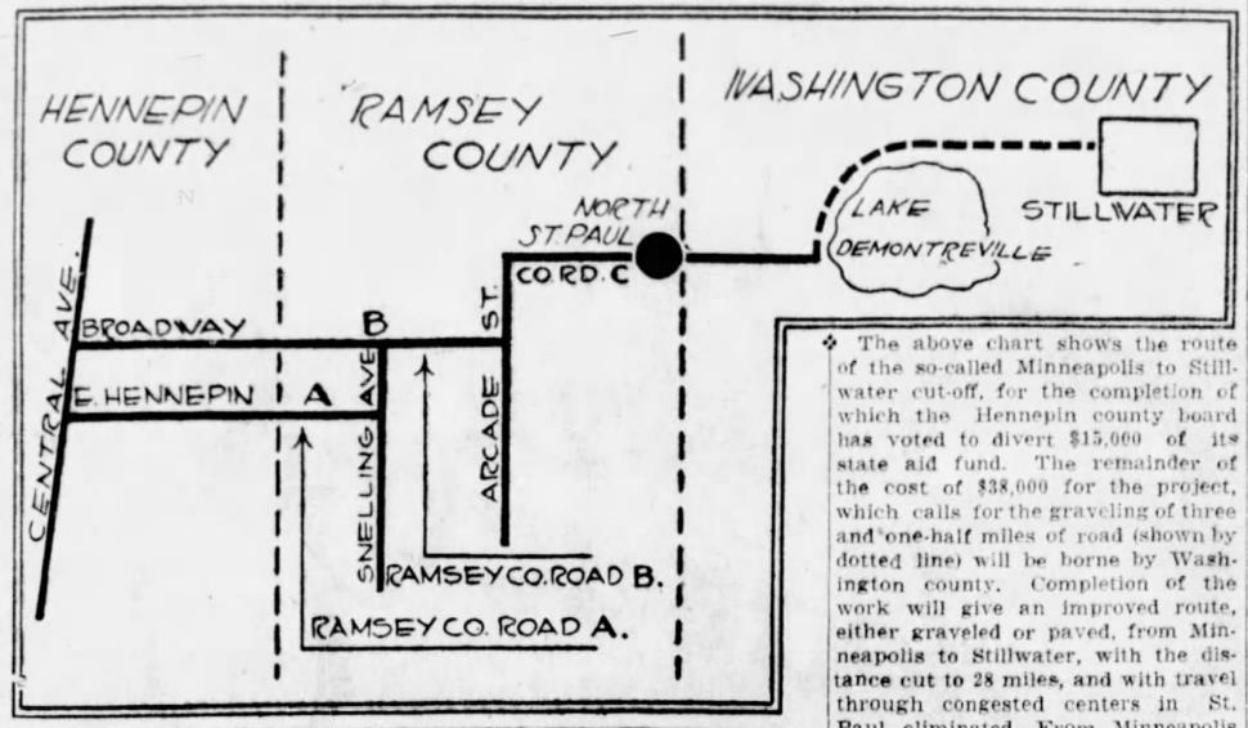

Figure 14. Newspaper illustration showing the route of the Minneapolis-Stillwater Cutoff, including existing Hennepin and Ramsey County roads and a portion to be improved through Washington County.[10]

[7] "Bids on Stillwater Cut-Off to Be Advertised Tuesday," *Minneapolis Morning Tribune*, February 3, 1929.

[8] "Jubilee Opens New Shortcut to Stillwater," *Minneapolis Morning Tribune*, October 31, 1929.

[9] Minnesota Highway Department, "1934 Map of Trunk Highway System," 1 inch = 12 miles (St. Paul, Minn.: McGill-Warner Co., 1934), http://reflections.mndigital.org/cdm/singleitem/collection/mdt/id/210/rec/15.

[10] "Route of Minneapolis-Stillwater Cut-Off," *Minneapolis Morning Tribune*, February 1, 1929.

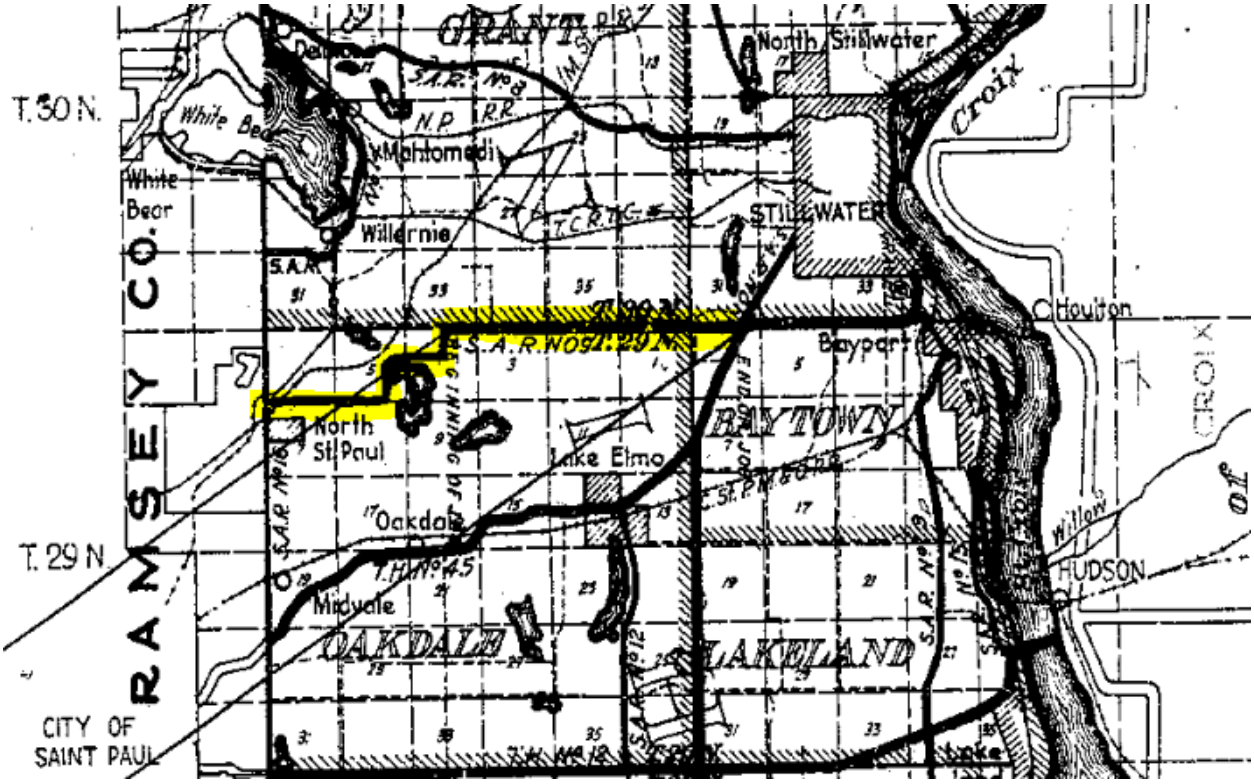

Figure 15. 1929 plans for SAR 9 in Washington County.



Figure 16. 1933 highway map showing TH 45 (later TH 212 and TH 5); the unlabeled road highlighted in green is SAR 9.

Although TH 36 was not among the routes included in the original Trunk Highway System in 1921, the constitutional amendment contained a provision stating that additional mileage could be added once at least 75 percent of the existing system's mileage had been improved. In 1933, the Commissioner of Highways determined that this threshold had been met, and lawmakers soon added 140 new routes to the system.[11] A number of routes were added in the area east of the Twin Cities, including TH 95, which ran along the St. Croix River (and Minnesota-Wisconsin border) from Hastings to Taylors Falls, and several east-west routes connecting this border route with important north-south Trunk Highways (such as TH 8 and TH 61) radiating from the metropolitan area. TH 36 was among these new routes, consisting of an east-west leg and a north-south leg (see Figure 17). The east-west leg incorporated the Minneapolis-Stillwater Cutoff, beginning at TH 212 and running west to enter Minneapolis along Broadway Avenue and provide a direct highway connection between the two cities without the need to travel through St. Paul. The north-south leg followed city streets through Minneapolis, running south along Johnson Street NE to 10th Avenue, crossing the Mississippi River on the 10th Avenue Bridge, and continuing south along Cedar Avenue to the south limits of Minneapolis (Cedar Avenue itself continued through Richfield to connect to TH 5/100, now subsumed by I-494. Although this portion of Cedar Avenue was signed as TH 36, it did not legally become part of the system until 1949.

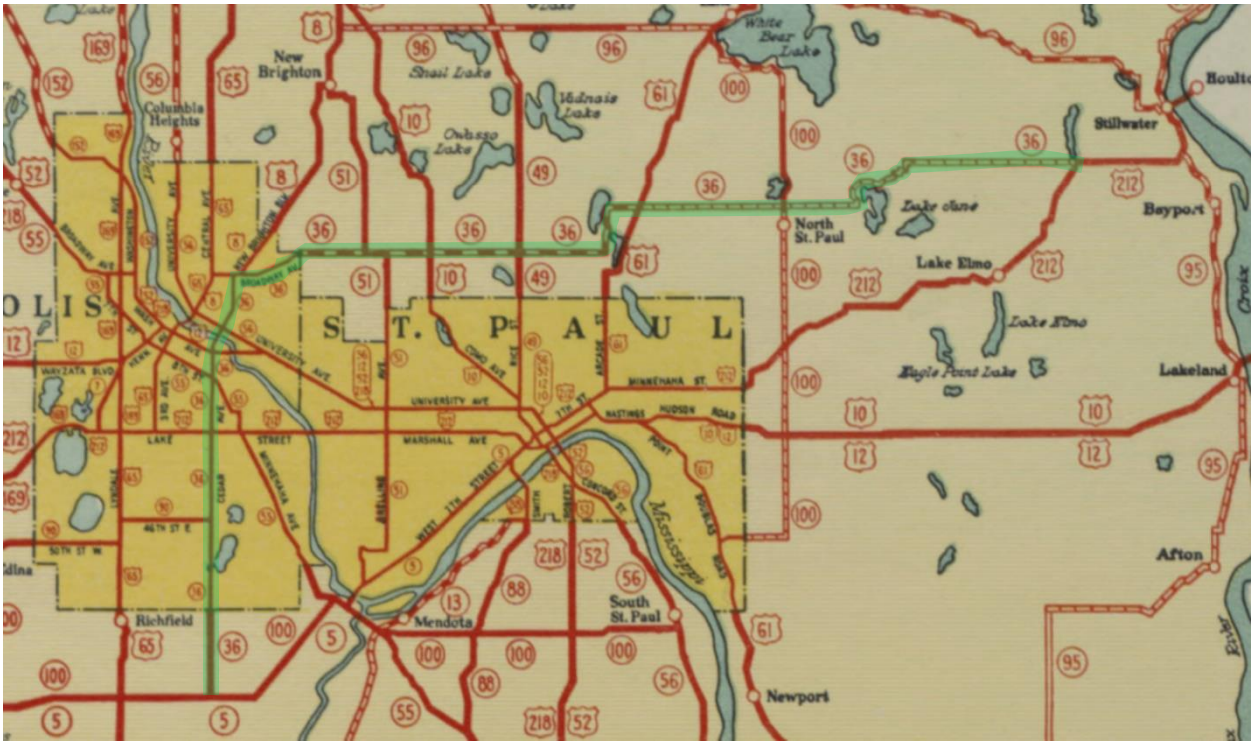

Figure 17. 1934 highway map showing new TH 36 (highlighted in green). Although shown as extending to TH 5, the portion south of the Minneapolis limits was not officially added to the system until 1949.

[11] Minnesota Department of Highways, *Report to the House of Representatives Interim Committee on State Administration*, 3, 6. The MHD later became the Minnesota Department of Highways. For simplicity, the acronym MHD is used throughout this document.

The TH 36 route was comprised of two legislative designations, the first of which generally followed the route of the existing Minneapolis-Stillwater Cutoff:

> Route No. 118. Beginning at a point on Route No. 45 southwesterly of Stillwater, thence extending in a westerly direction to a point on Route No. 105 as herein established in Minneapolis.[12]

The second provided for a route south through Minneapolis to connect to Cedar Avenue:

> Route No. 114. Beginning at the present terminus of route No. 63 on the northerly and easterly limits of the City of Minneapolis, thence extending in to Minneapolis in a southwesterly direction to connect with Route No. 105 [parts of TH 8 and 65 – Lyndale and Central Avenues] as herein established.[13]

The new Trunk Highway incorporated existing roads for its entire length. From the junction with TH 45 near Stillwater, it followed the County-built roads that had comprised the Minneapolis-Stillwater Cutoff. The eastern half was comprised of the gravel-surfaced State Aid Road 9 in Washington County (from Stillwater to the Ramsey County line) and the adjoining Ramsey County road, surfaced with oiled gravel, which continued west through Rose Township to the Hennepin County line. Although MnDOT's archives do not contain control section logs for the portions within the Minneapolis city limits, they followed existing urban arterials.

The MHD improved several portions of TH 36 in the years that followed, and immediately began work on a bypass of SAR 9 from Demontreville Trail to the east limits of North St. Paul. In order to prevent motorist fatalities, an MHD policy in the 1930s included elimination of at-grade railroad crossings wherever possible. In some cases this was accomplished with grade separations, but in many instances the MHD was able to avoid crossings entirely through realignment, rerouting a highway to run parallel to a rail corridor. The 3-mile realignment in 1934 eliminated the winding portion around Lake Demontreville and a Soo Line crossing at the outskirts of North St. Paul, shortening the route by three-quarters of a mile and adding a grade separation in rural Grant Township instead, then following the Soo line to North St. Paul. Another grade separation was constructed the following year at the Minnesota Transfer Railway crossing near the Hennepin/Ramsey County line. The realignment was located adjacent to a city parkway, and the Minneapolis Park Board constructed the pavement from the west, where Ridgeway Boulevard passed through the southern edge of the Armour (now Gross) Golf Course.[14] The new alignment split from Ridgeway Boulevard on the west side of the bridge and turned south to connect to Broadway Boulevard.

The portion between the Hennepin/Ramsey County Line and TH 61 received the majority of the MHD's efforts on TH 36 during the Depression. Plans indicate that between 1934 and 1940, this segment was entirely reconstructed through a succession of National Recovery Highway and WPA projects. One phase of this included a 1937 reconstruction between TH 61 and McMenemy Street; this substantial

[12] "Volumes for Extra Sessions of 1933/34, 1935/56, and 1937 Have Title: Laws and Resolutions Enacted at the Special Session," n.d.

[13] "Volumes for Extra Sessions of 1933/34, 1935/56, and 1937 Have Title: Laws and Resolutions Enacted at the Special Session."

[14] O.L. Kipp, "Memo to W. F. Rosenwald," August 29, 1935, Route Correspondence, TH 36, Minnesota Historical Society Archives.

roadside development and construction project realigned a one-quarter mile portion across the Keller Lake lagoon. In prior years, the lake level had receded, exposing the old lake bed in what the MHD described as "an ugly contrast to the adjacent area that is a highly developed park system, as well as privately owned country estates."[15] In this area, the roadway was reconstructed as a four-lane undivided gravel road with 3-foot shoulders, and the MHD rerouted the lagoon into a single channel (see Figure 18), creating Spoon Lake to the north, and installed a new bridge (see Figure 19). Bridge 5715 was completed in 1937; the concrete girder bridge was designed with an ornamental railing and was faced with split quarry stone to mimic a masonry arch. Internal MHD correspondence indicates that the bridge design may have been based on structures in Phalen Park.[16]

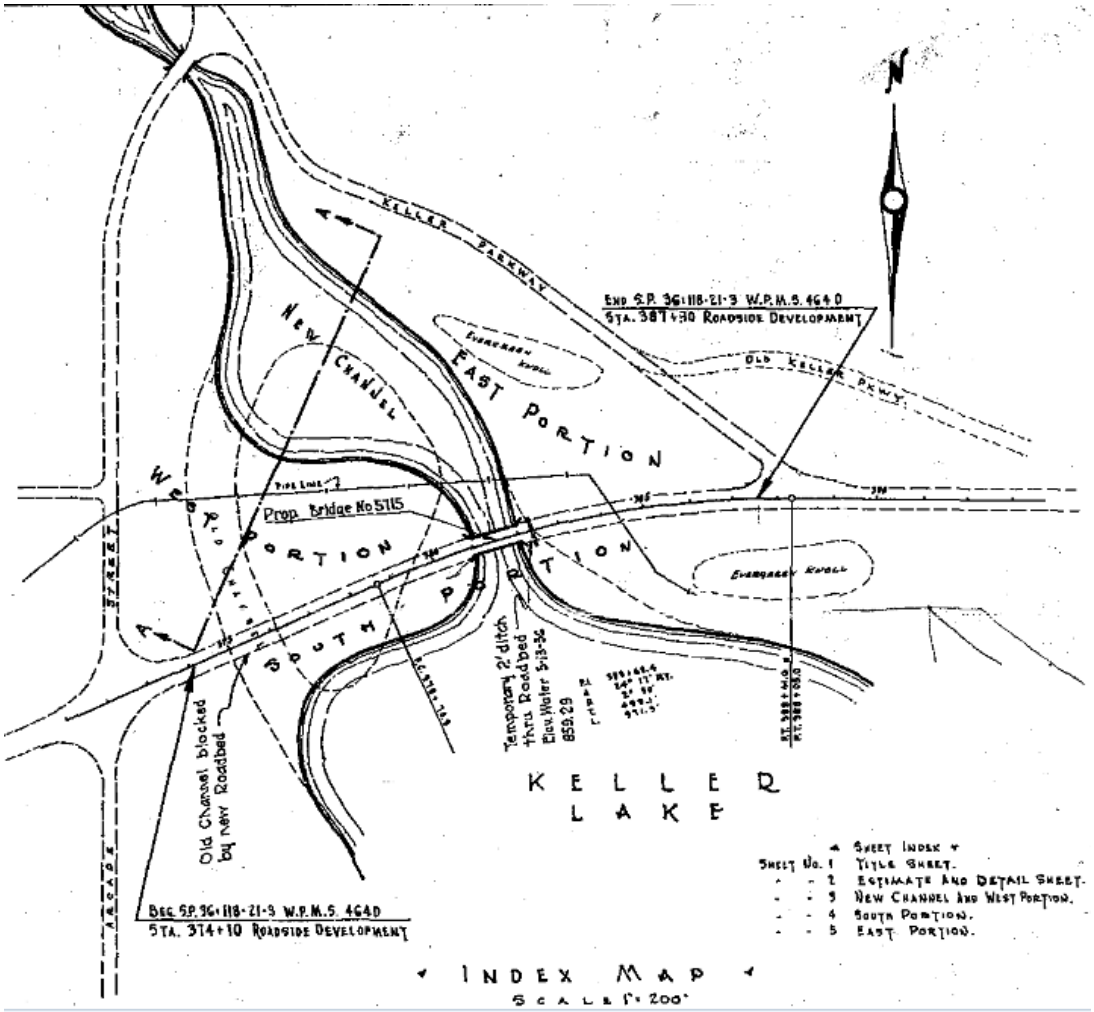

Figure 18. Index map from plan set showing changes to the channel at Keller Lake.[17]

[15] O.L. Kipp, "Letter to A.E. Palen, Bureau of Public Roads, RE: Roadside Development, S.P. 36-118-21-3, W.P.M.S. 464-D," November 9, 1936, Route Correspondence, TH 36, Minnesota Historical Society Archives.

[16] O.L. Kipp, "Memo to M.J. Hoffmann, H.E. Olson Re: Bridge across Keller Lake," January 20, 1936, Route Correspondence, TH 36, Minnesota Historical Society.

[17] State of Minnesota, Department of Highways, *Roadside Development Plans, Trunk Highway No. 36 Between Arcade Street and Jct. TH 61*, October 27, 1936, Minnesota Department of Transportation Plans Archive, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp.

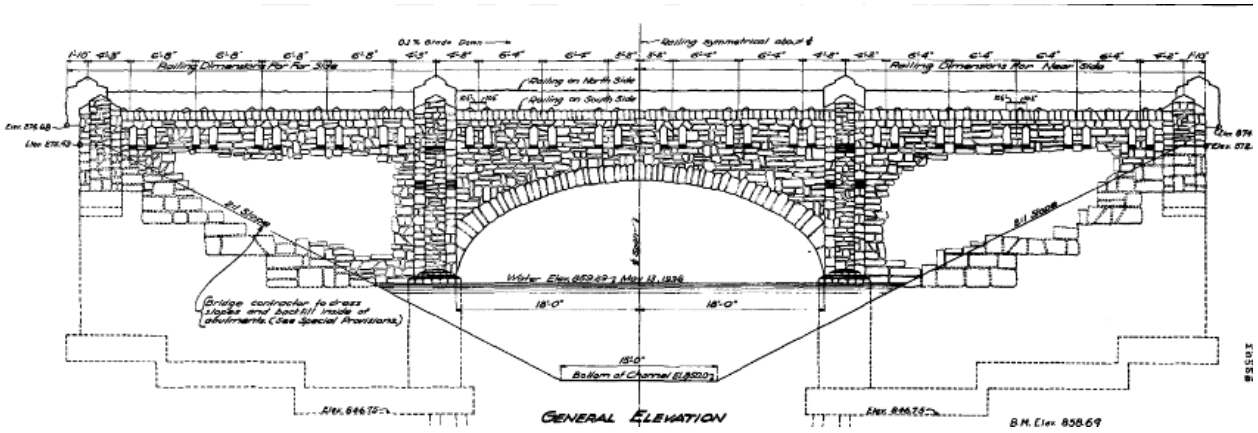

Figure 19. Sketch of the new bridge carrying TH 36 over the single channel.[18]

In addition to the aesthetic treatment applied to the Keller Lake bridge, the segment also included several parkway-like grade separations at intersections with major north-south arterials running north from St. Paul. The interwar period saw the introduction of a number of innovations in highway design nationwide, as the earliest parkways were constructed in eastern states in the 1920s.[19] While the Lilac Way project on TH 100 in St. Louis Park (1934-1941) included Minnesota's first known cloverleaf, plans prepared between 1934 and 1940 show grade separations with looped ramps at Edgerton, Rice, and Lexington Avenues.

Along what was by then known as the "St. Paul North Beltline," the MHD limited access as residential development expanded.[20] Although this part of Rose Township was predominantly agricultural in 1940, the MHD did not envision TH 36 as an uncontrolled rural route and attempted to limit future access to properties along the highway. Condemnation proceedings along a portion of right-of-way near Cleveland Avenue (now the I-35W interchange) were clear that access to the highway would be limited and that individual property owners would be responsible for constructing and maintaining service drives to access driveways, and by March 1940 chief engineer J.T. Ellison was advocating against granting permits for property owners to construct entrances to Trunk Highways in cases where the properties were subdivided after a new highway alignment was completed.[21] In the postwar period, this area would suburbanize rapidly and the MHD continued to upgrade TH 36 to cope with increasing traffic volume.

[18] State of Minnesota, Department of Highways, *Bridge 5715: Proj. No. 36-188-21-3*, 1937, Minnesota Department of Transportation Plans Archive, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp.

[19] Carroll Pursell, *Technology in Postwar America: A History* (Columbia University Press, 2012), 108.

[20] C.L. Motl, "Letter to M.L. Jones Re: Signs - TH #36," January 13, 1941, Route Correspondence, TH 36, Minnesota Historical Society Archives.

[21] J.T. Ellison, "Letter to S.R. Green," March 18, 1940, Route Correspondence, TH 36, Minnesota Historical Society Archives.

B. Postwar Trunk Highway development

Improvements to the Trunk Highway System were severely curtailed during World War II, but in the postwar period the rapid expansion of suburban development in the Twin Cities led to a corresponding increase in traffic on the highways in the region. From the late 1940s through the 1960s, the areas north of the St. Paul city limits transformed from farmland to suburbs, and TH 36 served as an east-west arterial through this "first tier" of suburbs, eventually providing a link between the Interstate Highway routes that encircled the metro area. In an effort to ward off annexation by St. Paul, unincorporated areas adjacent to the city rapidly incorporated; rural Rose Township became the village of Roseville in 1948, while the area between TH 61 and North St. Paul became Maplewood in 1957. From the late 1940s and into the mid-1950s, dense residential development filled in the areas of Roseville and Maplewood south of TH 36, and from the mid-1950s through the early 1970s, new subdivisions on the north side of TH 36 expanded northward to I-694. Within Washington County, the TH 36 corridor remained largely rural, but development along the portion of TH 36 that extended south of the Minneapolis city limits was even more drastic. Farmland in Richfield and Bloomington filled with gridded residential areas by the mid-1950s, and TH 36 served as a boundary between the residential areas to the west and the expanding airport to the east.[22]

Along this southern leg, the portion of Cedar Avenue that extended south of the Minneapolis limits to TH 52 had previously been marked as TH 36, but was not legally part of the system and was likely signed as an "accommodation route," the MHD's solution to close short gaps in the system.[23] This Hennepin County road consisted of a 20-foot-wide concrete pavement from the Minneapolis/Richfield line to the Minnesota River and was built by the county as a State Road prior to 1922.[24] The northern half of this roadway was officially added to the Trunk Highway System in 1949, when an act of the State Legislature authorized the addition of 73 new legislative routes (many of these were changes to or extensions of existing routes).[25] At that time, Legislative Route 279 added the mileage from "a point on Route No. 52 southwesterly of Fort Snelling; thence extending in a general northerly direction on or near Cedar Avenue in Minneapolis to a point on Route No. 114."[26]

In 1955, the MHD's Planning Research Section prepared a traffic volume study based on a "major thoroughfare plan" developed by the Automotive Safety Foundation for Minneapolis and St. Paul. The plan identified important arterials and proposed a number of them be upgraded to expressway routes to

[22] Based on a review of aerial imagery from 1947 through 1972 available at www.historicaerials.com.

[23] Joel Katz, *From Footpaths to Freeways* (St. Paul: Minnesota Department of Transportation, 2009), 130, https://www.lrrb.org/pdf/FootpathsFreeways.pdf.

[24] Hennepin County Highway Engineer E.E. Terrell is listed on undated plans for 2758 CO 2211; Terrell left office in 1922. State of Minnesota, Department of Highways, *Plan and Profile of State Road No. 12, County of Hennepin*, c 1922, 2758 CO 2211, Minnesota Department of Transportation Plans Archive, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp; "Personal Notes," *Engineering News-Record* 89, no. 22 (1922): 952.

[25] Minnesota., *Session Laws of the State of Minnesota.*, Minnesota Session Laws (St. Paul: Earl L. Berg, Commissioner of Administration, 1949), 1184, https://catalog.hathitrust.org/Record/010134278.

[26] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 2758 in Dakota County*, 2016, Minnesota Department of Transportation Roadway Data Products, http://www.dot.state.mn.us/roadway/data/data-products.html.

serve the Twin Cities (see Figure 20). While the northern leg of TH 36 was identified for expansion, Lyndale and Hiawatha Avenues were selected to provide connections between Lake Street/Downtown and the southern belt line (TH 5/100, later subsumed by I-494). Although Hiawatha Avenue was eventually upgraded, the subsequent planning and construction of the Interstate Highway System in the metro area preempted much of this development. Nevertheless, the 1955 map provides the MHD's assessment of the most valuable potential expressway routes based on 1949 traffic counts and projected estimates for 1970. Within this framework, the northern leg was clearly considered a more important priority for expansion. The only substantial project within the Minneapolis limits appears to have been between Franklin Avenue and 24th Street, where a short portion of Cedar Avenue was realigned in the mid-1950s to provide grade separations with the rail corridor and Hiawatha Avenue.[27]



Figure 20. Map prepared by the MHD showing "Major Thoroughfare Plan" for Minneapolis and St. Paul in 1955. TH 36 is highlighted in green.[28]

[27] "Aerial Photograph, Minneapolis, Minn., 1957," *Historic Aerials by NETROnline*, accessed July 11, 2018, historicaerials.com.

[28] Minnesota Department of Highways, "Major Thoroughfare Plan, Minneapolis and St. Paul," 1955, Route Correspondence, TH 36, Minnesota Historical Society Archives.

In the summer of 1956, Ashbach Construction Co. of St. Paul was awarded the contract for construction of TH 36 (including portions of TH 280). At over $3.1 million, it was the largest single contract awarded by the MHD, nearly twice the size of the previous record (a 1952 project along Wayzata Boulevard).[29] The project included nearly seven miles of paving and construction of a new grade separation at TH 280 and paired overpasses at the TH 51 interchange. Paving included the portion of TH 36 from the west Ramsey County line to meet the previously upgraded portion from Rice Street to TH 61, as well as the newly built northern half of TH 280. The substantial undertaking was intended to improve traffic flow through the north metro area and facilitate easier travel in and out of the transfer area in the Midway district via TH 280 (see Figures 21 and 22).[30]

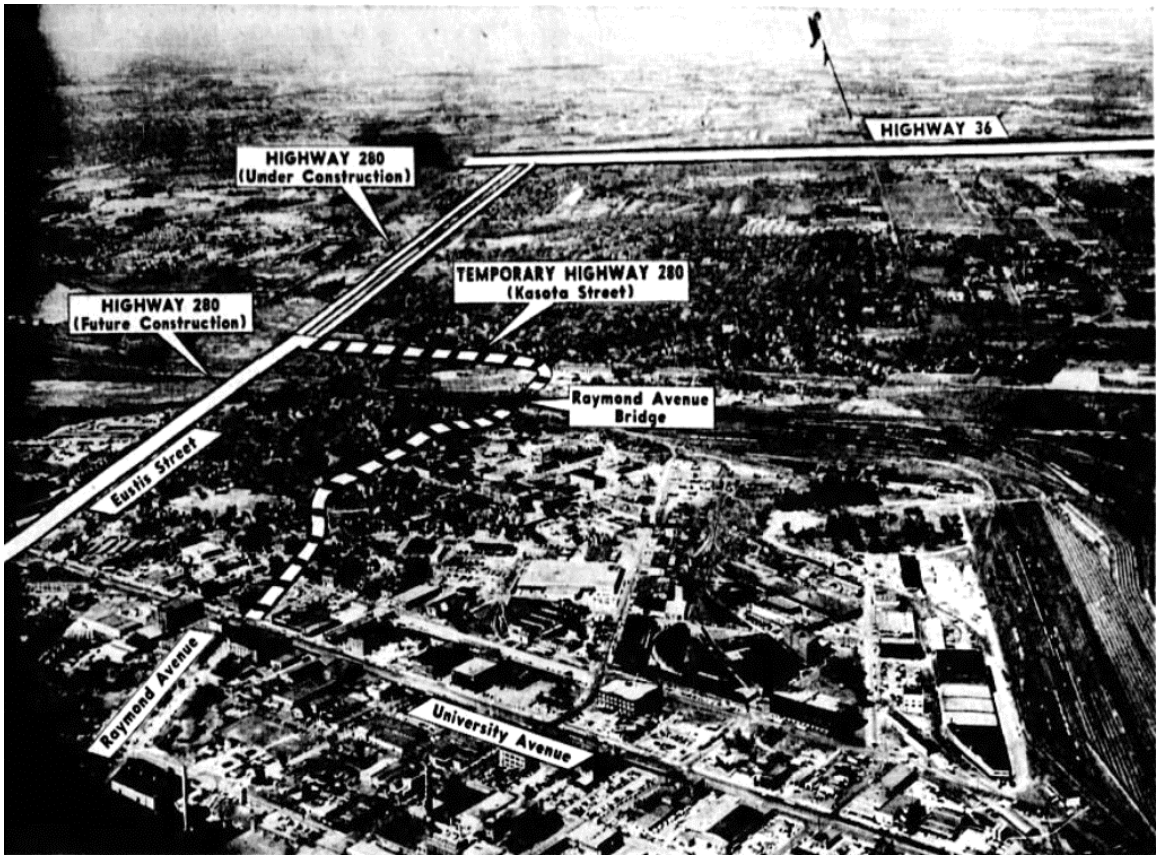

Figure 21. Newspaper image from 1954 showing new highway construction. TH 36 provided access to the new TH 280, built in 1954, which was intended to funnel heavy truck traffic into the Midway district.[31]

[29] "Building Projects Show August Drop in Four-State ARea," *Minneapolis Star*, September 7, 1956.

[30] "State to Let Largest Road Job Contract," *Minneapolis Star*, June 19, 1956.

[31] "Work Begins on New Truck Route," *Minneapolis Star*, June 2, 1954.

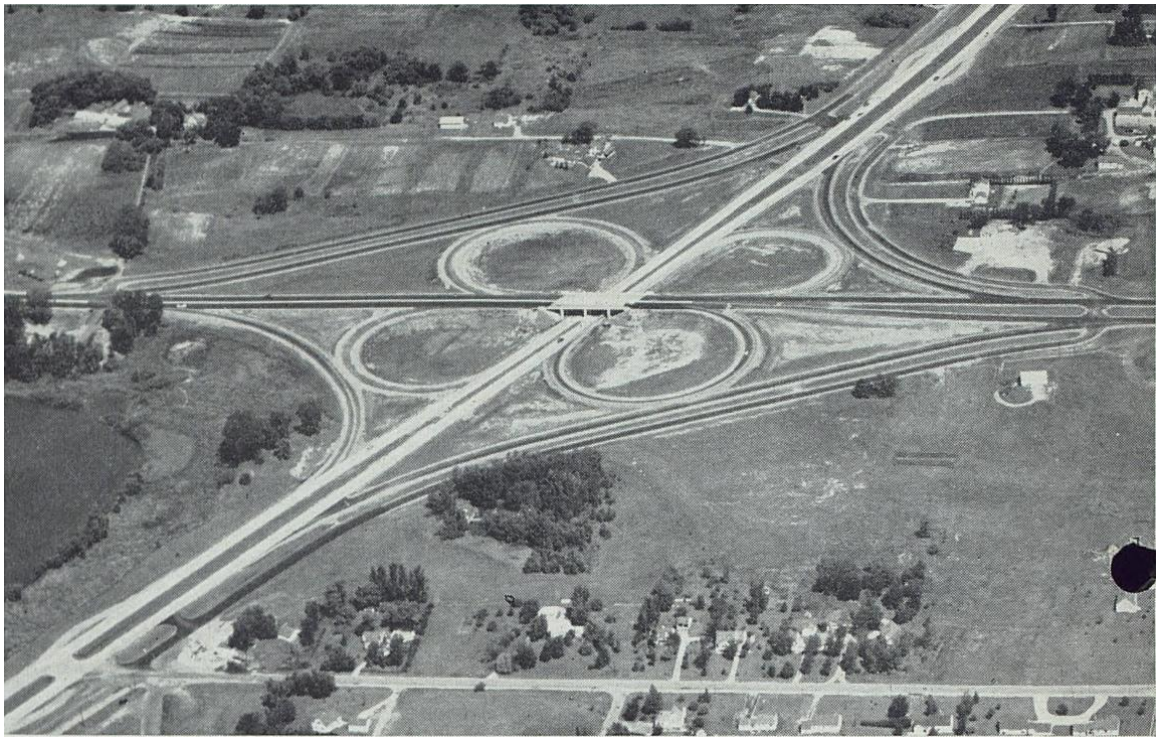

Figure 22. Image from the MHD's internal newsletter carried the caption: "A smoother traffic flow and greatly increased safety for some 16,000 vehicles daily will be provided by this newly completed separation of TH 36 (horizontal) and TH 61 between St. Paul and White Bear Lake…Highway 36 is a major traffic link between the Twin Cities, North St. Paul, Stillwater, and western Wisconsin."[32]

In the 1955 construction program, the MHD hoped to complete a four-lane highway from the west Ramsey County line to a point just east of TH 61, where a cloverleaf interchange was completed that year (see Figure 22). Internal memoranda indicate that opinions within the MHD initially differed on whether improvement was justified east of Snelling Avenue. A traffic and turning movement study in 1956 found that the traffic volume did in fact warrant expansion of this portion of the highway and interchange construction at the Rice and Dale Street intersections.[33] Although the department acquired the right-of-way to continue the four-lane divided section through North St. Paul to the east county line, it did not consider this portion to carry a sufficient volume to prioritize expansion at that time.[34] In fact. the postwar construction program did not prioritize expressway upgrades to TH 36 beyond the first tier of suburbs at all. A 1956 traffic count found that the portion of TH 212 from Stillwater to the junction with TH 36 had an average daily traffic of 3,900 vehicles, while the portion of TH 36 between the TH 212 junction and North St. Paul ranged from 2,650 to 3,000. The MHD elected to upgrade TH 212, which carried traffic from the interstate bridge, in the 1958 construction season, while expansion of the easternmost leg of TH 36 was

[32] "Minnesota Highways, September 1955," 6, accessed March 21, 2019, https://reflections.mndigital.org/catalog/mdt:1712.

[33] L.P. Zimmerman, "Memo to M.J. Hoffmann Re: Estimated 1970 Traffic at the Jct. of T.H. No. 36 and Dale Street and Rice Street," February 14, 1956, Route Correspondence, TH 36, Minnesota Historical Society Archives.

[34] O.L. Kipp, "Letter to George C. Kern," June 1, 1955, Route Correspondence, TH 36, Minnesota Historical Society Archives.

put off for several years until funds became available.[35] The portion of TH 36 within Washington County was finally completed as a four-lane divided section in 1961.[36]

At the southern terminus, the TH 36 designation was extended south along Cedar Avenue to the Minnesota River in 1957. The expansion of the Minneapolis-St. Paul Airport (formerly Wold Chamberlain Field) and the new Metropolitan Stadium, completed in 1956, increased the traffic volume at the southern end of TH 36. In conjunction with the federal Bureau of Public Roads (BPR, predecessor to the Federal Highway Administration), the department had examined improvements to the southern leg of TH 36, including an interchange at TH 100 and diamond interchanges at Woodlawn Boulevard and E. Minnehaha Parkways.[37] Within months of the stadium's completion, a new proposal to reconstruct the southernmost portion of TH 36 was approved by the City of Richfield. The new, wider alignment would include an overpass at 66th Street and a cloverleaf at TH 100, and would diverge from Cedar Avenue and run slightly to the east. Now redesignated as TH 77, this new alignment was completed in 1960 from the Edgewater Boulevard south to 86th Street.[38] This divided, controlled-access portion also intersected the 62nd Street expressway (now TH 62), then still under construction.

With the construction of the Interstate Highway System in the 1960s and 1970s, a number of new beltline routes served the Twin Cities' suburban areas. These included I-694, which ran through the northern suburbs of St. Paul and intersected TH 36 near Pine Springs before turning west across the northern metro area. Following completion of I-35W, the portion of TH 36 between the Crosstown Expressway (now TH 62) and Cleveland Avenue in Roseville was effectively redundant and was eliminated from the Trunk Highway System. The remaining portion of the southern leg was transferred to TH 77 ca. 1980.[39] TH 36 continued to serve as a main arterial through the northern first-tier suburbs and provided connections between I-694, I-35E, and I-35W. The portion from Stillwater Boulevard to the St. Croix bridge was formerly part of TH 212 until 1979/1980.[40] At that time the portion of TH 212 between Eden Prairie and TH 36 was transferred to TH 5 and TH 36 was extended east to TH 95 along the remaining portion of the former TH 212 alignment. With the completion of the new St. Croix Crossing in 2017, TH 36 was extended to the Wisconsin state line.

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[35] L.P. Zimmerman, "Letter to Cyrus E. Magnusson," July 18, 1957, Route Correspondence, TH 36, Minnesota Historical Society Archives.

[36] Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 8204 in Washington County*.

[37] R.I. Kellum, "Letter to M.J. Hoffmann," January 31, 1956, Route Correspondence, TH 36, Minnesota Historical Society Archives.

[38] "Richfield OKs Plan to Reroute Cedar," *Minneapolis Star*, February 18, 1956; Minnesota Department of Highways, *Road Life Studies - Construction Project Log Record for Section 2758 in Dakota County*.

[39] Minnesota Department of Transportation, "1979-1980 Official Highway Map of Minnesota," 1"= 16 miles, (1979).

[40] State of Minnesota, Department of Highways, *Construction Plan For Turn Lanes, CrossvOvers & Shoulders, Located on TH 212 from 661.78' Westof Omaha Ave. to 741.22' East of Omaha Ave.*, May 28, 1979, 8214-84, Minnesota Department of Transportation Plans Archive, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp.

C. Tourism and recreation

The scenic St. Croix Valley and the lakes north of St. Paul became recreational destinations in the late nineteenth century, and tourists typically travelled to Stillwater and other points of interest by rail. As automobile tourism grew in popularity in the 1910s, drivers used a variety of existing roads to reach these destinations (see Figures 23 and 24). The recommended route directly from St. Paul to Stillwater passed through Lake Elmo, following the approximate route of Stillwater Boulevard, although a route past Lake Demontreville and through North St. Paul (entering St. Paul along what is likely 7th Avenue East) appears on maps as early as 1912.[41] This precursor to TH 36 is not depicted as a touring route on a 1919 map showing loop tours from St. Paul to Stillwater, however, and Stillwater Boulevard is instead shown as the recommended route.[42] With the establishment of the Trunk Highway System in 1920, this route was designated as TH 45 (later TH 212).

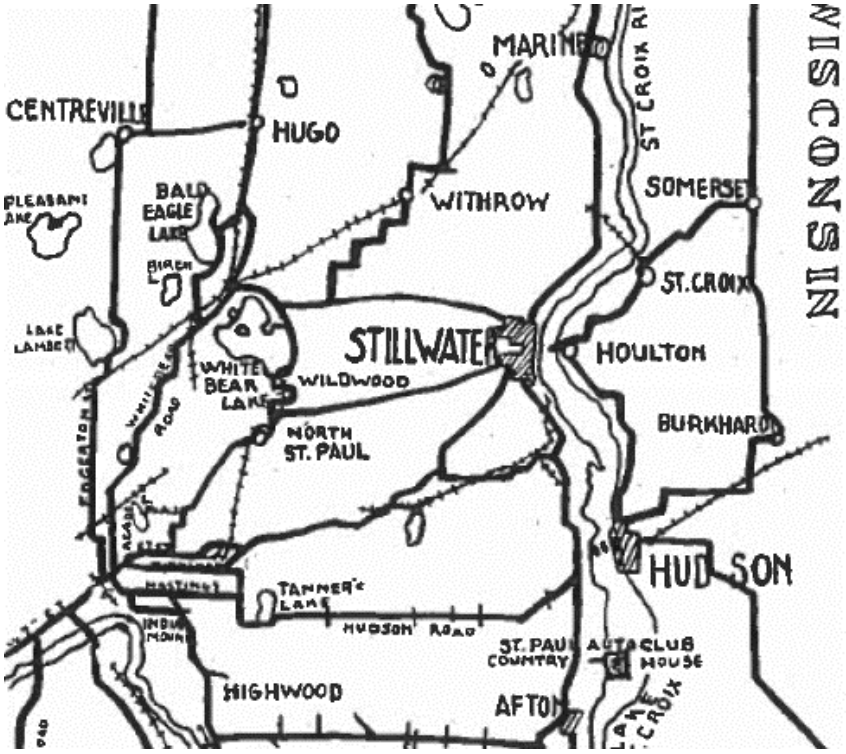

Figure 23. Map of automobile touring routes between St. Paul and Stillwater, 1912.[43]

[41] George W. Woods, *Minnesota Automobile Guide Book* (St. Paul, Minn.: Automobile Club of St. Paul, 1912), 33.

[42] Automobile Club of Minneapolis, *Members' Route Book* (Kansas City, Mo.: TIB Automobile Route Book Co., 1919), 75.

[43] Woods, *Minnesota Automobile Guide Book*, 33.

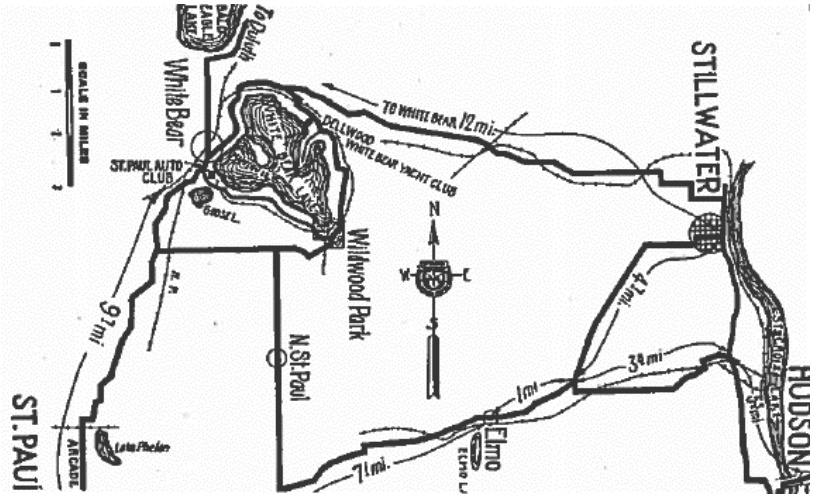

Figure 24. Touring routes from St. Paul to Stillwater and Hudson, 1919. [44]

A 1926 auto touring map shows east-west routes on the north side of Minneapolis and St. Paul; although the western branch of the Mississippi Valley Highway followed along County Road E/Vadnais Boulevard, by that time, the nearest other route between the Twin Cities was East Hennepin/Larpenteur Avenue or the Wheelock Parkway (see Figure 25). To reach Stillwater from Minneapolis, drivers would have had to follow TH 1 north to White Bear Lake or use Maryland or Minnehaha Avenues to reach TH 45. TH 63 provided a link between TH 1 (later US/TH 61) and Minneapolis via New Brighton, but followed County Road B only briefly between Rice Street and Snelling Avenue. No additional east-west routes were added to the system until 1934, when the Minneapolis-Stillwater Cutoff route became the eastern half of TH 36 (see Figure 26).

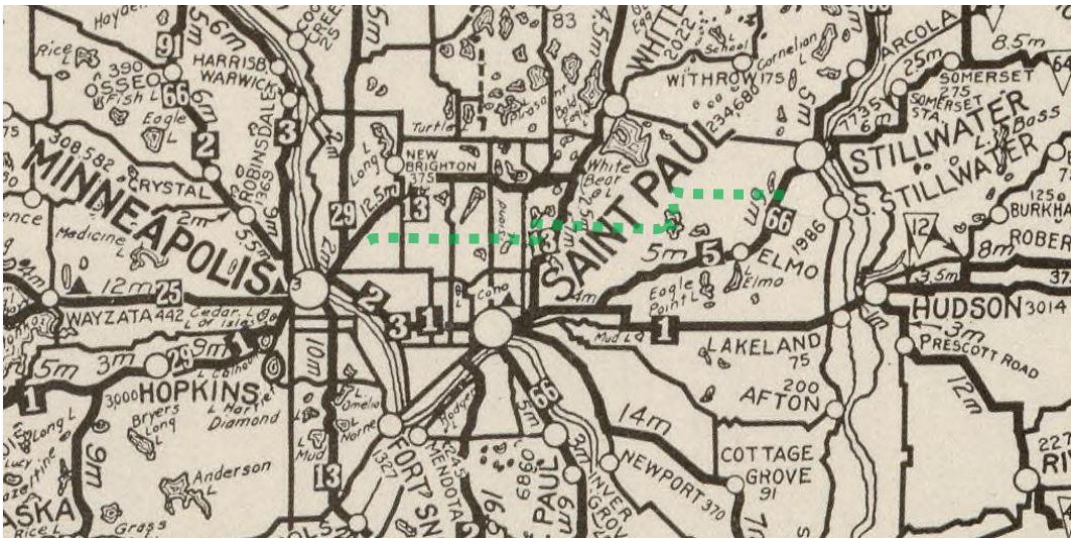

Figure 25. 1926 automobile touring map showing the Mississippi Valley Highway (#13) and future TH 36 in green.[45]

[44] Automobile Club of Minneapolis, *Members' Route Book*, 75.

[45] "Junior Auto Map, Minnesota," 1:1,700,000 (Chicago: Rand McNally & Company, 1927).

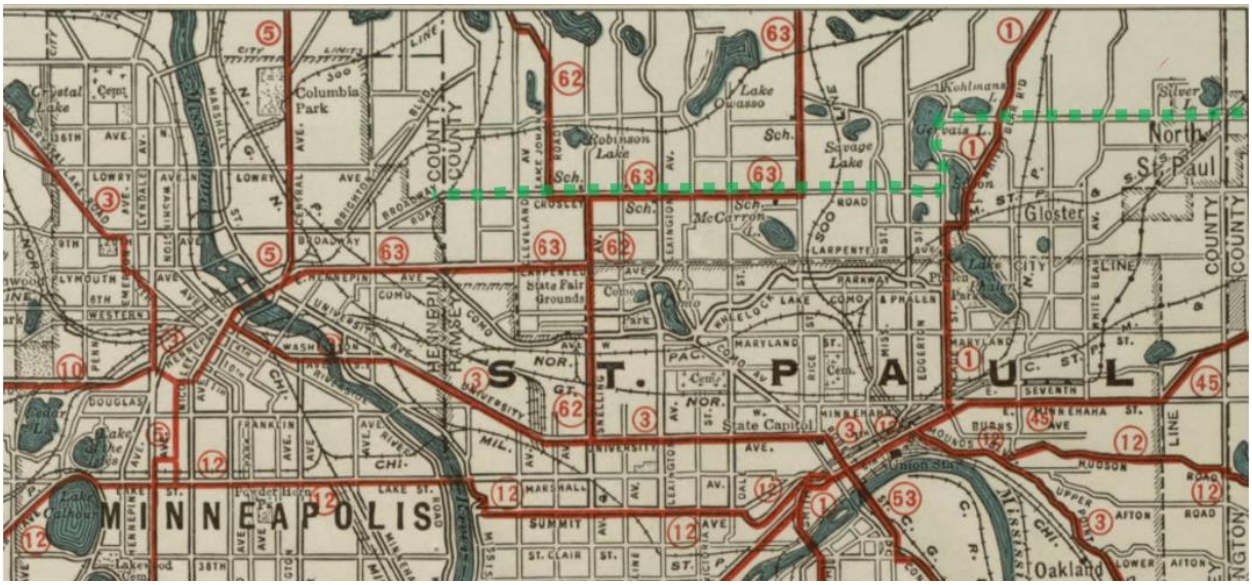

Figure 26. 1926 Trunk Highway map showing lack of east-west Trunk Highway routes outside of downtown St. Paul, with the future TH 36 in green.[46]

Many routes on the Trunk Highway System continued to serve tourists during the Depression despite an overall decline in recreational driving. Through collaboration with New Deal agencies, the MHD was able to complete a substantial amount of work on roadside amenities. Minnesota actively promoted tourism in the 1930s, and the State formed the Bureau of Tourism in 1931. By 1933, Minnesota ranked third nationwide for tourist travel, surpassed only by California and Florida, and by 1938 tourism was one of the state's top three most profitable industries.[47] The WPA *Writer's Project's Guide to Minnesota*, published that year, included 20 automobile tour routes, the majority of which utilized Trunk Highways (also designated U.S. Highways). While a number of the recommended routes were between destinations within the state, most connected with neighboring states and/or Canada, allowing drivers from Iowa, Wisconsin, or the Dakotas to explore Minnesota. TH 36 was not included in a touring route or otherwise mentioned; US 8 from Taylors Falls was the recommended touring route between the St. Croix Valley and Minneapolis, and US 12 provided the primary interstate connection between the Twin Cities and Wisconsin via Hudson."[48]

The route did provide connection between several established local recreational areas. The original alignment ran along the shore of Lake DeMontreville, named for a St. Paul dentist who built a country home on its shores in the nineteenth century.[49] The portion west of TH 61 also connected parts of the

[46] Minnesota Highway Department, "1926 Condition Map of Minnesota Trunk Highways," Road map (St. Paul, Minn.: Minnesota Highway Department, 1926).

[47] Gemini Research, *Historic Roadside Development Structures on Minnesota Trunk Highways*, 3.2, 3.6.

[48] Writers' Program of the Work Projects Administration in the State of Minnesota., ed., *The WPA Guide to the Minnesota Arrowhead Country* (St. Paul, Minn.: Minnesota Historical Society Press, 2008), 382, 455–58.

[49] Warren Upham, *Minnesota Geographic Names: Their Origin and Historic Significance* (Minnesota Historical Society, 1920), 573; "Old-Time Major League Siblings Called Washington County Home," *Star Tribune*, accessed April 5, 2019, http://www.startribune.com/old-time-major-league-siblings-called-washington-county-home/297856901/.

Minneapolis and Ramsey County park systems, although these were established prior to the designation of TH 36 itself. Located on the shore of Keller Lake, the Keller Golf Course was a public golf course designed, owned, and operated by Ramsey County, which opened in 1929.[50] The Armour (now Gross) Golf Course and Midland Hills Golf Course were located near the Hennepin/Ramsey County line, and Minneapolis' Ridgeway Parkway (part of the Grand Rounds) was accessible from TH 36 as well.

In the postwar period, upgrades to TH 36 generally focused on improving suburban connectivity rather than tourism, although upgrades to current TH 77 in 1960 helped to facilitate access to the new Metropolitan Stadium (see Section 3.B). Freeway upgrades to the portion east of North St. Paul were among the last to be completed.

Tourism remains a vital part of the economy of the St. Croix Valley today, and the service industry continues to account for the largest economic sector in Washington County.[51] In 1968, the U.S. Congress designated the area along the Upper St. Croix River north of Taylors Falls as a national scenic riverway, and added the Lower St. Croix River to the National Wild and Scenic Rivers system in 1972 as well. Most tourists continue to use the Trunk Highway System to reach Stillwater and the surrounding area, although boaters on the Mississippi also access the area by water during the summer months.[52] Although TH 36 currently provides direct access to the St. Croix Valley, including the current interstate bridge, the portion of the route that included this connection was designated as TH 212/5 until after 1970.

(1) Landscape architecture: Roadside development

As automobile tourism increased user demand for roadside amenities, landscape design became increasingly important by the mid-1930s. Attention to landscapes was reflected in both new construction and upgrades to existing routes. Efforts to preserve roadside trees, seed or sod disturbed areas, and regulate roadside utilities and advertising had been part of MHD practice since the late 1920s. These efforts received a further boost with the 1932 establishment of a Roadside Development Division (RDD) within the MHD, responsible for increasing recreational qualities along highway corridors. Beginning the following year, federal funding for the Trunk Highway System required that at least one percent of the funds be used for roadside improvements, which included the construction of roadside picnic and parking areas, scenic overlooks, historic markers, and landscaping.[53] Roadside development was intended to serve both practical and aesthetic purposes, improving safety and enhancing the experience of the traveling public. In addition to the pleasing appearance, removal of obstructing vegetation increased visibility, seeding and re-sodding prevented erosion, and preservation of roadside trees helped prevent drifting snow.

[50] "Keller Golf Course," *Ramsey County*, July 21, 2015, https://www.ramseycounty.us/residents/parks-recreation/golf/golf-courses/keller-golf-course; "Aging Keller Golf Course to Get Upgrades," *Star Tribune*, accessed March 21, 2019, http://www.startribune.com/aging-keller-golf-course-to-get-upgrades/137835298/.

[51] *Lower St. Croix National Scenic Riverway (MN, WI), Cooperative Management Plan: Environmental Impact Statement*, 2000, 177.

[52] *Lower St. Croix National Scenic Riverway (MN, WI), Cooperative Management Plan*, 5, 179.

[53] Gemini Research, *Historic Roadside Development Structures on Minnesota Trunk Highways*, 3.2-3.4.

An inventory of historic roadside resources constructed by the RDD includes over 100 sites, more than half of which were built between 1933 and the onset of World War II. During the Depression, the MHD completed a large number of these types of roadside improvement projects using labor from relief programs such as the WPA, Civilian Conservation Corps (CCC), and National Youth Administration (NYA).[54] The RDD hired A.R. Nichols as consulting landscape architect, and Nichols was personally involved in the design of more than 50 roadside development projects, including several in the Stillwater area in the late 1930s.[55] These include two overlooks on TH 95; while the south overlook was constructed as part of an improvement project along a 1-mile segment of TH 212 (now part of TH 36), the remaining sites were built as part of the roadside development project along TH 95.[56] These sites were intended to enhance the travel experience along the St. Croix River itself, and the portion of TH 36 between North St. Paul and TH 212 (the east terminus of TH 36 throughout the 1921-1970 period) was not developed in this manner. With the exception of the work at Keller Lake (see Section 3.A), Roadside development along TH 36 was generally limited to planting and seeding operations; the NYA project along the segment from the Hennepin/Ramsey County Line to TH 61 was the largest, but only involved planting of various trees and shrubs along the roadway and did not include construction of overlooks, wayside areas, or other structures.[57]

[54] Minnesota Department of Highways, *Biennial Report of the Commissioner of Highways of Minnesota for 1937-1938* (Minneapolis: Syndicate Printing, Co., 1938), 7.

[55] Gemini Research, "MNOT Historic Roadside Development Structures Inventory Form, WA-OHC-005, Stillwater Overlook - South," December 1998, 3–4, http://www.dot.state.mn.us/roadsides/historic/files/iforms/WA-OHC-005.pdf.

[56] Gemini Research, "MNOT Historic Roadside Development Structures Inventory Form, WA-OHC-005, Stillwater Overlook - South."

[57] State of Minnesota, Department of Highways, *Roadside Development Plans, Trunk Highway No. 36 Between West Co. Line and Jct. TH 61*, April 17, 1940, 6212-15, Minnesota Department of Transportation Plans Archive, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp.

4. Significance

Two state-specific contexts were used in the evaluation of TH 36. These contexts include *Minnesota Trunk Highways (1921-1954): Historic Context and National Register Evaluation and Integrity Considerations,* which focuses on development of the Trunk Highway System to 1954, and *Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)*, which discusses improvements to the system in the postwar period from 1955 to 1970.[58] Both contexts include an evaluation methodology and criteria tailored to Trunk Highways, developed using the National Register guidelines for evaluating resources. TH 36 (including current TH 77) was evaluated for potential significance both as the entire road and as individual segments. The Minneapolis-Stillwater Cutoff was evaluated separately for the period from 1929 to 1933 (see Section 4.C).

A. 1921-1954

(1) *Criterion A*

Under *Criterion A* in the 1921-1954 period, a road may be significant for its associations with Transportation, Agriculture, Politics/Government, Entertainment/Recreation, or Industry. Research did not reveal any associations between the construction or improvement of TH 36 (including current TH 77) and the themes of Agriculture or Industry. Based on a review of the road's history, areas under which the highway may obtain significance include Transportation, Politics/Government, and Entertainment/Recreation.

(a) *Transportation*

In order to be significant in the area of Transportation in the 1921-1954 period, a Trunk Highway must demonstrate that it:

- Provided a new connection within the state or to an adjacent state that was not previously provided by another road; or
- Was significantly improved as an important connection within the overall Trunk Highway System; or
- Was an important example of the MHD's beautification initiatives in the pre-1955 period.

TH 36 (including current TH 77) does not demonstrate significance using the evaluation criteria established for the 1921-1954 context period in the area of Transportation. Portions of the highway were originally constructed as State Roads and other county-built routes, and the Minneapolis-Stillwater Cutoff was improved as a joint effort between several counties prior to the addition of TH 36 to the Trunk Highway System. The designation of TH 36 in 1934 incorporated existing roads that had already been improved by county and city agencies and did not create a new connection within the state, nor did TH 36

[58] The Minnesota State Historic Preservation Office (SHPO) has reviewed the initial draft of *Minnesota Trunk Highways (1921-1954)* in 2015 and provided comment. The historic context, evaluation criteria, and integrity considerations are currently under revision.

serve as an important connection within the overall system. TH 36 was one of several routes, including TH 96, TH 212, and other local and county roads, that ran east-west between the St. Croix River near Stillwater and important north-south corridors such as TH 61, TH 8, and TH 10 at that time. Although TH 36 was one of multiple routes later improved to a four-lane divided highway in the postwar period, these improvements did not begin until 1955, indicating the comparatively lesser importance of TH 36. Associated roadside development included plantings typical of highway projects and did not include notable features such as stone walls or elaborate landscaping. As such, the current extent of TH 36 (including current TH 77) (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion A* in the area of Transportation.

(b) *Politics/Government*

To be considered significant in the area of Politics/Government in the 1921-1954 period, a Trunk Highway must demonstrate that it:

- Is an important example of a historically important federal-relief Trunk Highway construction project during the Depression (see the National Register Multiple Property Documentation Form *Federal-Relief Construction in Minnesota, 1933-1941*).

Within the area of Politics/Government, one segment of TH 36 from TH 61 to the Hennepin/Ramsey County Line (XX-ROD-030) was found to possess significance (see discussion below). The current extent of TH 36 (XX-ROD-028) and other historic portions do not meet any of the criteria for significance in the area of Politics and Government within the Minnesota Trunk Highways (1921-1954) historic context. Research did not indicate that any other portions of the highway received federal-relief funding beyond typical small-scale roadside beautification projects. As such, the current extent of TH 36 (including current TH 77) (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion A* in the area of Politics/Government.

Significant segment

XX-ROD-030: TH 61 to Hennepin/Ramsey County Line

This segment of TH 36 is significant in the area of Politics/Government within the 1921-1954 historic context. Reconstruction of this segment between 1934 and 1940 was funded entirely by a succession of federal-relief programs, and a roadside development project along its entire length was carried out by NYA labor. The segment also included dredging and filling at Keller Lake (which formed Spoon Lake from a former lagoon) and construction of an ornamental bridge at this crossing within the Ramsey County park system. This project represents a substantial undertaking, including construction of several grade-separated interchanges.

Period of significance and essential physical features

The period of significance is 1934 to 1940 to encompass the period during which this substantially improved segment was constructed through WPA, NYA, and National Industrial Recovery Highway (NIRH) projects. Essential physical features consist of a two-lane undivided roadway with diamond interchanges at Edgerton, Rice, and Lexington Avenues and the stone-veneered Bridge 5715 across Keller Lake.

Integrity

To convey significance under *Criterion A* in the area of Politics and Government, a Trunk Highway should retain integrity of location, design, association, setting, and feeling. These aspects of integrity should be recognizable from the Trunk Highway's period of significance. Integrity of materials and workmanship are also needed, but generally could be less intact. While the segment retains integrity of location, postwar upgrades in the mid-1950s expanded the roadway to a four-lane divided freeway section (see Figures 27 and 28). These upgrades, along with more recent reconstruction, effectively eliminated the earlier roadway and have resulted in the loss of the early grade separations and associated bridges, including the decorative Bridge 5715 (replaced in 2013).[59] Development of the surrounding landscape has transformed this formerly rural area, introducing dense residential and commercial development. Cumulatively, these alterations have resulted in poor integrity of design, setting, association, and feeling. As such, the segment of TH 36 from TH 61 to the Hennepin/Ramsey County Line (XX-ROD-030) is recommended not eligible under *Criterion A* in the area of Politics/Government as an example of a federal-relief Trunk Highway construction project during the Depression.



Figure 27. Typical freeway/expressway section, west of Lexington Avenue. Google Street View image.



Figure 28. Grade separation at I-35E. Google Street View image.

[59] Florida International University, "Bridge Summary Sheet: 2013 - TH 36 over Keller Lake Bridge," *Accelerated Bridge Construction, University Transportation Center*, accessed April 8, 2019, http://utcdb.fiu.edu/bridgeitem?id=462.

(c) *Entertainment/Recreation*

To be considered significant in the area of Entertainment/Recreation in the 1921-1954 period, a Trunk Highway must have been:

- Specifically constructed to provide vehicular access to a recreational area; or
- Significantly improved or enhanced access to a recreational area.

The designation of TH 36 did not open access to new areas, as tourism and recreation developed in the Stillwater vicinity in the late nineteenth century and was served by railroad. Early-twentieth-century vehicular tourism in the region also predates the Trunk Highway System. Although the original alignment of TH 36 between North Saint Paul and Stillwater followed a published touring route, it was one of several roads in the area and did not provide direct access between Saint Paul and recreational destinations. Improvements adjacent to golf courses and portions of the Hennepin and Ramsey County park systems merely replaced existing connections provided by earlier county roads and do not appear to have substantially improved or enhanced access. Major construction work was intended to enhance safety rather than improve recreational access. As such, the current extent of TH 36 (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion A* in the area of Entertainment/Recreation.

(2) *Criterion C*

To be significant in the area of Engineering during the 1921-1954 period, a Trunk Highway must represent:

- An important variation or evolution of highway design, standard, or construction practices; or
- An early example of the MHD's efforts to upgrade the Trunk Highway to expressway standards.

Within the area of Engineering, one segment of TH 36 from TH 61 to McMenemy Street (XX-ROD-029) was found to possess significance (see discussion below). The current extent of TH 36 (XX-ROD-028) and other historic portions do not meet eligibility criteria under *Criterion C* in the area of Engineering. The remainder of the highway is unremarkable for its engineering and did not represent a variation or evolution of MHD design, standards, or construction practices. Following its designation as a Trunk Highway in 1934, the MHD gradually paved the route and made improvements to the alignment. The MHD updates generally followed standard design, and portions improved to divided highways do not represent an early example of the MHD's efforts to upgrade the road to expressway standards. As such, the current extent of TH 36 (including current TH 77) (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion C* in the area of Engineering.

To be significant in the area of Landscape Architecture during the 1921-1954 period, a Trunk Highway must:

- Demonstrate high artistic value through an overall design aesthetic applied to a Trunk Highway that may include the addition of integrated associated features (such as retaining walls, landscaping, overlooks, waysides, and/or picnic areas that display fine craftsmanship) or a Trunk Highway where it can be demonstrated that its design or construction specifically took into account the natural setting or scenery adjacent to the route in its design.

Within the area of Landscape Architecture, one segment of TH 36 from TH 61 to McMenemy Street (XX-ROD-029) was found to possess significance (see discussion below). The current extent of TH 36 (XX-ROD-028) and other historic portions do not display a high overall design aesthetic; beautification efforts were routine activities typical of MHD standard practices for roadside development, including scattered ornamental plantings in the right-of-way. The roadway alignment initially followed earlier county-built roads and subsequent realignments were not intended to enhance the aesthetic qualities of the route. TH 36 does not have integrated associated features such as waysides, overlooks, or picnic areas. As such, the current extent of TH 36 (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion C* in the area of Landscape Architecture.

Significant segment

XX-ROD-029: TH 61 to McMenemy Street

This segment of TH 36 is significant in the area of Landscape Architecture within the 1921-1954 historic context. Reconstruction of this segment in 1937 incorporated parkway-like features, including a grade-separated interchange at Edgerton Street, and the design of the portion across Keller Lake took the natural setting and scenery adjacent to the route into account. This segment was specifically intended to improve the aesthetic qualities of the adjacent area, remedying an unsightly dry lake bed and reconstructing the lake channel. The bridge at this location was designed with an ornamental railing and stone veneer to mimic the look of a masonry arch.

Period of significance and essential physical features

The period of significance is 1937 to encompass the period during which this substantially improved segment was constructed. Essential physical features consist of a two-lane undivided roadway with a diamond interchange at Edgerton Street and the stone-veneered Bridge 5715 across Keller Lake.

Integrity

While the segment retains integrity of location, postwar upgrades in the mid-1950s expanded the roadway to a four-lane divided freeway section (see Figures 29 and 30). These upgrades, along with more recent reconstruction, effectively eliminated the earlier roadway and have resulted in the loss of the early grade separations and the decorative Bridge 5715 (replaced in 2013).[60] Although the area around Keller Lake remains part of the Ramsey County Park System, development of the adjacent surrounding landscape has introduced dense residential and commercial development. Cumulatively these alterations have resulted in poor integrity of design, setting, association, and feeling. As such, the segment of TH 36 from TH 61 to

[60] Florida International University, "Bridge Summary Sheet: 2013 - TH 36 over Keller Lake Bridge."

McMenemy Street (XX-ROD-029) is recommended not eligible under *Criterion C* in the area of Landscape Design.



Figure 29. Roadway and replacement bridge at Keller Lake. Google Street View image.

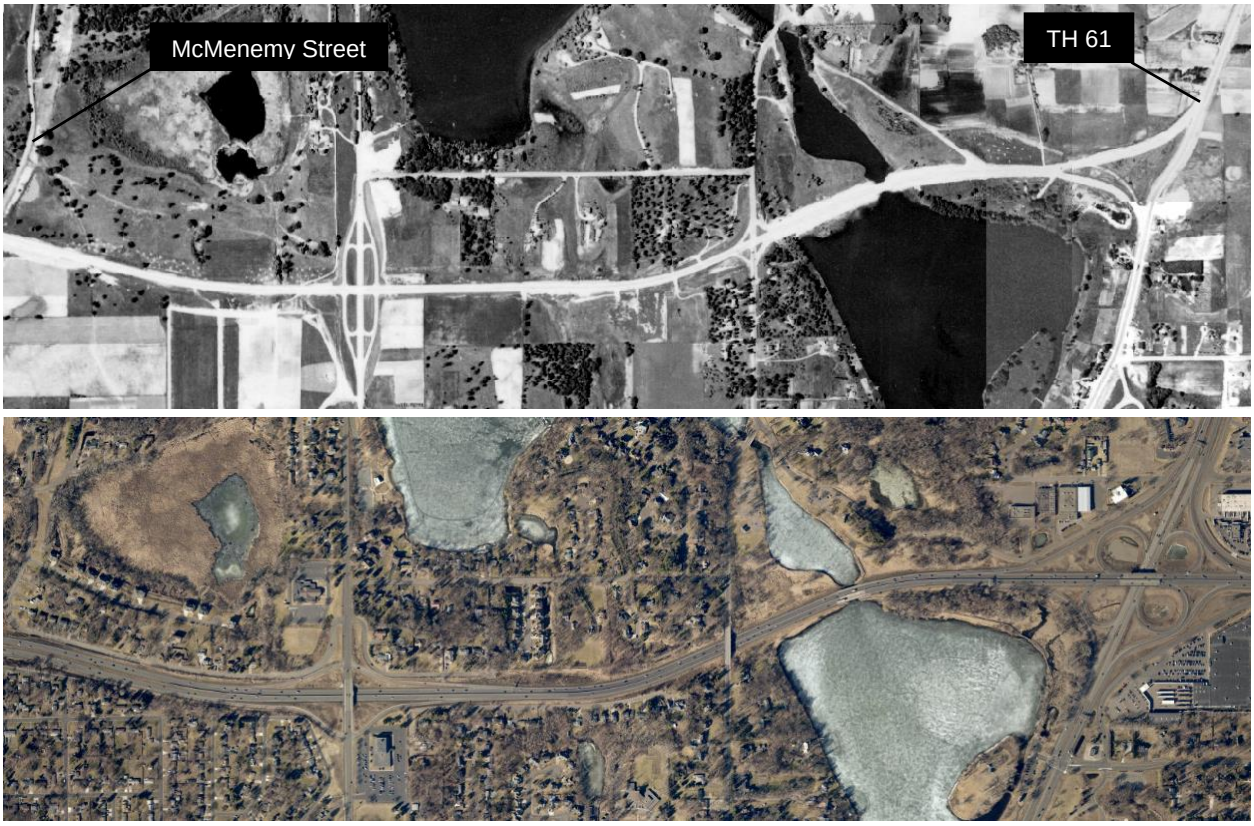

Figure 30. Comparison between 1940 aerial (top) and 2015 aerial (bottom) shows changes to roadway, interchanges, and setting.[61]

[61] "Geocortex Viewer for HTML5," accessed March 26, 2019, https://maps.co.ramsey.mn.us/Html5Viewer/index.html?configBase=https://maps.co.ramsey.mn.us/Geocortex/Essentials/REST/sites/MapRamsey/viewers/MapRamsey/virtualdirectory/Resources/Config/Default.

B. 1955-1970

According to the evaluation criteria established for the 1955-1970 period, Trunk Highways that were upgraded to expressway/freeway standards in the postwar era (beginning in 1956) have the potential to be significant under *Criterion A: Transportation* and *Criterion C: Engineering*. The portions of TH 36 from Stillwater Boulevard to the west Ramsey County line and from Edgewater Boulevard to 86th Street were upgraded to a controlled- or partially controlled-access facility during the 1955-1970 period and these upgrade corridors are evaluated below:

(1) *Criterion A: Transportation*

In order to be significant in the area of Transportation in the 1955-1970 period, a Trunk Highway must demonstrate:

- A significant and direct association with state funding program; 1956 amendment to the state constitution that provided significant funding for improvements.

- A significant and direct association to provide improved transportation corridors for the benefit of tourism or to alleviate traffic issues.

The current extent of TH 36 (XX-ROD-028) and the portion of former TH 36 (current TH 77) from Edgewater Boulevard to 86th Street do not demonstrate significance in the area of Transportation within the 1955-1970 period. Within the metro area, the Trunk Highway routes that provided the most critical connectivity were generally incorporated into the Interstate Highway System, and although TH 36 was expanded to a freeway during this period, I-694 supplanted TH 36 as the "north beltline" route. While improvements to the portion through Roseville were intended to facilitate access to the Midway, the newly designated TH 280 was constructed specifically to provide this primary access and TH 36 did not create direct access in its own right. As such, the current extent of TH 36 (XX-ROD-028) and other historic segments, portions, and former alignments are recommended not eligible under *Criterion A* in the area of Transportation.

(2) *Criterion C: Engineering*

To be significant in the area of Engineering during the 1955-1970 period, a Trunk Highway must represent:

- An example of distinctive characteristics of type, period, or method of road construction or engineering representing expressway standards from the period; or

- An early or prominent example of the MHD's effort to upgrade to expressway standards using Interstate design features.

The first freeway upgrades to TH 36 began in the mid-1950s; centered on the cloverleaf interchange with TH 61, this portion was relatively short and was not the first such interchange in the metro area. The majority of the route was not upgraded until the late 1950s and early 1960s. The expressway upgrades to TH 36 therefore do not represent an early or prominent example of Interstate design features. Although from a financial standpoint, the 1958 upgrades to the portion through Roseville represented an unusually large contract awarded to a single firm, the improvements themselves were not atypical when

compared to other metro-area routes at that time. Review of the MHD archives did not indicate that the project itself posed any unusual engineering challenges. As such, the current extent of TH 36 (including current TH 77) (XX-ROD-028) and other portions and former alignments are recommended not significant under *Criterion C* in the area of Engineering.

C. Non-Trunk Highway segment: Minneapolis-Stillwater Cutoff (XX-ROD-031)

The Minneapolis-Stillwater Cutoff (XX-ROD-031) was evaluated individually for its role as a transportation corridor prior to 1934. In this early iteration, the highway was made up of State Aid Routes under county jurisdiction and therefore the Trunk Highway evaluation methodologies do not apply. The corridor was evaluated using National Register criteria. Under *Criterion A*, the route appears to possess significance in the area of Transportation as an example of a cooperative effort between multiple counties to create a highway linking the interstate crossing at Stillwater with Minneapolis directly. The route was intended to circumvent Saint Paul and benefit the communities of North Saint Paul and Saint Anthony. The period of significance begins with the opening of the road in 1929 and concludes with its incorporation as part of TH 36 in 1933. A review of historic newspaper articles, county records, and other sources did not yield evidence of a direct association with a significant individual under *Criterion B*. The improvement efforts did not involve any noteworthy engineering characteristics and resulted in an undivided two-lane gravel road typical of rural highways of the period. The route is therefore not significant under *Criterion C*.

Although the Minneapolis-Stillwater Cutoff generally retains integrity of location, other aspects of integrity have been diminished. Figures 31 through 35 show representative images of the portion in Washington County upgraded in 1929, while Figures 36 through 38 show the portions of County Roads B and C that carried the route through Ramsey County. The road has been surfaced with asphalt for its entire length and the portions now part of County Roads B and C have been reconstructed and widened with paved shoulders and areas of concrete median. The easternmost three miles were incorporated as frontage roads during the postwar reconstruction of TH 36, while the western terminus was largely subsumed by construction of I-35W. The integrity of materials, design, and workmanship is therefore greatly diminished. During the 1929-1933 period of significance, the highway ran through a rural, agricultural area and linked several distinct communities. Today, the corridor lies within the suburban sprawl north and east of Saint Paul and no longer retains integrity of setting, feeling, or association. The Minneapolis-Stillwater Cutoff lacks integrity and is therefore not eligible for the National Register.



Figure 31. Near east terminus at Stillwater Boulevard, view facing east. Google Street View image.



Figure 32. North side of Lake Demontreville, asphalt pavement with curb and gutter, view facing west. Google Street View image.



Figure 33. West side of Lake Demontreville, showing modern wayside and curb and gutter, view facing north. Google Street View image.



Figure 34. Approaching I-694 overpasses, view facing west. Google Street View image.



Figure 35. North St. Paul at Washington/Ramsey County line, showing realignment to accommodate TH 36. Google Street View image.



Figure 36. Intersection at Hazelwood Avenue with sidewalk, curb and gutter, and turn lane, view facing east. Google Street View image.



Figure 37. East of Dale Street, showing paved shoulders, sidewalk, and curb and gutter, view facing west. Google Street View image.



Figure 38. West of Cleveland Avenue, showing paved shoulders and postwar development, view facing west. Google Street View image.

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5. Summary/Conclusion

A summary of recommendations under National Register *Criteria A* and *C* are presented below. Maps denoting the current and former extent of TH 36 (including current TH 77) and the significant segments are presented in Appendix A.

A. TH 36 (including current TH 77)

(1) *Criterion A*

The segment of TH 36 from the Ramsey/Hennepin County Line to TH 61 (XX-ROD-030) was found to possess significance in the area of Politics/Government as an example of a federal-relief project. Due to the numerous changes to the highway corridor resulting in postwar expansion of the route, the segment no longer conveys its historic design, setting, feeling, association, materials, or workmanship and is therefore recommended as not eligible for the National Register.

The remainder of TH 36, including the entire current highway (XX-ROD-028) and other individual portions and former alignments, is recommended not eligible under *Criterion A* within the historic Trunk Highway contexts from 1921-1954 or 1955-1970.

(2) *Criterion C*

The segment of TH 36 from the TH 61 to McMenemy Street (XX-ROD-029) was found to possess significance in the area of Landscape Architecture for its improvements at Keller Lake. Due to postwar widening of the route and loss of the associated bridge, the segment no longer conveys its historic design, materials, or workmanship and is therefore recommended as not eligible for the National Register.

The remainder of TH 36, including the entire current highway extent (XX-ROD-028) and other individual portions and former alignments, is recommended not eligible under *Criterion C* within the historic Trunk Highway contexts from 1921-1954 and 1955-1970. The current highway, individual portions of the highway, and former alignments were not found to possess significance in the area of Engineering.

B. Minneapolis-Stillwater Cutoff

Prior to its inclusion in TH 36, a highway known as the Minneapolis-Stillwater Cutoff (XX-ROD-031) was found to possess significance from 1929-1933 as a collaborative effort between Hennepin, Ramsey, and Washington Counties to provide an improved, direct route between Minneapolis and the interstate crossing at Stillwater, circumventing Saint Paul. Due to numerous upgrades and changes to the setting, the integrity of materials, design, and workmanship is greatly diminished and the route no longer retains integrity of setting, feeling, or association. The Minneapolis-Stillwater Cutoff is therefore recommended not eligible for the National Register.

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Appendix A. Location Maps

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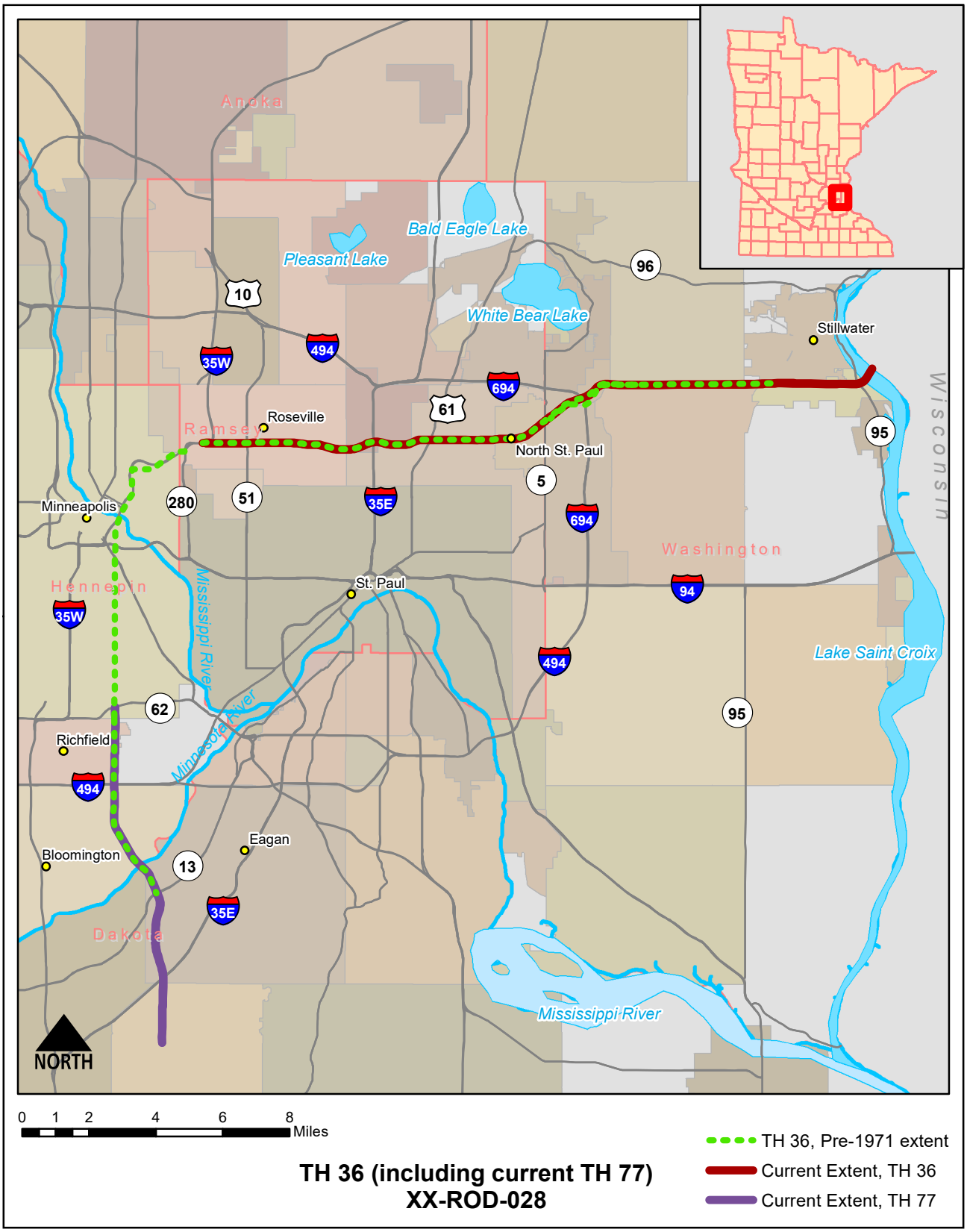
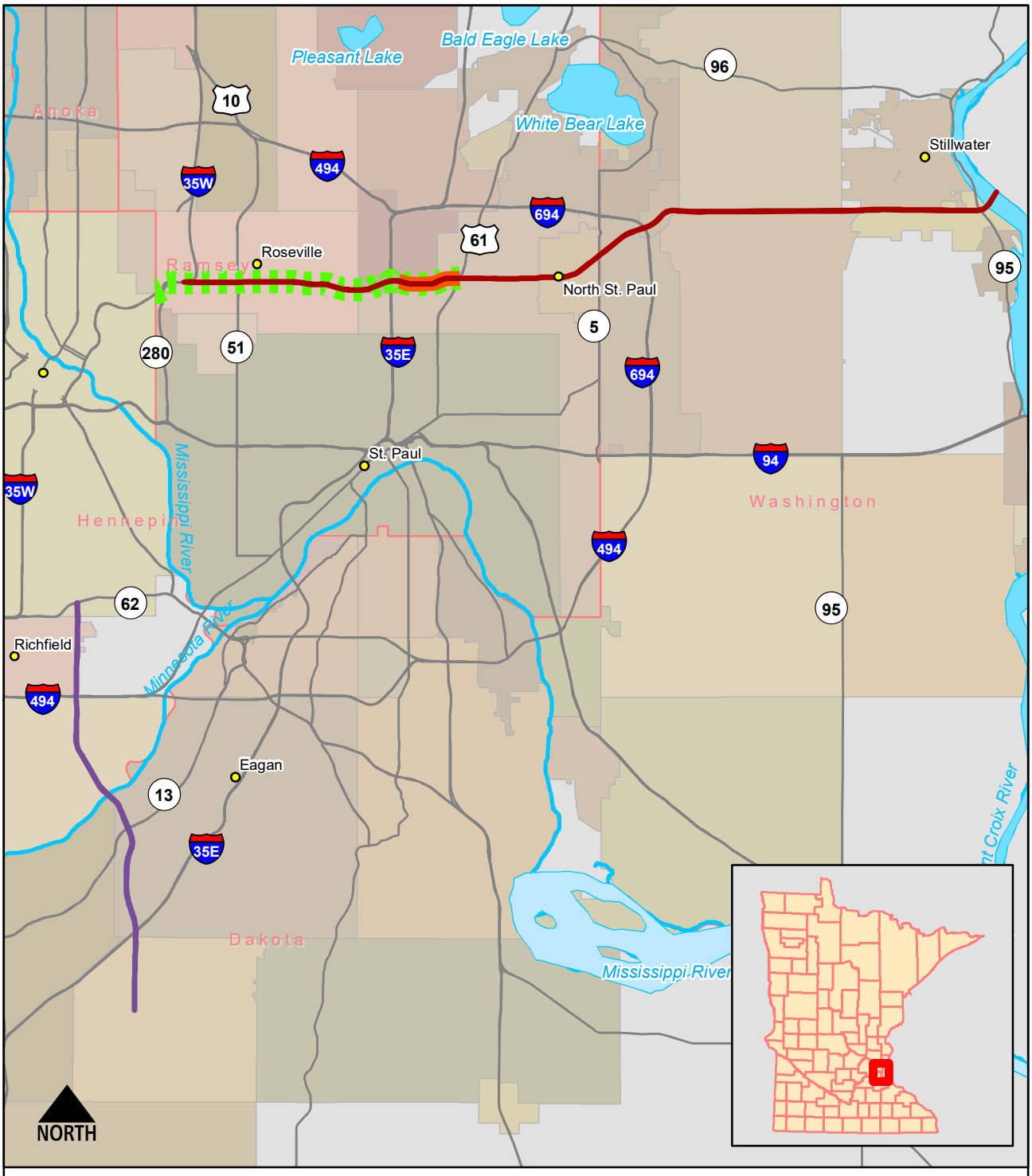


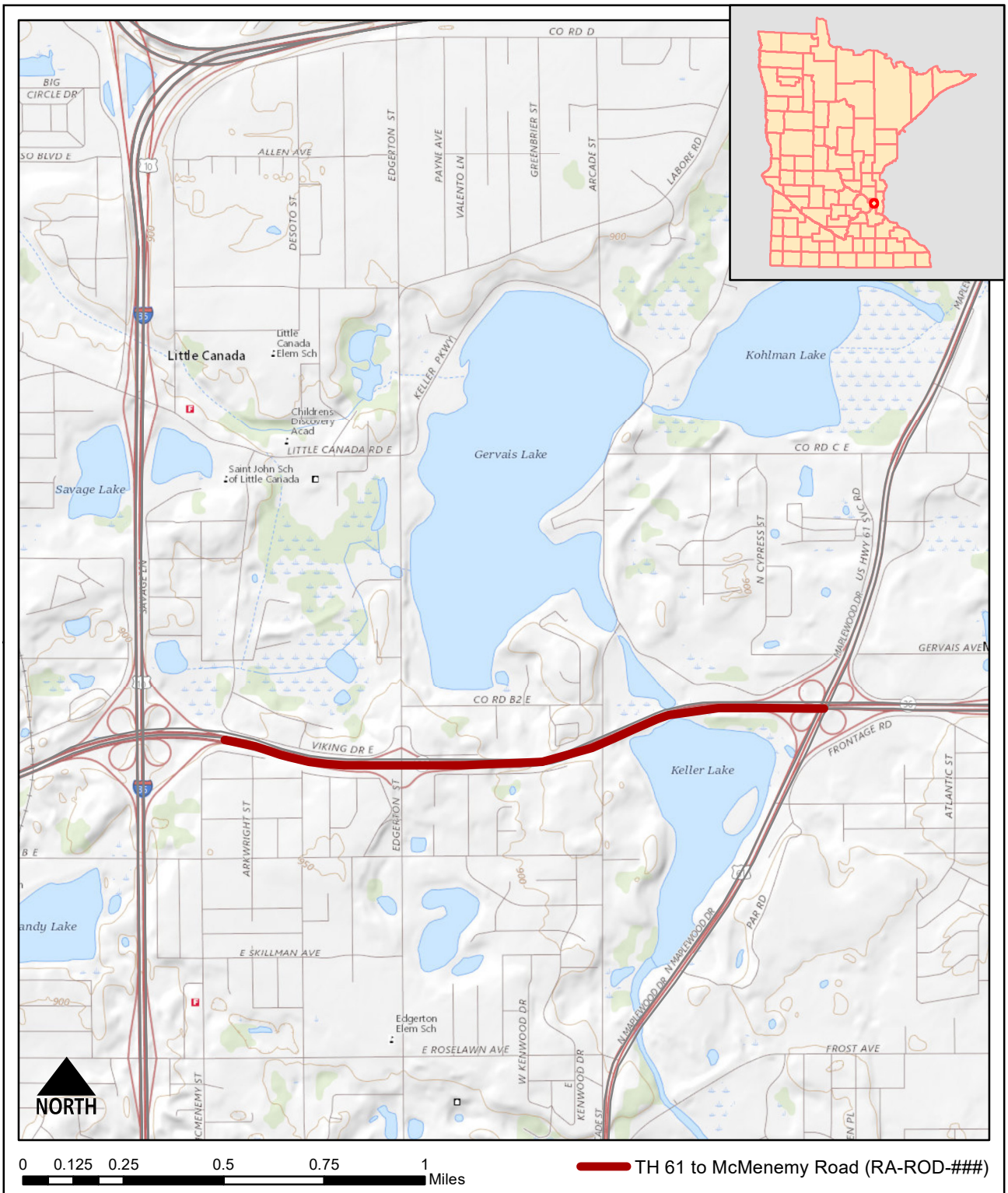
TH 36 (including current TH 77)
XX-ROD-028



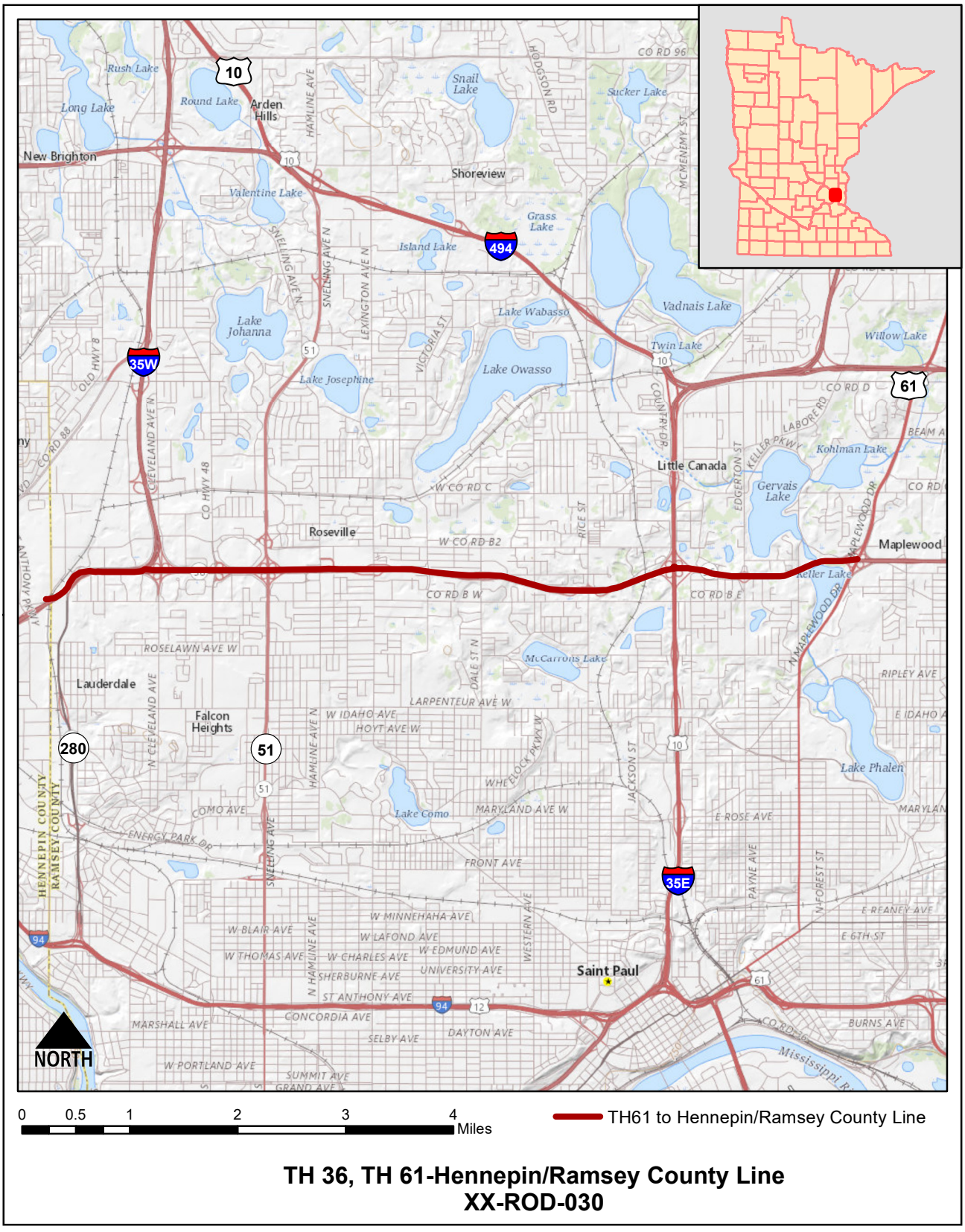
0 1 2 4 6 8 Miles

TH 36 (including current TH 77)
XX-ROD-028

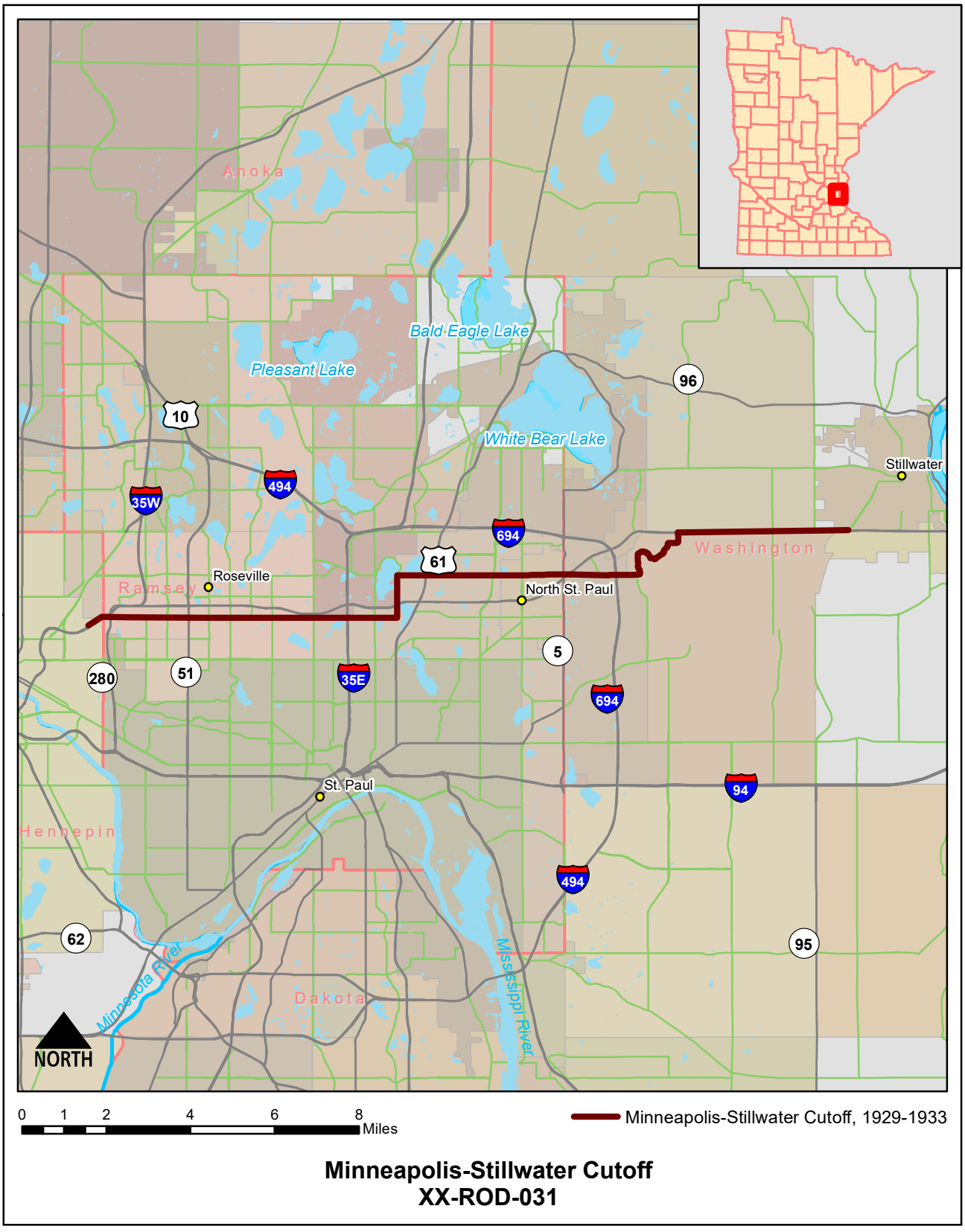
- Current Extent, TH 36
- Current Extent, TH 77
- RA-ROD-029 (TH/US 61-McMenemy Street)
- RA-ROD-030 (TH/US 61-Hennepin/Ramsey Co. Line)



TH 36, TH 61-McMenemy Street (Keller Lake)
XX-ROD-029



TH 36, TH 61-Hennepin/Ramsey County Line
XX-ROD-030



Minneapolis-Stillwater Cutoff
XX-ROD-031

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APPENDIX E18. PHASE II EVALUATION: SAINT PAUL, STILLWATER & TAYLORS FALLS/CHICAGO, SAINT PAUL, MINNEAPOLIS & OMAHA RAILROAD CORRIDOR HISTORIC DISTRICT (XX-RRD-CNW001)

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Saint Paul, Stillwater & Taylors Falls/Chicago, Saint Paul, Minneapolis & Omaha Railroad Corridor Historic District

SHPO Inventory Number: XX-RRD-CNW001

Description

The Saint Paul, Stillwater & Taylors Falls (StPS&TF)/Chicago, Saint Paul, Minneapolis & Omaha (Omaha Road) railroad corridor historic district considered under this evaluation is an approximately 15-mile corridor running roughly northeast-southwest between Saint Paul's Union Depot (Depot), at the southeastern corner of downtown, and Stillwater Junction, roughly 2.5 miles south of Stillwater near the intersection of Osgood Avenue North and 47th Street North (see Figure 1).

Most of this corridor—from Westminster Street in Saint Paul to Stillwater Junction—was constructed in 1871 by the StPS&TF Railroad.[958] In 1880, the StPS&TF was acquired first by the Saint Paul & Sioux City Railroad and then the Omaha Road. The Omaha Road completed the connection from Westminster Street to the first Union Depot (nonextant), which fronted Sibley Street south of present-day Kellogg Boulevard, just south and east of the current Union Depot (214 4th Street East, RA-SPC-5255, listed in the National Register of Historic Places [National Register], National Register).[959] The Omaha Road was controlled by the Chicago & Northwestern (C&NW) Railroad starting in 1882, though it retained its name, and the C&NW was acquired by the Union Pacific (UP) Railroad in 1956. The UP continues to operate the line in the present day.

For ease of discussion, the subject corridor will be referred to as the StPS&TF/Omaha Road railroad corridor historic district throughout. These names represent the two companies that owned the line the longest during the period of significance, as explained in the Evaluation section. When discussing a railroad company or the corridor at a specific moment in time, the chronologically appropriate name will be used.

The following description is based on a combination of field survey and desktop analysis using Google Maps, historic aerial photographs, and Sanborn fire insurance maps. Field survey was limited to the length of the corridor within the Study Area for the Rush Line Bus Rapid Transit (BRT) project, from roughly Lafayette Road to Johnson Parkway, and was conducted from the public right-of-way.

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[958] Prosser and Schwietz list the construction date for the StPS&TF railroad as 1872, while the National Register of Historic Places Multiple Property Document (MPD) "Railroads in Minnesota, 1862-1956" lists the construction date as 1871. This evaluation will use the MPD date of 1871. National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-37; Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 19–20; Schwietz, *Minnesota Railroads*, 72–73.

[959] "Early Years, 1881-1913," *Union Depot*, 2019, https://www.uniondepot.org/history/early-years/; National Register of Historic Places, St. Paul Union Depot, St. Paul, Ramsey County, Minnesota, National Register #74001040; "St. Paul Union Depot Boundary Increase, National Register of Historic Places Registration Form," January 9, 2014.

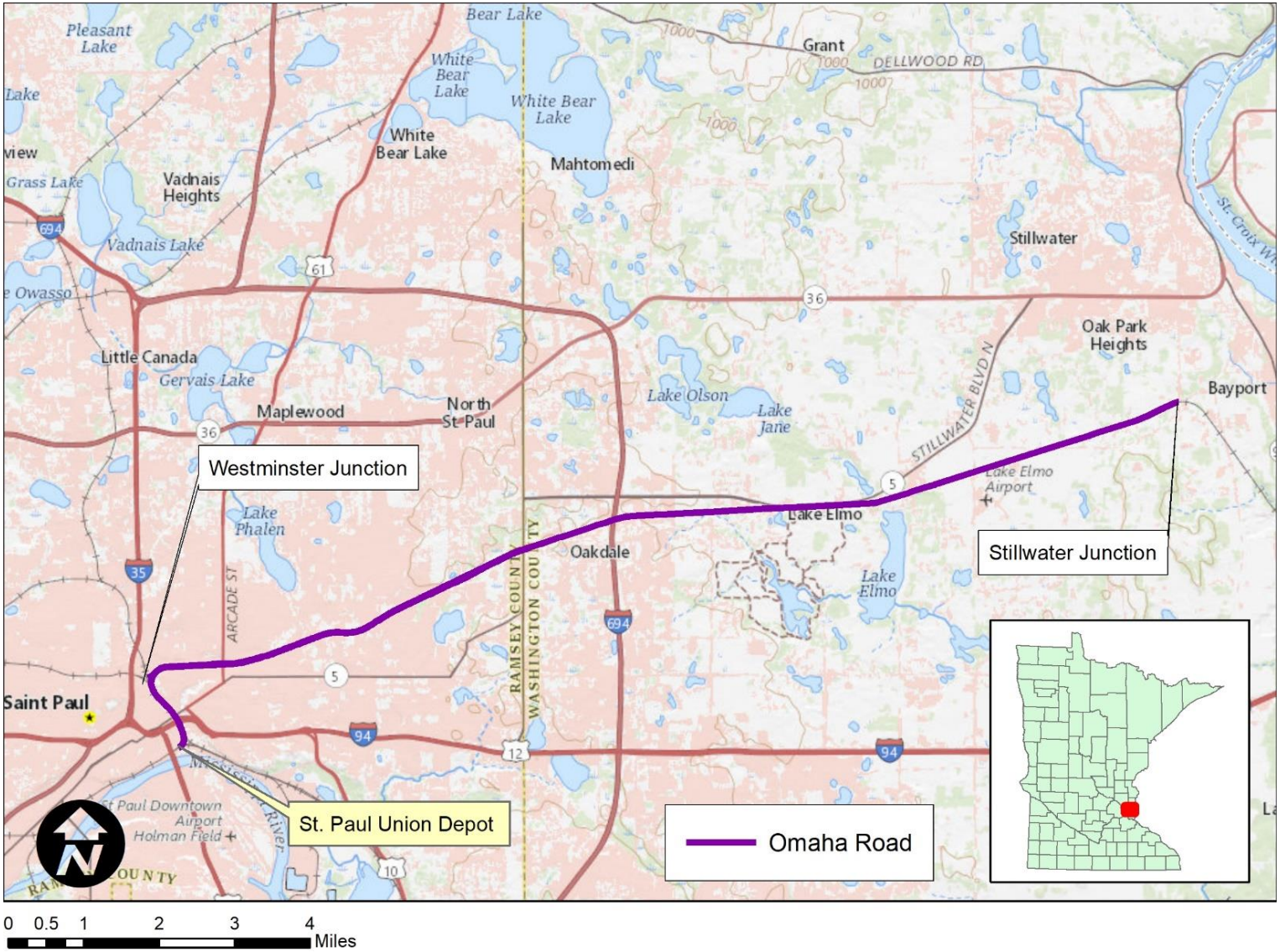

Figure 1. Overview map of the StPS&TF/Omaha Road railroad corridor historic district between Saint Paul's Union Depot and Stillwater Junction.

The StPS&TF/Omaha Road railroad corridor historic district between the Depot in Saint Paul and Stillwater Junction traverses several different locations and settings as it travels through urban, suburban, and rural areas. Beginning at the Depot, the trackage historically owned by the StPS&TF/Omaha Road within the railroad corridor historic district did not begin until the wye junction just east of the Depot (see Figure 2). Trackage between the Depot and this wye was historically owned by the Saint Paul Union Depot Company. From this wye, an extant single track, comprised of metal rails, wooden ties, and stone ballast atop a raised roadbed, travels north to Westminster Junction (RA-SPC-5618). Westminster Junction is the confluence of several mainlines and constitutes two wye junctions, one placed atop the other, with the bottom wye traveling through a series of tunnels. Within Westminster Junction, the subject corridor is located on the aboveground wye and follows the east leg of the wye at the junction (see Figure 3). It also includes half of the northern leg of the wye. The corridor travels through the Trout Brook valley from the first wye junction approximately 2,000 feet east of the Depot, then through Westminster Junction, to roughly Cayuga Street. The valley was historically used by several different rail lines to minimize the grade change between the Mississippi River and the top of the river bluffs. Above the valley, at grade, the city is heavily developed with commercial and light industrial properties to the west and a mix of commercial, light industrial, and residential properties to the east.



Figure 2. Map showing the StPS&TF/Omaha Road trackage beginning at the first wye junction east of the Depot. The trackage between the Depot and this wye junction was historically owned by the Saint Paul Union Depot Company.



Figure 3. Image of the corridor from the Lafayette Road bridge as it enters Westminster Junction, looking north. Note how the corridor (denoted by the arrow) runs aboveground and veers to the east at the wye. The 2004 prestressed concrete beam bridge carries Phalen Boulevard over the junction.

Near the top of the valley, at present-day Phalen Boulevard, the corridor turns east and generally runs at grade. After turning east, the corridor's extant track becomes a double track and runs at grade (see Figures 4 and 5). Moving east to west, this double track passes under the 1998, 413-foot-long, prestressed-concrete-beam Edgerton Street Bridge (MnDOT Bridge 62567) and the 1985, 167-foot-long, prestressed quad-tee Payne Avenue Bridge (MnDOT Bridge 62544).[960] A grade-separation structure located roughly 250 feet east of Payne Avenue carries the rail corridor over the Phalen Creek Valley, through which the Lake Superior & Mississippi/Saint Paul & Duluth/Northern Pacific/Burlington Northern/Burlington Northern Santa Fe Railroad (LS&M) historically ran (MnDOT bridge data unavailable for this bridge, see Figure 6). From the Bruce Vento Nature Sanctuary in Saint Paul to Buerkle Road in White Bear Lake, the LS&M corridor is currently the location of the Bruce Vento Regional Trail. The LS&M corridor (XX-RRD-NPR01) is evaluated separately in *Phase II Evaluation – Lake Superior & Mississippi Railroad* (draft, July 2019).

[960] All bridge information is from the MnDOT bridge inventory, http://dotapp9.dot.state.mn.us/bridgeinfo3/, accessed April 25, 2019.



Figure 4. Image of the corridor from the Edgerton Street Bridge, looking west. Note the double track and the presence of Phalen Boulevard north (to the right) of the corridor.



Figure 5. Image of the corridor from the Edgerton Street Bridge, looking east. The fill embankment to the north (left) of the corridor was constructed as part of the Phalen Boulevard project, connecting Phalen Boulevard and Payne Avenue. The bridge visible in this image carries Payne Avenue over the corridor.



Figure 6. Image of the corridor from the Payne Avenue Bridge, looking east, showing the deck girder bridge (RA-SPC-11130) that carries the corridor over the Phalen Creek valley and the historic alignment of the LS&M. Beyond the bridge, note the addition of sidings to the double track.

The extant double track continues to approximately 770 feet east of Payne Avenue, at which point a number of sidings are added on both sides of the double track (see Figures 7 through 9). These additional sidings historically provided access to the two main industrial properties on the south side of the corridor: Hamm's Brewery (RA-SPC-2926, Considered Eligible Finding) and 3M (RA-SPC-0049), which occupied large parcels between Payne Avenue and Forest Street (see Figure 7). In this area the rail corridor passes under three bridges. Moving east to west, these are the 2001, 515-foot-long, prestressed-concrete-beam Arcade Street Bridge; the 1942, 294-foot-long, continuous steel beam Forest Street Bridge (RA-SPC-1294); and the 2003, 654-foot-long, prestressed-concrete-beam Earl Street Bridge.

Historically, from Payne Avenue to roughly Johnson Parkway the LS&M (XX-RRD-NPR01) ran parallel and just to the north of the subject corridor. In the late 1990s and early 2000s, this area was redeveloped as part of the construction of the two-lane Phalen Boulevard. As part of this construction, a portion of the LS&M corridor and several industrial properties were removed. The subject corridor is still flanked by extant industrial properties but also by vacant lots, where industrial properties were once located. Residential properties are located behind industrial properties/vacant lots.

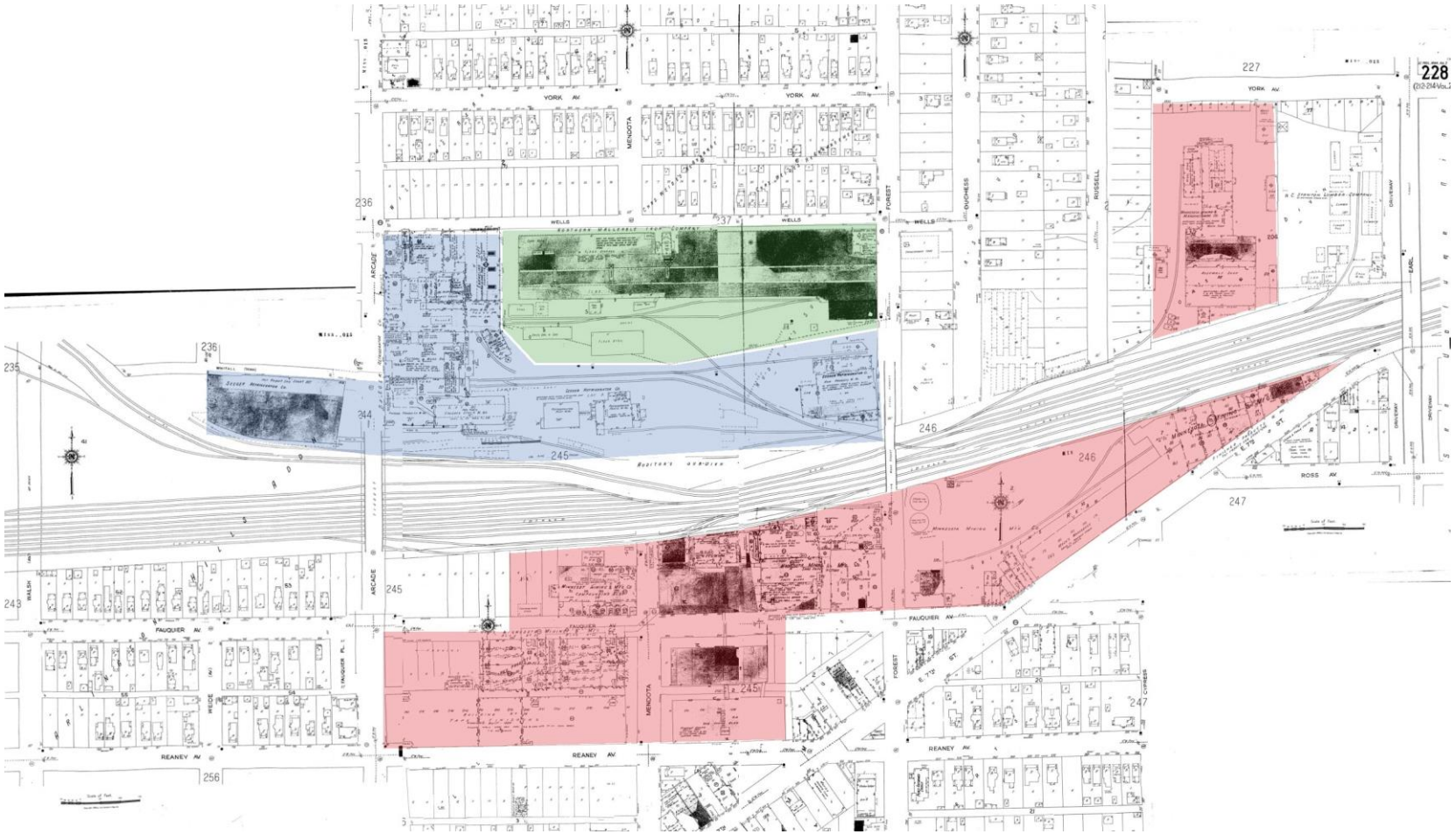

Figure 7. 1951 Sanborn map showing a portion of the larger rail corridor between Payne Avenue and roughly Johnson Parkway shared by the Omaha Road and the LS&M. Major industrial properties are shaded, with the 3M complex in red, Seeger Refrigeration in blue, and Northern Malleable Iron Works in green. Hamm's brewery is not pictured as it was located west (left) of Walsh Street, which is visible on the left edge of this map. Note the presence of sidings providing rail access to industrial properties.[961]

[961] "St. Paul, Minn., 1926 - Revised 1951," 1:600 (New York: Sanborn Map Company, 1951), 228, 237–38, 245–46.



Figure 8. Image of the corridor from the Arcade Street Bridge, view facing west. Note the multiple sidings/additional trackage and Phalen Boulevard on the far right (red arrows indicate the mainlines).



Figure 9. Image of the corridor from the Arcade Street Bridge, view facing east. Note that that the additional trackage is reduced to three tracks east of Arcade Street (red arrows indicate the mainlines). Also note the presence of former sidings. The parcel to the south (right) of the corridor was historically the 3M campus and is currently being redeveloped.

Approximately 375 feet east of Arcade Street, the additional trackage added by the sidings is reduced to a triple track, which continues until Earl Street, where the double track resumes (see Figures 10 through 12). A 1906, 73-foot-long, steel-through-girder bridge carries the corridor over Johnson Parkway (see Figure 13).



Figure 10. Image of the corridor from the Earl Street Bridge, looking west. Note the triple track.



Figure 11. Image of the corridor from the Earl Street Bridge, looking east. Note that the triple track is reduced to a double track at Earl Street.



Figure 12. Image of the corridor from the at-grade crossing at Atlantic Street, looking east.



Figure 13. Image of the corridor as it crosses above Johnson Parkway on the 1906 steel-through-girder bridge, looking north.

East of Johnson Parkway, the corridor's double track continues to run at-grade and travels through primarily post-World War II (postwar) residential development, which was primarily farmland before the war. Approximately one mile east of Johnson Parkway, the corridor travels under the 1975, 135-foot-long steel-beam-span White Bear Avenue Bridge (MnDOT Bridge 62530). Roughly 1,500 feet northeast of the White Bear Avenue Bridge, the 1988, 153-foot-long, steel-truss bridge (MnDOT Bridge 62556) carries the Furness Trail over the corridor on the former alignment of the Hazel Park-Mahtomedi streetcar line. Just east of this bridge is the 3M Distribution Center (Case Avenue East, not historically associated with the 3M campus), one of two large industrial properties east of Johnson Parkway. Abandoned sidings are located on the east side of the property; however, they are no longer connected to the corridor. Approximately 4,000 feet northeast of the White Bear Avenue Bridge, sidings are present near the farm feed facility Origination, Inc. (1300 McKnight Road North), which is located just east of McKnight Road/Lakewood Drive. McKnight Road/Lakewood Drive is carried over the corridor by a 1988, 188-foot-

long, prestressed-concrete-beam bridge (MnDOT Bridge 62543). Google Street View revealed the presence of a depot on the Origination, Inc. property, just south of the corridor. This depot is not visible on historic aerial images and appears to have been moved to this location ca. 2010.[962]

Approximately one mile northeast of the McKnight Road/Lakewood Drive Bridge, Century Avenue North crosses the corridor at grade. Approximately 500 feet east of this crossing, the corridor's double track is reduced to a single track. The single track continues to Stillwater Junction. Approximately 1.1 miles after the double track transitions to a single track, the corridor passes under Interstate Highway 694 (I-694), which is carried over the corridor by two identical, 1967, 188-foot-long, continuous-steel-beam bridges (MnDOT Bridges 82805 and 82806). Approximately 1.8 miles east of I-694, the corridor travels over Stillwater Boulevard on a 1931, 62-foot-long, steel-deck-girder bridge (MnDOT Bridge 4869). From I-694 to Stillwater Junction, the corridor remains at or near grade and is mostly flanked by agricultural properties. Roughly 5 miles east of I-694, the corridor passes north of the Lake Elmo Airport (3275 Manning Avenue North).

East of Stillwater Junction (and outside the area covered under this evaluation), the mainline continues southeast and crosses the Saint Croix River at Hudson, Wisconsin. At Stillwater Junction, a branch line historically traveled northeast to Stillwater but was removed in the 1930s.[963] The alignment of that branch line roughly follows the alignment of 47th Avenue North near the intersection with Osgood Avenue North. According to secondary sources consulted, an 1881, standard-plan depot was present at the junction. The depot is extant but has been moved outside the corridor and integrated into a residence west of Lake Elmo (10732 Stillwater Boulevard) as an addition to a late-nineteenth-century, gable-ell farmhouse.[964] Neither secondary sources nor historic aerial imagery could confirm when the depot was moved.

Table 1 provides a list of extant elements in the railroad corridor.

[962] "Aerial Photograph, Ramsey County, Minn., WO-2A-53," June 25, 1940, John R. Borchert Map Library, University of Minnesota, Minneapolis; "Aerial Photograph, Ramsey County, WO-3T-10," May 10, 1957, John R. Borchert Map Library, University of Minnesota, Minneapolis; "Aerial Photograph, Maplewood, Minn., 2009," *Historic Aerials by NETROnline*, accessed April 25, 2019, historicaerials.com; "Aerial Photograph, Maplewood, Minn., 2010," *Historic Aerials by NETROnline*, accessed April 25, 2019, historicaerials.com.

[963] Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 163.

[964] Dan West, "Washington County Minnesota Railroad Stations," *Past and Present Minnesota Railroad Stations*, 2019 2007, https://www.west2k.com/mnstations/washington.shtml.

Table 1. List of Extant Elements in the Corridor and Contributing Status

Name/type of resource	Inventory number (if known)	Type of element	Location	Build date	Contributing status
Extant roadway (including sidings within the corridor)	XX-RRD-CNW001	Railroad roadway	Throughout corridor	1871	Contributing
Kellogg Boulevard Bridge (MnDOT Bridge 62080) over the corridor	N/A	Grade separation structure	Omaha Road at Kellogg Boulevard	1982	Noncontributing (outside the period of significance)
Fourth Street Bridge (MnDOT Bridge L8786) carrying the corridor	RA-SPC-7116	Grade separation structure	Omaha Road at Fourth Street East	1895	Contributing
I-94 Bridges (MnDOT Bridges 62876, 62876B, 62875A) over the corridor	N/A	Grade separation structures	Omaha Road at I-94	1989	Noncontributing (outside the period of significance)
Seventh Street Bridge (MnDOT Bridge 62028) over the corridor	N/A	Grade separation structure	Omaha Road at Seventh Street East	1978	Noncontributing (outside the period of significance)
Lafayette Road Bridge (MnDOT Bridge 62515) over the corridor	RA-SPC-8062	Grade separation structure	Omaha Road at Lafayette Road	1969	Noncontributing (outside the period of significance)
Westminster Junction	RA-SPC-5618	Grade separation structure	Roughly bounded by the Lafayette Road Bridge on the south, Interstate Highway 35 East on the west, 1,300 feet south of the Cayuga Street Bridge on the north, and 400 feet southwest of the Cayuga Street/Phalen Boulevard intersection	1885-1888	Contributing, Recommended Individually Eligible
Phalen Boulevard Bridge (MnDOT Bridge 62598) over Corridor	N/A	Grade separation structure	Omaha Road at Phalen Boulevard	2004	Noncontributing (outside the period of significance)
Edgerton Street Bridge (MnDOT Bridge 62567) over Corridor	N/A	Grade separation structure	Omaha Road at Edgerton Street	1998	Noncontributing (outside the period of significance)

Table 1. List of Extant Elements in the Corridor and Contributing Status

Name/type of resource	Inventory number (if known)	Type of element	Location	Build date	Contributing status
Payne Avenue Bridge (MnDOT Bridge 62544) over Corridor	N/A	Grade separation structure	Omaha Road at Payne Avenue	1985	Noncontributing (outside the period of significance)
Phalen Creek Valley Bridge (no MnDOT information available) carrying Corridor[965]	RA-SPC-11130	Grade separation structure	Omaha Road, 250 feet east of Payne Avenue	Ca. 1920	Contributing
Arcade Street Bridge (MnDOT Bridge 62062) over Corridor	N/A	Grade separation structure	Omaha Road at Arcade Street	2001	Noncontributing (outside the period of significance)
Forest Street Bridge (MnDOT Bridge 5962) over Corridor[966]	RA-SPC-1294	Grade separation structure	Omaha Road at Forest Street	1942	Contributing
Earl Street Bridge (MnDOT Bridge 62545) over Corridor	N/A	Grade separation structure	Omaha Road at Earl Street	2003	Noncontributing (outside the period of significance)
Johnson Parkway Bridge (MnDOT Bridge 90423) carrying Corridor	RA-SPC-7109	Grade separation structure	Omaha Road at Johnson Parkway	1906	Contributing
White Bear Avenue Bridge (MnDOT Bridge 62530) over Corridor	N/A	Grade separation structure	Omaha Road at White Bear Avenue	1975	Noncontributing (outside the period of significance)
Furness Trail Bridge (MnDOT Bridge 62556) over Corridor	N/A	Grade separation structure	Omaha Road at Furness Trail, 300 feet north of Hazel Street	1988	Noncontributing (outside the period of significance)
McKnight Road/Lakewood Drive Bridge (MnDOT Bridge 62543) over Corridor	N/A	Grade separation structure	Omaha Road at McKnight Road/Lakewood Drive	1988	Noncontributing (outside the period of significance)

[965] RA-SPC-11130 carries the StPS&TF/Omaha Road over the LS&M mainline corridor. It is also a contributing structure within the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001), which was recommended eligible for the National Register as part of the Rush Line BRT Project.

[966] RA-SPC-1294 carries Forest Street over the StPS&TF/Omaha Road and LS&M mainline corridors. It is also a contributing structure within the LS&M Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (XX-RRD-NPR001), which was recommended eligible for the National Register as part of the Rush Line BRT Project.

Table 1. List of Extant Elements in the Corridor and Contributing Status

Name/type of resource	Inventory number (if known)	Type of element	Location	Build date	Contributing status
I-694 Bridges (MnDOT Bridges 82805 and 82806) over Corridor	WA-OKC-008 and WA-OKC-009, respectively	Grade separation structures	Omaha Road at I-694	1967	Noncontributing (outside the period of significance)
Stillwater Boulevard Bridge (MnDOT Bridge 4869) carrying Corridor	WA-LEC-017	Grade separation structure	Omaha Road at Stillwater Boulevard	1931	Contributing

History

Introduction

The portion of the StPS&TF/Omaha Road railroad corridor historic district between Westminster Street and Stillwater Junction was constructed in 1871 and provided an early link between Saint Paul and the lumber mill towns of Stillwater and Taylors Falls. Before the arrival of railroads in Stillwater, the first of which was built in 1869, lumber and goods were transported on the Saint Croix River or via a government road, which provided a connection to Saint Paul by 1848. The StPS&TF also provided a link to railroad lines in Wisconsin that created an early railroad connection between Saint Paul and Chicago. By the 1880s, this corridor was absorbed into a larger network of lines owned and operated by the Omaha Road that provided connections between rural, agricultural areas of southwestern Minnesota and the cities of Chicago and Omaha via Saint Paul. The Omaha Road extended the railroad corridor from Westminster Street to Saint Paul's Union Depot. One of the so-called Granger Roads, the Omaha Road provided important connections between agricultural land in southwestern Minnesota and both eastern and western markets. By terminating in Omaha, the Omaha Road also provided access to the UP, a transcontinental railroad with a major terminal in Omaha.

Early development of Saint Paul and Stillwater

At the time of European contact, this part of what would become Minnesota was home to the Dakota and Ojibwe. Dakota, Ojibwe, Europeans, and a mixed-race people known as the Métis engaged in the fur trade into the early nineteenth century and both the Mississippi and Saint Croix Rivers were key for moving furs to eastern markets and bringing in eastern goods for trading.[967]

Fort Snelling, the first Euro-American settlement in the area, was established in 1819, roughly six miles southwest from present downtown Saint Paul. Built to secure American control of the fur trade in the region, actions at Fort Snelling also inadvertently helped create what would become Saint Paul. In 1838, non-military residents of the fort were expelled and several settled at the foot of the bluffs that would eventually become downtown Saint Paul, which was first incorporated as a city in 1854.[968]

Steamboat traffic helped establish the young city of Saint Paul, which featured two breaks in the tall bluffs that lined the river gorge. These breaks were ideal for landing and unloading steamboats and were named the Upper and Lower Landing. These landings connected Saint Paul with settlements, cities, and markets to the south and east.[969] To better facilitate the flow of goods between steamboats and the growing interior of the state (established in 1858), railroads were constructed to connect the Lower Landing to various points throughout the state. The first of these, the Saint Paul & Pacific (later the Saint Paul, Minneapolis & Manitoba/Great Northern/Burlington Northern/Burlington Northern Santa

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[967] William E. Lass, *Minnesota: A History* (New York: W.W. Norton and Co., 1998), 19–96; Wingerd, *North Country: The Making of Minnesota*.

[968] Virginia Brainard Kunz, *Saint Paul: The First 150 Years* (Saint Paul, Minn.: The St. Paul Foundation, Inc., 1991), 28; Wingerd, *North Country: The Making of Minnesota*, 160–62.

[969] Carole Zellie and Garneth O. Peterson, *Transportation Corridors, 1857-1950* (St. Paul Heritage Preservation Commission, 2001), 1.

Fe) was built in 1862 and connected Saint Paul to points north and west of the city. A second railroad, the Lake Superior & Mississippi (later the Saint Paul & Duluth/Northern Pacific/Burlington Northern/Burlington Northern Santa Fe) followed in 1870 and connected Saint Paul to the Lake Superior port city of Duluth. The subject railroad corridor historic district was constructed in 1871. As much as the proximity to Fort Snelling and the presence of the steamboat landings helped establish the location of Saint Paul, the railroads spurred the growth of the city as it became the gateway for shipping goods by rail.[970]

The village of Stillwater was established only a few short years after Saint Paul. As the fur trade began to decline in the 1830s, pressure on government officials began to mount to open the region for Euro-American settlement and further resource extraction. In 1837, representatives of Dakota and Ojibwe bands signed treaties to cede land between the Mississippi and Saint Croix Rivers in the east-central parts of what would become Minnesota to the U.S. government (see Figure 14). These treaties (both ratified by Congress in 1838) opened large swaths of land for Euro-American settlement and resource extraction. Less wooded areas south and east of Saint Paul, along the Mississippi and lower portions of the Saint Croix Rivers, were settled for farming while wooded tracts on the Saint Croix northeast of Saint Paul were quickly purchased for the purpose of lumbering.[971]

[970] Zellie and Peterson, *Transportation Corridors, 1857-1950*, 2–3.

[971] Wingerd, *North Country: The Making of Minnesota*, 132–35.

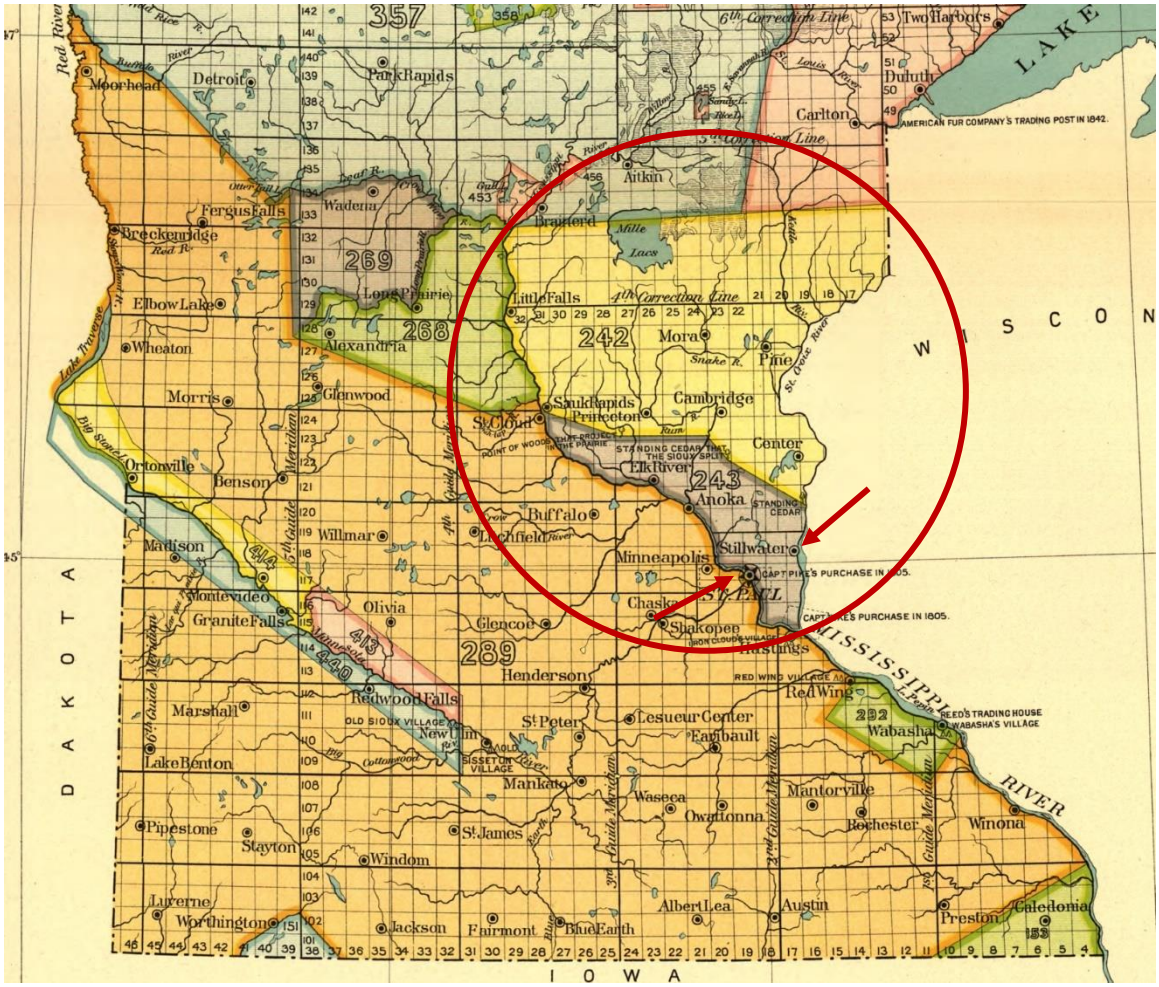

Figure 14. 1896 map of Minnesota showing lands ceded by Dakota and Ojibwe bands as a result of various treaties. Lands ceded as a part of the 1837 treaties are showing in yellow (originally Ojibwe land) and purple (originally Dakota land). This area is circled in red and arrows denote Saint Paul and Stillwater.[972]

On the Saint Croix River, the towns of Stillwater, Marine on Saint Croix, and Taylors Falls were established as lumber towns, where the harvest of the large pineries near the river could be milled into lumber. The first sawmill on the Saint Croix was established at Marine in 1839, located between present-day Stillwater and Taylors Falls. The first Euro-American settler in what would become Stillwater established a claim in 1843 and a sawmill was built the following year. The village of Stillwater was platted in 1848.[973]

The river was key to early lumbering. Pine logs harvested to the north of Stillwater were floated down river to the Stillwater boom, located just north of the village (see Figure 15). At the boom, logs were sorted and assembled into rafts to be floated to sawmills. Some of the earliest mills even relied on

[972] Charles C. Royce, ed., *Eighteenth Annual Report of the Bureau of American Ethnology to the Secretary of the Smithsonian Institution, 1896-1897* (Washington, D.C.: United States Bureau of American Ethnology, 1896), Plate No. 33.

[973] Noreen Roberts and John Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota* (U.S. Army Corps of Engineers, Saint Paul District, July 1985), 32.

water power directly from the river to drive saws and other machinery. Newly milled lumber was then transported further down river to cities like Saint Paul or Galena, Illinois, via steamboat. Steamboats returning north to Stillwater brought supplies from southern and eastern markets. Steamboats were the primary mode of transportation to and from Stillwater until the arrival of the first railroad in 1869.[974]



Figure 15. Image of the Stillwater boom on the Saint Croix River, taken between 1860 and 1890. The boom was located north of the village of Stillwater and was where, after traveling downriver from the pineries, logs were sorted and combined into rafts before being moved further downstream to sawmills in Stillwater. This image highlights the importance of the river as a transportation route for the lumber industry along the Saint Croix River.[975]

Transportation routes before the railroad

Steamboats were the dominant form of transportation in both Saint Paul and Stillwater. To travel by steamboat between the two locations, however, was circuitous, as boats from either village would have to travel south to near Hastings, where the Mississippi and Saint Croix Rivers met, before traveling north again.

In 1847, a more direct, overland route was surveyed between Saint Paul and Stillwater (see Figure 16).[976] The road was one of the earliest in the Minnesota Territory, first opening in 1848. Present-day Stillwater

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[974] Roberts and Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota*, 33–34; Moira Harris, "Legacies of Logging in Minnesota" 63, no. 5 (Spring 2013): 203–12.

[975] Sinclair James, *Stillwater Boom on the St. Croix River, Stillwater, Minnesota*, 1890 1860, Stillwater Public Library, https://reflections.mndigital.org/catalog/spl:442#/image/0.

[976] *Road Plat Book, Number 1, Washington County, Minnesota*, 1847, Page Spread 1.

Boulevard appears to roughly follow this early route, though secondary sources consulted gave no indication that any extant segments of the 1848 road remain. The road crossed the Saint Croix to Wisconsin at Stillwater before continuing south to the sizable, regional trading city of Galena, Illinois. A network of roads was developed in the 1850s in the triangular area of south-central and southeastern Minnesota between the Minnesota and Mississippi Rivers from Saint Paul to the Iowa border (see Figure 17).[977]

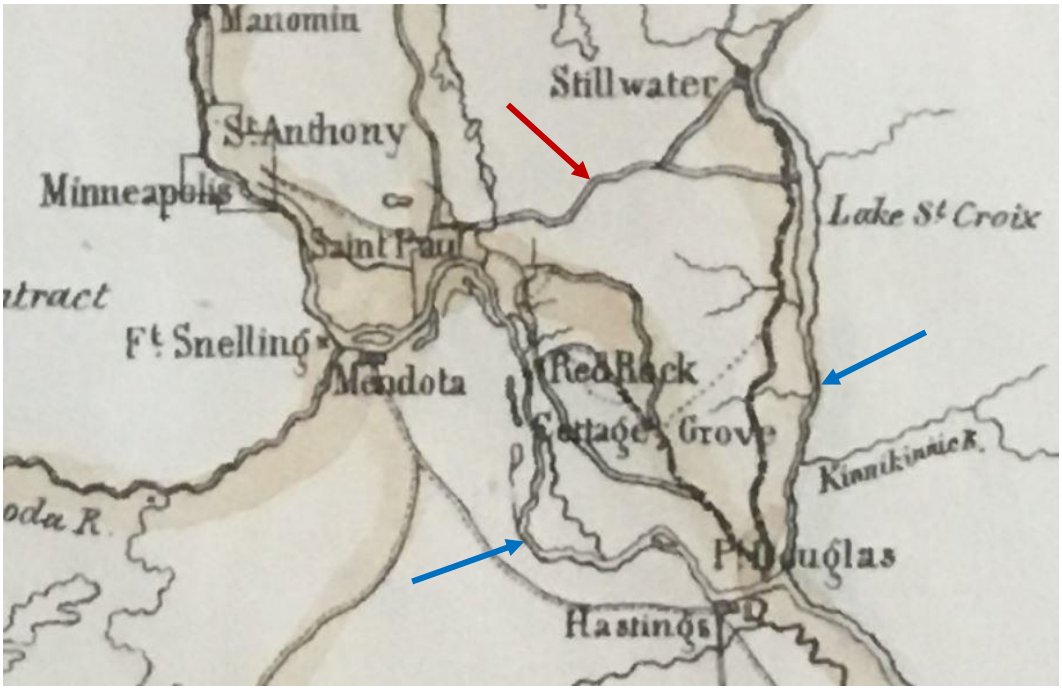

Figure 16. 1855 map of government roads in Minnesota. Note how the road provides a more direct route between Saint Paul and Stillwater than if one were to travel by steamboat via Hastings. The red arrow denotes the Saint Paul-Stillwater Road and blue arrows denote the Mississippi and Saint Croix Rivers, respectively.[978]

[977] Arthur J. Larson, "Roads and Trails in the Minnesota Triangle, 1849-60," *Minnesota History* 11, no. 4 (December 1930): 387–411.

[978] J.H. Simpson, "Map of the General Government Roads in Minnesota and Wisconsin" (Bureau of Topographical Engineers, September 1855), Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

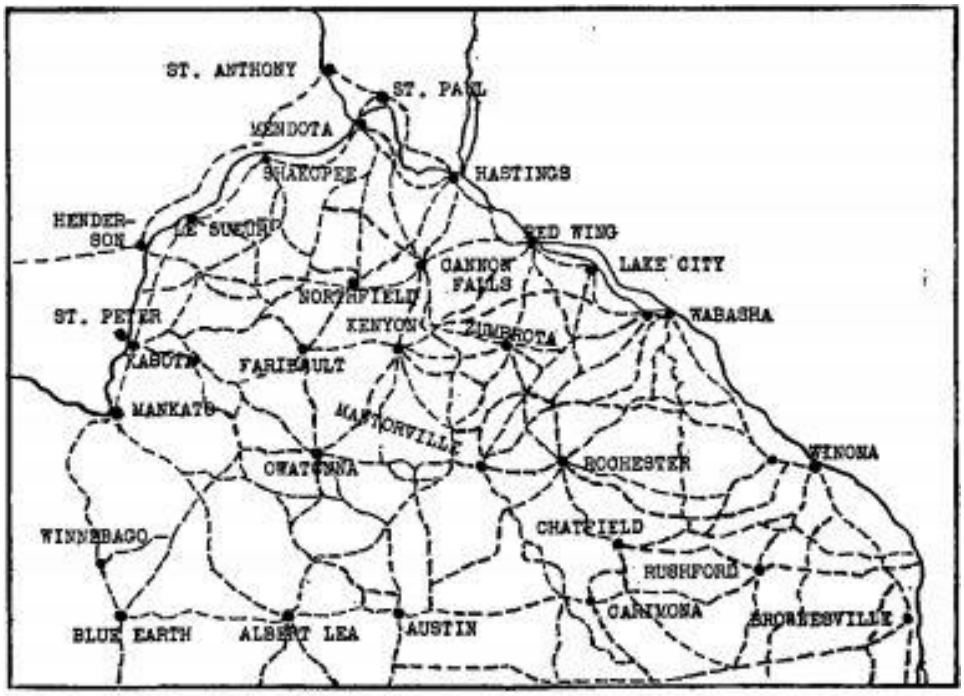

Figure 17. Map showing the network of roads in south-central and southeastern Minnesota by 1860. Although not shown on this map, the road between Saint Paul and Stillwater was one of the earliest in the Territory.[979]

Saint Paul, Stillwater & Taylors Falls Railroad

The railroad corridor was first built by the StPS&TF Railroad, which was incorporated in 1869 and awarded a charter to build a line from Saint Paul to Taylors Falls, via Stillwater and Marine on Saint Croix. The line was intended to link the growing port city of Saint Paul on the Mississippi River to the lumber milling towns on the Saint Croix River. The route of the line generally followed the northwesterly course established by the 1848 government road. Construction of the line from Saint Paul to Taylors Falls was completed in 1871 and a branch line to a bridge over the Saint Croix at Hudson, Wisconsin, was built that same year.[980] The point at which the mainline turned north, and met the branch line to the southeast, was called Stillwater Junction, located 2.5 miles south of Stillwater.

The StPS&TF was the second rail line to connect Saint Paul and Stillwater. Between 1869 and 1870, the Stillwater& Saint Paul (S&StP) Railroad constructed a line from White Bear Lake to Stillwater. At

[979] Larson, "Roads and Trails in the Minnesota Triangle, 1849-60," 391.

[980] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-37-E-38; Roberts and Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota*, 36; George E. Warner and Charles M. Foote, *History of Ramsey County and the City of Saint Paul* (Minneapolis: North Star Publishing Company, 1881), 351–53.

White Bear Lake the line connected with the LS&M line.[981] The LS&M had built its line from downtown Saint Paul to the village of White Bear Lake in 1868 and would complete its entire line to Duluth in 1870.[982] By 1871, the LS&M was leasing trackage from the S&StP.[983] The LS&M connected Saint Paul and Duluth, so leasing the S&StP trackage provided the LS&M with a branch line to Stillwater. A third line, the Chicago, Milwaukee & Saint Paul (Milwaukee Road), built a branch line from Hutchinson to Stillwater in 1882 (see Figure 18).[984]

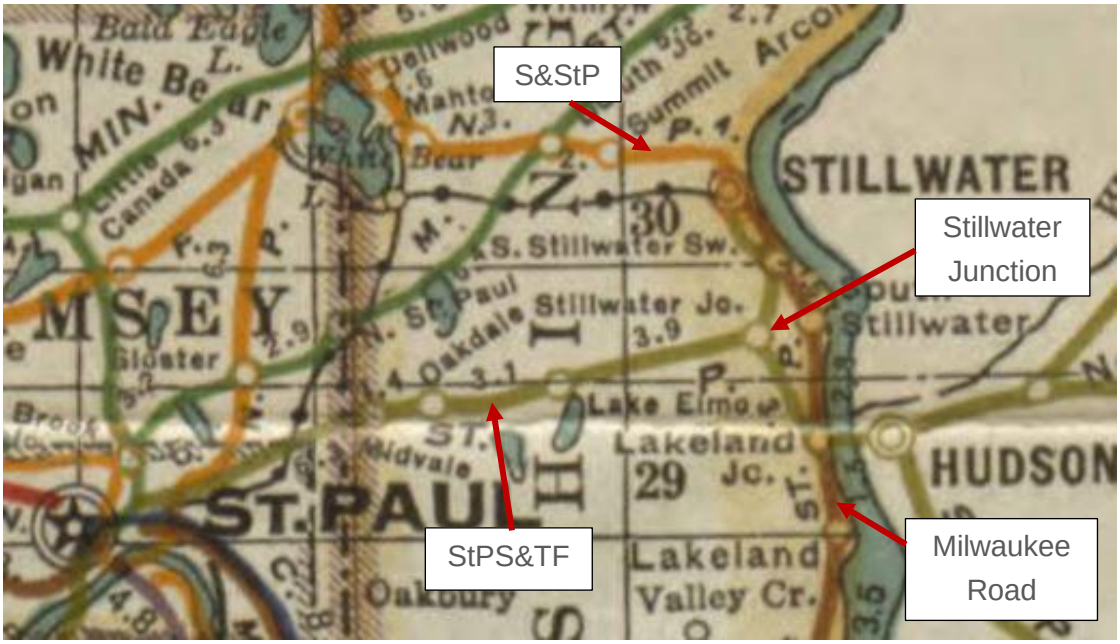

Figure 18. Closeup of 1919 state railroad map showing the alignments of the StPS&TF (in pea green), the S&StP (in orange), and the Milwaukee Road (in brown). Note how the StPS&TF made connections with alignments in Wisconsin. These lines provided an early connection between Saint Paul and Chicago.[985]

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[981] Fried refers to this line as the Stillwater, White Bear Lake & Saint Paul and states that construction was completed in December of 1869. The Railroads in Minnesota MPD lists the completion date as 1870 and the name of the line as the Stillwater & Saint Paul. Again, this evaluation will follow the MPD. Roberts and Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota*, 36; National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-128.

[982] Betsy H. Bradley, *The Transportation Corridor between St. Paul and Duluth: A Historic Context for the Rail Line Operated by The Lake Superior & Mississippi Railroad, The St. Paul & Duluth Railroad, The Northern Pacific Railway, and The Burlington Northern Railroad* (Prepared for The Surface Transportation Board, Burlington Northern Santa Fe Railway Company, The Minnesota State Historic Preservation Officer, and The City of Maplewood, Minnesota, August 2006), 14.

[983] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-128.

[984] Roberts and Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota*, 38.

[985] Ira B. Mills, *Railroad Commissioners' Map of Minnesota 1919*, 1919, Hennepin County Library, James K. Hosmer Special Collections Library, https://reflections.mndigital.org/catalog/mpls:158.

The railroads helped usher in the golden years of lumbering operations in Stillwater, which took place in the 1870s, 1880s, and 1890s. The railroads helped expand the markets available for lumber produced in Stillwater and shifted the focus of lumbering to manufacturing more finished products like lath and shingles. Lumber production peaked in Stillwater in 1899 and the last logs passed through the Saint Croix boom in 1914. Lumbering declined in Stillwater in large part because the pineries closest to the Saint Croix were quickly being depleted and larger lumbering operations were opening in northern Minnesota.[986]

In addition to connections to lumbering, the StPS&TF provided an early connection between Saint Paul and Chicago. In 1871, the same year the StPS&TF completed the line north from Stillwater Junction to the village of Stillwater, the StPS&TF also built southeast from the junction and crossed the Saint Croix River at Hudson, Wisconsin, where the line connected with the West Wisconsin Railroad. By 1872, the West Wisconsin Railroad connected with the Chicago & North Western (C&NW) at Elroy, Wisconsin. This connection provided a new through route between Saint Paul and Chicago, via northern and central Wisconsin (see Figure 19 below).[987]

Saint Paul, Minneapolis & Omaha Railroad

In 1880, the StPS&TF was acquired by the Saint Paul and Sioux City Railroad (StP&SC), which connected Saint Paul to Sioux City, Iowa. The StP&SC traveled south along the Minnesota River to Mankato and then across the prairies of southwestern Minnesota, providing Saint Paul with a connection to the agricultural lands of southwest Minnesota.[988]

Later that same year, the StP&SC sold the StPS&TF, which it operated as its Taylors Falls Line, to Omaha Road. The following year, the Omaha Road incorporated the whole of the StP&SC. The Omaha Road operated between Omaha, Nebraska, and Elroy, Wisconsin, via Saint Paul (see Figure 19). In 1882, the C&NW took control of the Omaha Road, although it continued to operate under the same name until 1957.[989] In combination with the C&NW, the Omaha Road connected lumbering and agricultural areas between Chicago, Saint Paul, and Omaha in a large, bow-shaped configuration (see Figure 20).

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[986] Roberts and Fried, *Historical Reconstruction of the Riverfront: Stillwater, Washington County, Minnesota*, 36–38.

[987] National Register of Historic Places, Multiple Property Documentation Form, “Railroads in Minnesota, 1862-1956,” E-37-E-38.

[988] National Register of Historic Places, Multiple Property Documentation Form, “Railroads in Minnesota, 1862-1956,” E-37.

[989] National Register of Historic Places, Multiple Property Documentation Form, “Railroads in Minnesota, 1862-1956,” 39; Prosser, *Rails to the North Star: A Minnesota Railroad Atlas*, 19–20.

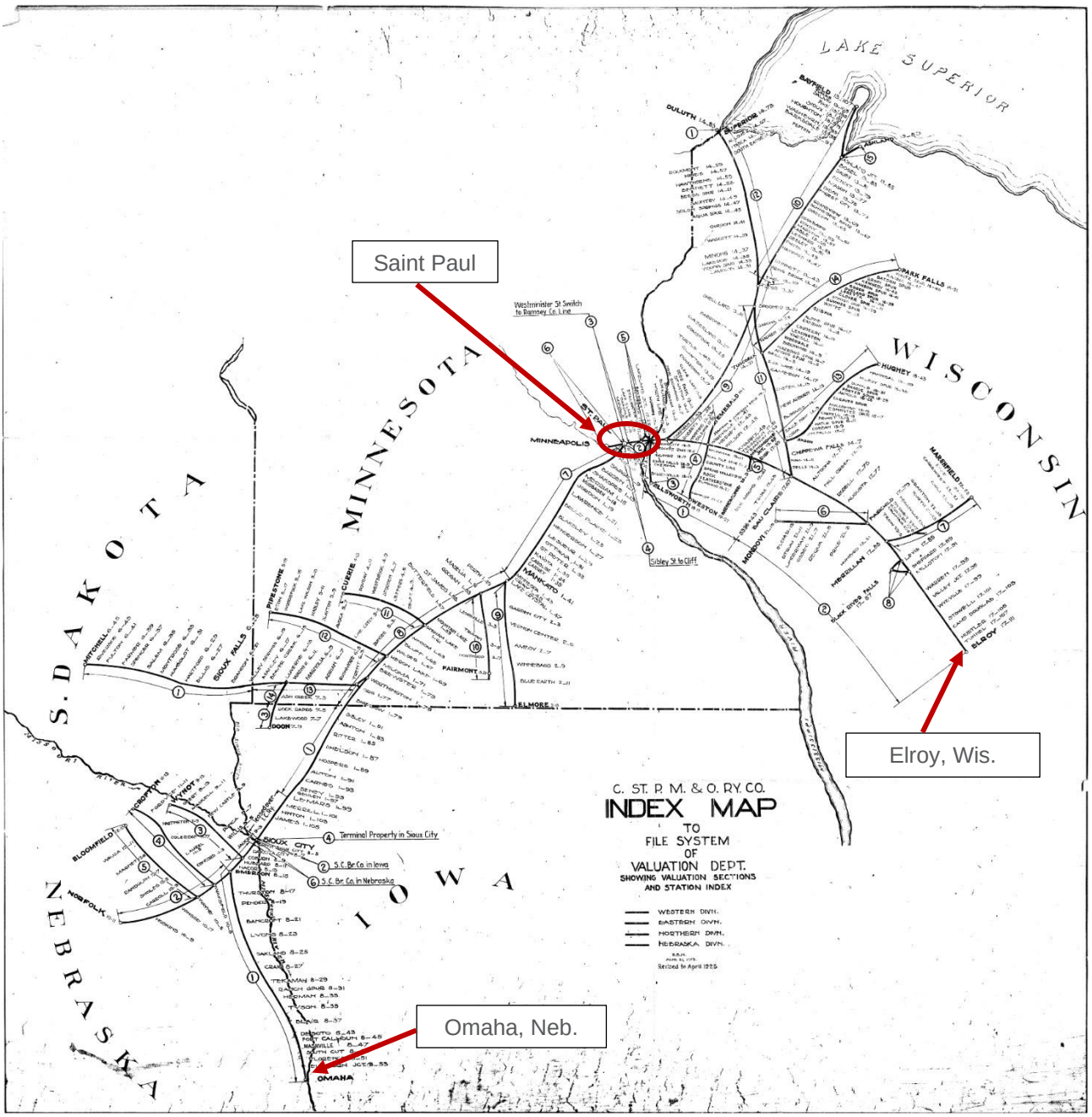


Figure 19. 1925 map of the Omaha Road between Omaha, Nebraska and Elroy, Wisconsin. The Omaha Road formed the western half of the C&NW system that connected Omaha and Chicago via Saint Paul. The StPS&TF corridor is circled in red.[990]

[990] "Chicago, Saint Paul, Minneapolis & Omaha Railway Company Index Map," 1925, https://www.cnwhs.org/archives_maps.htm, Chicago & North Western Historical Society.

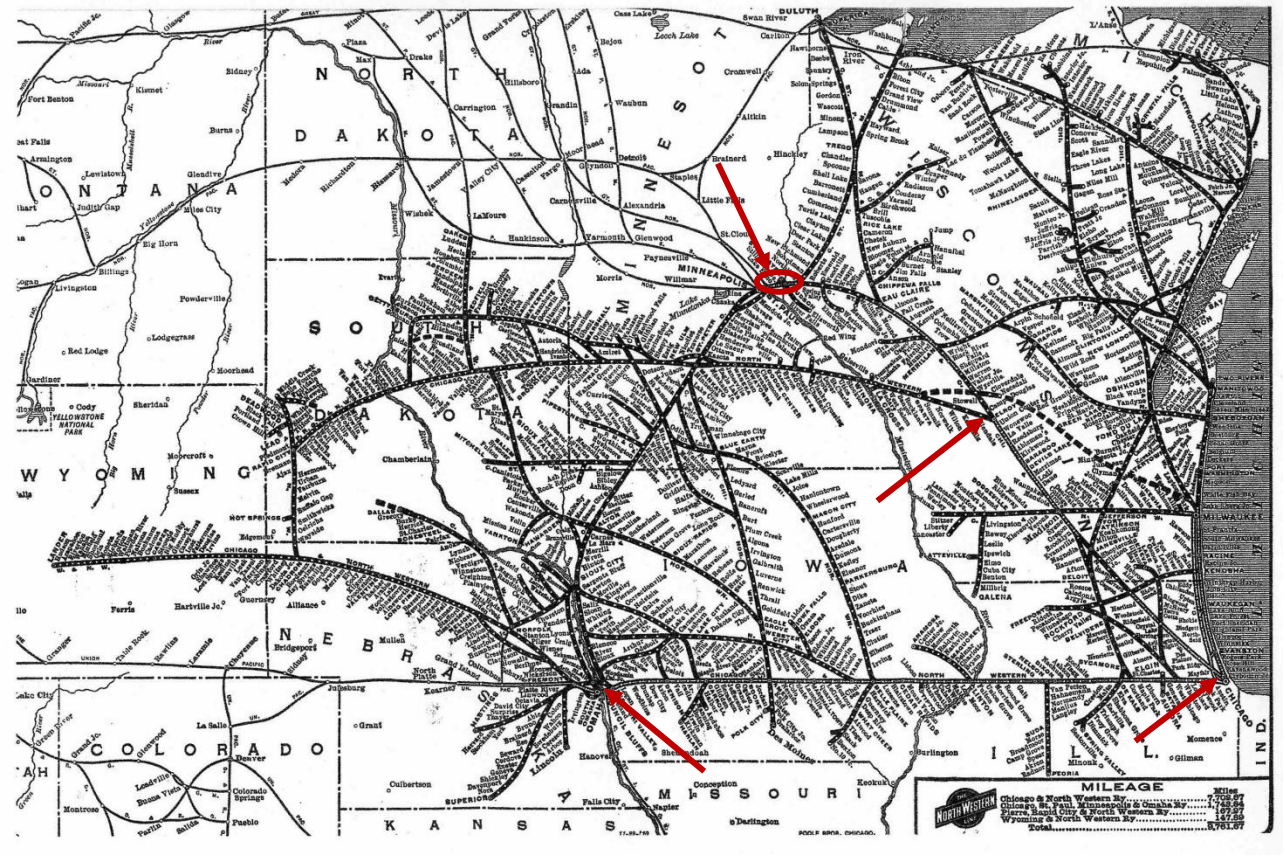


Figure 20. Ca. 1909 map of the entire C&NW system, showing the Omaha Road as a part of the larger C&NW network. The C&NW controlled the Omaha Road but allowed it to operate independently under its own name. Note how this network connected a broad swath of agricultural land between Omaha and Chicago in a bow-shaped configuration. The StPS&TF corridor is circled in red and Omaha, Saint Paul, Elroy, and Chicago are denoted by red arrows.[991]

While lumbering was an important industry for the StPS&TF, within Minnesota, the Omaha Road mainline primarily served rural and heavily agricultural areas in the south-central and southwestern part of the state. Because the line shipped large amounts of farm products and goods and because it generally set shipping rates sensitive to farmers' ability to pay, it was considered a major Granger railroad, after the populist farmer advocacy group, the Grange. The Grange advocated for, among other things, regulating railroads and grain elevators, which they saw as monopolistic enterprises that overcharged farmers.[992] According to the "Railroads in Minnesota, 1862-1956" National Register MPD, there were three important Granger railroads in the state: The Chicago, Milwaukee, and Saint Paul (CM&StP); the C&NW (which included the Omaha Road); and the Illinois Central. These lines "carried heavy volumes of agricultural products, especially wheat. In Minnesota, the CM&StP and C&NW both

[991] "Chicago & Northwestern Map, ca. 1909" (Chicago: Poole Brothers, n.d.), Chicago & North Western Historical Society, https://www.cnwhs.org/archives_maps.htm.

[992] Members of the Sunbeam Grange #2, "State Grange of Minnesota," *MNopedia*, April 27, 2017, http://www.mnopedia.org/group/state-grange-minnesota.

built new routes and acquired or gained control over numerous smaller railroad companies. By the 1880s, the CM&StP and C&NW thoroughly dominated the southern half of the state."[993]

The city of Saint Paul was located at the center of the route between Omaha and Chicago. This central location made Saint Paul a strategic place to headquarter the railroad, the offices of which were housed in the 1916-1917 Chicago, Saint Paul, Minneapolis & Omaha Office Building (RA-SPC-5228) in Lowertown, near Union Depot.[994]

By the end of the nineteenth century, Saint Paul was home to many major rail lines, a number of which converged on the city's East Side. Here, lines shared corridors as they made the steep descent down off the river bluffs and to Union Depot and the Mississippi River. To decrease the grade of the descent, lines followed valleys carved by flowing creeks. In extending the StPS&TF line from Westminster Street to the first Union Depot, the Omaha Road followed Trout Brook Valley, which it shared with the Great Northern (GN), and (after 1888) the Soo Line and Northern Pacific (see Figure 21). Near the top of Trout Brook Valley, near Westminster Street, the lines met at Westminster Junction, which was comprised of two wye junctions, placed one on top of the other, and a series of tunnels.

[993] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-12.

[994] National Register of Historic Places, Lowertown Historic District, St. Paul, Ramsey County, Minnesota, 7–13, National Register #83000935.

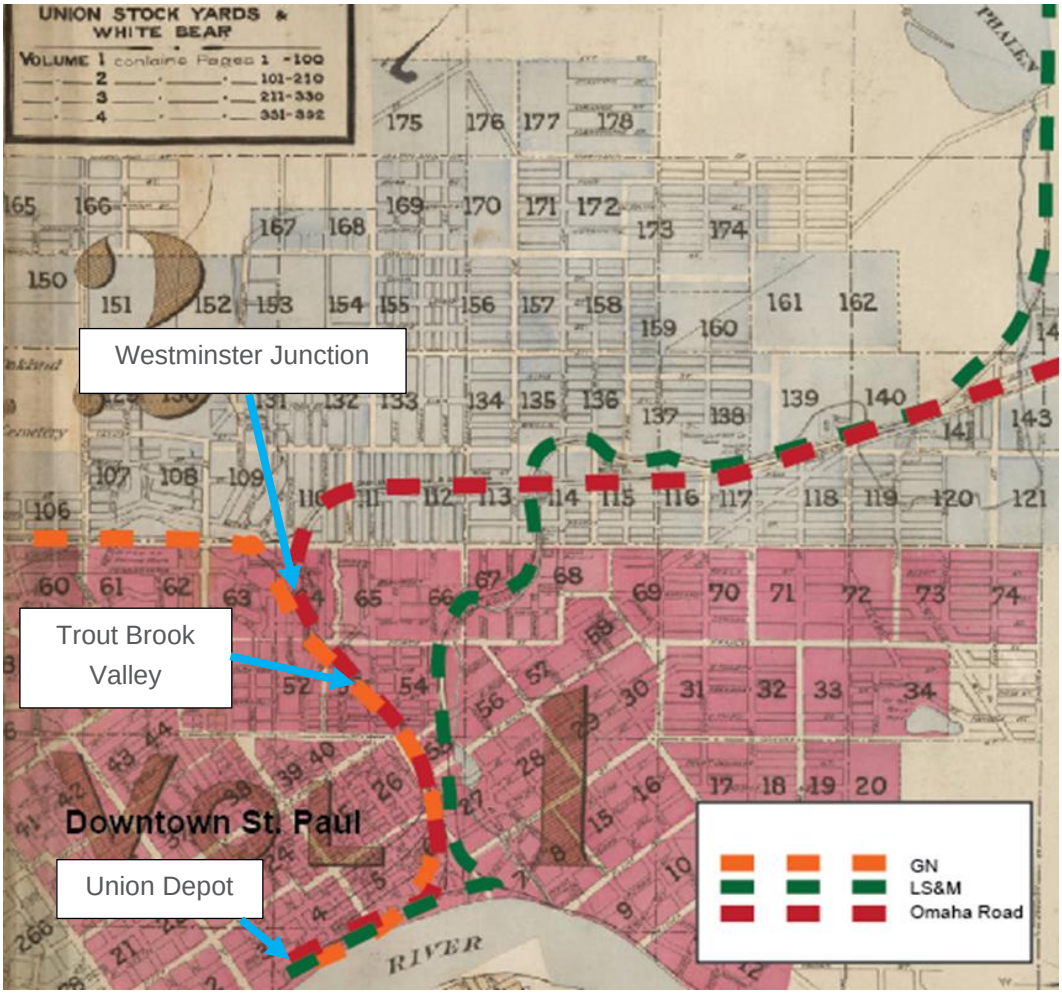


Figure 21. 1891 plat map showing the rail lines on Saint Paul's East Side. Note how the Omaha Road shares the Trout Brook valley between Union Depot and Westminster Junction with the GN.[995]

Saint Paul and Minneapolis were also home to many major railyards, including several owned by the Omaha Road. In 1881, the railroad established two yards in Saint Paul and one in Minneapolis. According to the "Railroads in Minnesota, 1862-1956" MPD, the yards established in Saint Paul's West End became the line's main engine shops. The yards established on Saint Paul's East Side became a major switching facility for the rail line. The 1881 yard in Minneapolis was located west of downtown and expanded in 1887, when a fourth Twin Cities yard was open in southeast Minneapolis, which included access to a concentration of large grain elevators.[996] The East Side yard included a roundhouse (nonextant) and was located between Westminster Street and roughly Payne Avenue (see Figure 22). A review of aerial photographs indicates the roundhouse was demolished by 1980 and the yard was removed by 1991.[997]

[995] *Atlas of St. Paul, Minnesota (Plat Book), Volume 1*.

[996] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-39-E-40.

[997] "Aerial Photograph, St. Paul, Minn., 1980"; "Aerial Photograph, St. Paul, Minn., 1991."

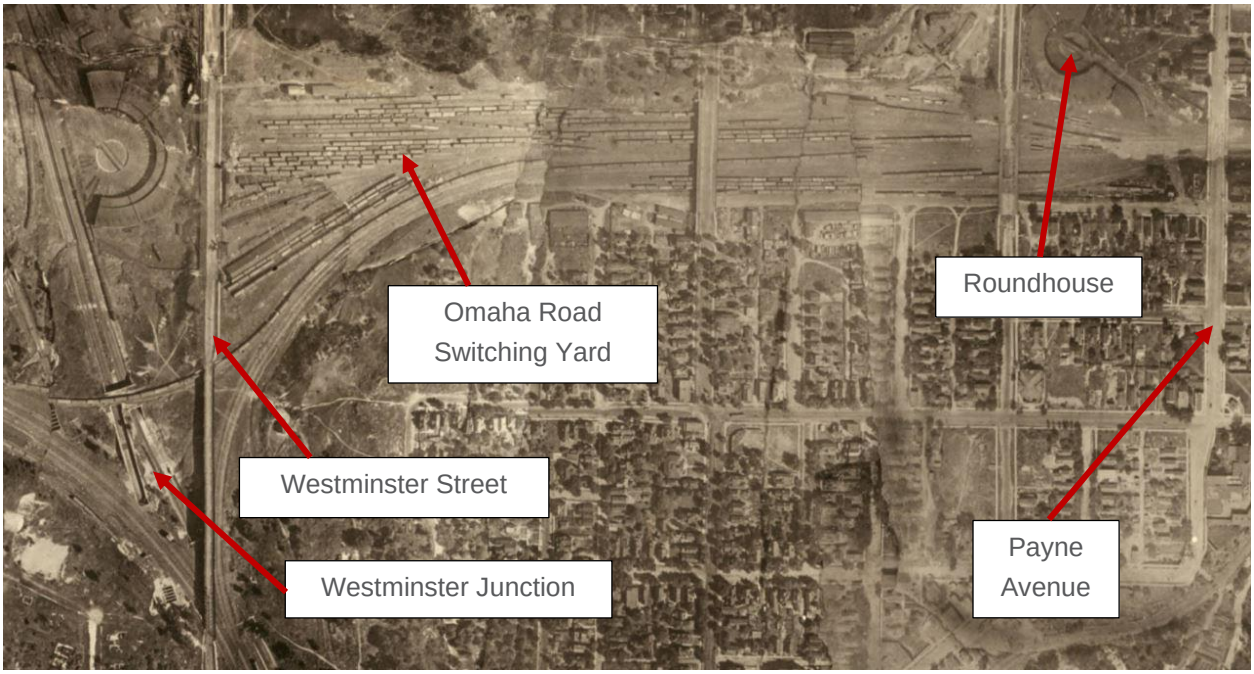


Figure 22. 1925 image of the Omaha Road switching yards on Saint Paul's East Side. The roundhouse west of Westminster Street was owned by the Northern Pacific (successor to the LS&M).[998]

East of the switching yards, from roughly Payne Avenue to Atlantic Street, the Omaha Road shared a corridor with the LS&M. Each rail line's tracks were separate, with the LS&M running parallel and to the north of the Omaha Road. Occasionally, spur lines from one line crossed the other. Starting in the late nineteenth century and continuing into the postwar decades, these two lines provided rail service to a number of industries adjacent to the corridor between Westminster Junction and Johnson Parkway. Two large industries served by the Omaha Road by the 1950s included Hamm's Brewery (corner of Payne and Minnehaha Avenues, RA-SPC-2926) and 3M (900 Bush Avenue, RA-SPC-455). This portion of the LS&M corridor was removed as part of the Phalen Boulevard revitalization project. One block east of Atlantic Street, the corridor crosses over Johnson Parkway on a 1906 steel deck girder bridge (extant). The bridge predates the construction of Johnson Parkway, which was built between 1916 and 1925. Prior to the Construction of Johnson Parkway, the north-south road at this location was called Phalen Avenue and the 1906 bridge replaced an earlier railroad viaduct that crossed over the street by 1891.[999] East of Johnson Parkway to Stillwater Junction, the corridor traveled over land that was primarily farmland prior to World War II. In the years after World War II, portions of this area closest to Saint Paul were developed as residential suburbs while areas further east remained farmland.

[998] *Aerial Photographic Atlas of the City of Saint Paul, Minnesota*.

[999] *Atlas of St. Paul, Minnesota (Plat Book), Volume 2* (Chicago: Rascher Insurance Map Publishing Company, 1891), 143–44, https://reflections.mndigital.org/catalog/spp:480; "St. Paul, Minn., 1903 - Revised 1904," 220.

Decline of the railroad

After World War II, the popularity of railroads began to decline as passenger and freight traffic shifted to the new Interstate Highway System. In 1957, the Omaha Road ceased to operate independently of the C&NW and the two companies merged into one railroad under the C&NW name. In 1995, the C&NW was acquired by the UP, which continues to operate the rail line in Saint Paul, although the number of extant tracks is far fewer than the number historically present and spur lines that served industrial properties on the city's East Side are nonextant.[1000] The industrial corridor on the East Side was revitalized in the 1990s and 2000s as part of the Phalen Corridor Redevelopment Plan.[1001] The plan included the cleanup of former industrial sites, construction of new businesses on those sites, and completion of Phalen Boulevard in 2005.[1002] The extant Omaha Road tracks are located south of and travel parallel to Phalen Boulevard.

Evaluation

The "Railroads in Minnesota, 1862-1956" MPD establishes guidelines for the National Register eligibility of railroads in the state of Minnesota.[1003] The StPS&TF/Omaha Road corridor between Saint Paul's Union Depot and the Stillwater Junction was evaluated under *Criterion A: Transportation* using the guidelines in the "Railroads in Minnesota, 1862-1956" MPD. According to the MPD guidelines, railroad corridors were the work of large corporations and do not represent the work of individuals and are therefore not eligible under *Criterion B*. The corridor was not assessed under *Criterion D* as part of this evaluation and archaeological resources were not considered as part of the evaluation. If ground-disturbing activities are anticipated within the corridor, additional assessment by an archaeologist may be necessary.

Criterion A

The "Railroads in Minnesota, 1862-1956" MPD outlines four areas of significance that a railroad corridor may meet to be considered eligible for the National Register under *Criterion A: Transportation*. Those areas are discussed below.

1. **The railroad corridor opened settlement of a region by providing the only long-distance transportation available due the lack of navigable waterways and roads leading to subsequent population increase.**

[1000] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-43-E-44; Minnesota Department of Transportation, Office of Freight and Commercial Vehicle Operations, "Twin Cities Area Freight Railroad Map," September 2015, https://www.dot.state.mn.us/ofrw/maps/MetroRailMap.pdf.

[1001] Lonetree, "An East Side Renaissance," 1B, 5B; Minnesota Department of Transportation and the City of Saint Paul, *Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for Phalen Boulevard*; Gustafson, "Ramsey Board Calls for More Light Rail Study," 23; Crosby, "Street of Dreams," 1A, 23A.

[1002] Milburn, *The Phalen Corridor: Rebuilding the Pride of the East Side of St. Paul*, 79–83.

[1003] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," F-194-F-203.

The construction of the StPS&TF took place several decades after settlement was first established in Saint Paul in the late 1830s and in Stillwater in the 1840s. In the 1830s and 1840s, the Mississippi and Saint Croix Rivers provided the dominant means of transportation for both villages. A government road was constructed between Saint Paul and Stillwater in 1848, providing an additional and more direct transportation route. Therefore, this area of significance does not apply.

2. **The railroad corridor provided transportation between a significant class of resource or manufacturing/commercial area and an important transfer point or terminal market. In addition, the corridor either established a connection that did not previously exist or served as the dominant corridor that led to the expansion of industrial, commercial, or agricultural practices.**

   The StPS&TF provided an important connection between Saint Paul and the Saint Croix lumbering towns of Stillwater, Marine on Saint Croix, and Taylors Falls. Although lumbering was occurring in Stillwater prior to the arrival of the railroads, the presence of the lines fueled the expansion of lumbering activities. The StPS&TF, completed in 1871, was not the first railroad connection to Stillwater as the Stillwater, White Bear & Saint Paul Railroad was completed two years prior. Secondary source research could not discern which rail line was the dominant corridor for shipping lumber. As part of the Omaha Road, however, the MPD clearly notes that this segment was part of a line that "dominated" the transportation of agricultural goods from southern Minnesota to terminal markets in Saint Paul, Chicago, and Omaha. As a result, the corridor is significant under this area.

3. **The railroad corridor was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation.**

   According to the MPD, the StPS&TF "created important early connections from the Twin Cities."[1004] The StPS&TF was part of a network that provided an early connection to Chicago. When the StPS&TF was first constructed in 1871, it connected with the West Wisconsin Railroad at Hudson, Wisconsin. The following year, the West Wisconsin connected with the C&NW at Elroy, Wisconsin, providing a through route between Saint Paul and Chicago. In this way, the subject corridor was an influential component of the state rail network as it made early connections between Saint Paul and Chicago. As a result, the corridor is significant under this area.

4. **The railroad corridor provided a critical link or junction between two or more important railroad corridors leading to a significant expansion of the operations in the transportation network or in commerce or industry.**

[1004] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-37.

The StPS&TF/Omaha Road was itself an important railroad corridor and an influential component of the state's rail network. The subject corridor was a heavily traveled mainline and not part of a transfer railroad. In Saint Paul, the subject corridor was part of Westminster Junction (RA-SPC-5618), which served several major rail lines and provided an important link to downtown Saint Paul. The junction is a contributing resource to the subject corridor; however, it is also considered its own resource and is being reevaluated as part of the Rush Line BRT project. As a result, the corridor does not have significance under this area.

Criterion C

As outlined in the "Railroads in Minnesota, 1862-1956" MPD, railroad corridors are typically not eligible under *Criterion C: Engineering*. Basic technology in railroad design and construction were already established in the 1860s, when railroad building began in Minnesota. Late-nineteenth-century advancements in design and construction were initially introduced in other states, where older and more established railroad networks existed. Additionally, most of the topography of Minnesota presented only minor engineering challenges to railroad designers and builders, so structures generally followed standard designs. As such, Minnesota railroads are not likely to embody the distinctive characteristics of a type, period, or method of construction necessary for listing in the National Register. Constructed in 1871, the StPS&TF railroad corridor does not meet the requirements of *Criterion C*.

Summary

The StPS&TF/Omaha Road railroad corridor historic district between Saint Paul's Union Depot and Stillwater Junction is recommended as significant under *Criterion A* as an early and influential component of the state's rail network as the StPS&TF and as an important transportation corridor between a significant class of resource (agricultural products) and terminal markets as the Omaha Road. The period of significance for the corridor is 1871, which marks the construction of the original rail line, to 1957, which marks the merger between the Omaha Road and the C&NW due to the declining popularity of the railroad after World War II.

Integrity

According to the "Railroads in Minnesota, 1862-1956" MPD, a railroad corridor historic district must, at minimum, retain integrity of location, design, and materials. The following integrity discussion addresses each aspect of integrity individually in order of decreasing importance as laid out in the MPD.

Location

Review of historic maps, aerial images, and secondary literature did not indicate major changes in vertical or horizontal alignment after the period of significance. The corridor follows the same alignment and grading used by the railroad during the period of significance. As such, the StPS&TF/Omaha Road railroad corridor historic district retains sufficient integrity of location.

Design

According to the MPD, for a rail corridor to retain integrity of design it must first retain integrity of location and then retain sufficient visual presence, including a railroad bed, cuts, fills, or ditches, to convey the historic function of the railroad. The subject corridor retains its integrity of location as well as most of its historic railroad bed, cuts, fills, and ditches. The roundhouse and switching yards on the East Side of Saint Paul, roughly between Westminster Junction and Mendota Street, are no longer extant, and fill from the construction of Phalen Boulevard at Payne Avenue makes it appear that the corridor historically ran through a cut in the landscape where in fact it did not. These alterations to the design of the corridor, however, are geographically limited and the overall corridor between Saint Paul's Union Depot and Stillwater Junction retains sufficient elements of railroad design, including railroad beds, cuts, fills, and ditches, to convey the visual presence of a railroad corridor. As such, the railroad corridor historic district retains sufficient integrity of design.

Materials

According to the MPD, for a rail corridor to retain integrity of materials it must retain "some of the physical materials from its period of significance." The retention of cuts, fills, and grades from the period of significance represent physical materials as do rails, ties, and ballast. Replacement rails, ties, and ballast do represent a loss of integrity but if they are replaced in-kind with steel T-rails, wood ties, and a bed of stone ballast, then replacement does not represent "a complete loss" of integrity. As discussed in the design section above, the rail corridor historic district maintains most of its historic cuts, fills, and grades. Additionally, the corridor retains trackage, although some sidings have been removed and rails, ties, and ballast have most likely been replaced as part of general maintenance. Replacement rails, ties, and ballast, however, have been made in-kind and are steel T-rails with wood ties and stone ballast. As such, the StPS&TF/Omaha Road railroad corridor historic district retains sufficient integrity of materials.

Setting

According to the MPD, for a rail corridor to retain integrity of setting the general land use of properties or landscapes adjacent to the corridor must be similar to the historic use. However, properties comprising the setting do not need to be present to retain integrity of setting if the corridor "retains a high degree of integrity of location, design, and materials and the corridor's right-of-way is sufficiently wide to maintain the feeling and association of the corridor." To assess integrity of setting, the following discussion separates the corridor into three portions: Union Depot to Westminster Junction, Westminster Junction to Johnson Parkway, and Johnson Parkway to Stillwater Junction.

From Saint Paul's Union Depot to Westminster Junction, the properties flanking the corridor generally retain their historic use: industrial to the west of the corridor and a mix of light industrial, commercial, and residential to the east of the corridor. Moreover, because the corridor travels below grade in this area, along the floor of the Trout Brook Valley, the right-of-way is sufficiently wide to maintain the feeling and association of the corridor. This portion of the corridor retains integrity of setting.

From Westminster Junction to Johnson Parkway, the corridor was historically flanked by industrial properties. A handful of industrial properties remain extant. Where industrial properties were removed, parcels are a mix of vacant lots and new development, including healthcare, commercial, and light industrial properties. Additionally, the switching yard and roundhouse between Westminster Junction and Payne Avenue are nonextant and the portion of the LS&M railroad that shared this portion of the corridor from Payne Avenue to roughly Duluth Street, has also been removed and replaced by Phalen Boulevard. This portion of the corridor retains a high degree of integrity of location, design, and materials, even though the alterations to properties surrounding the corridor have diminished the setting. Despite this, the portion is sufficiently wide to maintain the feeling and association of the corridor and, as such, this segment retains integrity of setting.

From Johnson Parkway to Stillwater Junction, the corridor was historically flanked by a mix of postwar suburban residential development and farmland. Since the end of the period of significance, the amount of farmland adjacent to the corridor has decreased while suburban development has increased. The setting remains, however, a mix of both residential and agricultural properties. Moreover, the corridor's right-of-way is sufficiently wide and lined by heavy vegetation, both of which help maintain the linear feel and association of the corridor. This portion of the corridor retains integrity of setting.
As such, the overall StPS&TF/Omaha Road railroad corridor historic district retains sufficient integrity of setting.

Feeling

According to the MPD, for a rail corridor to retain integrity of feeling it must retain its ability to illustrate the historic function of the corridor through the continued presence of character defining features "such as a liner railroad roadway, railroad yards, depots, and compatible setting" that, combined, convey the "feeling of traveling on a railroad corridor during the late nineteenth or early twentieth centuries." Integrity of feeling derives from retaining the other aspects of integrity. The railroad corridor historic district retains integrity of location, design, materials, and association. It retains its linear railroad roadway and compatible setting. While the East Side switching yards and roundhouse are nonextant, the corridor does convey the feeling of traveling on a railroad corridor during the late nineteenth and/or early twentieth century. As such, the StPS&TF/Omaha Road railroad corridor historic district retains sufficient integrity of feeling.

Association

According to the MPD, a rail corridor retains integrity of association if it retains integrity of location, materials, and design. The StPS&TF/Omaha Road railroad corridor historic district retains integrity of location, materials, and design; therefore, it also retains sufficient integrity of association.

Workmanship

According to the MPD, workmanship will not be a factor in evaluating integrity of a rail corridor as railroads are a utilitarian resource and railroads generally utilized standard designs for the various components of a corridor. Based on review of historic maps, aerial photographs, secondary research,

and field survey, no elements of the StPS&TF/Omaha Road railroad corridor historic district historically included elements with a high degree of workmanship. As such, this area of integrity does not apply.

Recommendation

The StPS&TF/Omaha Road railroad corridor historic district between Saint Paul's Union Depot and Stillwater Junction is recommended eligible under National Register *Criterion A: Transportation* as a railroad that made an early connection between Saint Paul and Chicago and as a Granger Railroad, providing transportation for agricultural products from southern Minnesota to terminal markets in Saint Paul, Chicago, and Omaha. The corridor retains sufficient integrity of location, design, materials, setting, feeling, and association. Contributing elements include the extant roadway, Westminster Junction, and grade separation structures at Phalen Creek Valley, Johnson Parkway, and Stillwater Boulevard. The period of significance extends from 1871 to 1957.

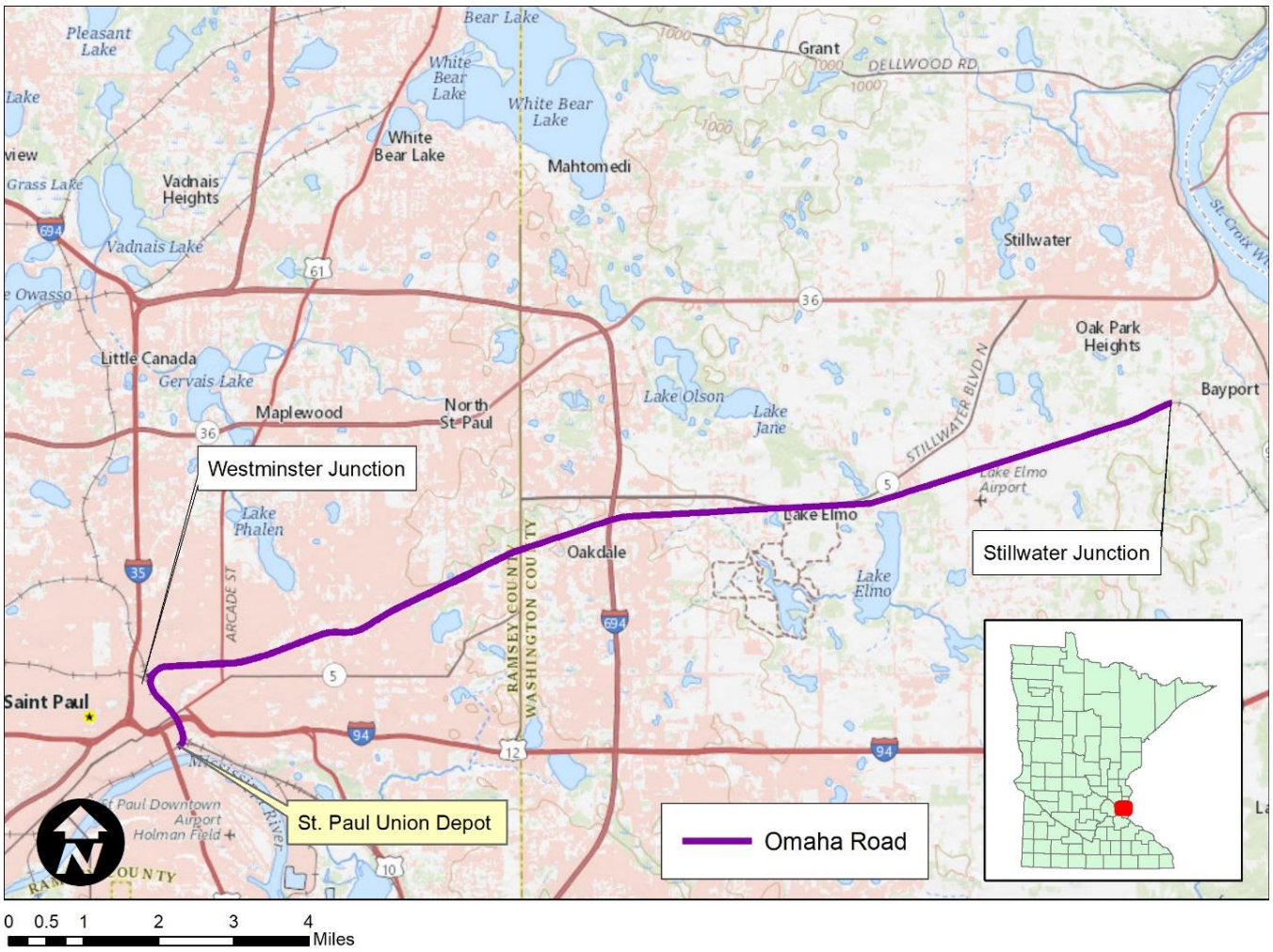
The boundaries of the railroad corridor historic district comprise the current railroad right-of-way. According to the "Railroads in Minnesota, 1862-1956" MPD, boundaries of a railroad corridor historic district will be the historic right-of-way. The MPDF states:

> If, however, portions of the historic right of way that ware not important to convey the associative linear characteristic of the district are no longer within the railroad right of way and have lost historic integrity, the boundaries of a railroad corridor historic district may be limited to the current right of way. For example, if a former railroad yard is no longer within a railroad right of way and has lost its ability to convey its association with the railroad corridor historic district, the district's boundaries may be limited to the current railroad right of way.[1005]

Because the Omaha Road switching yard between Westminster Street and roughly Payne Avenue is nonextant and not important to convey the linear characteristic of the district, the boundaries of the StPS&TF/Omaha Road railroad corridor historic district are limited to the current right-of-way as shown in the location map. The historic boundary within the Rush Line Bus Rapid Traffic Study Area is delineated on the Boundary Map.

[1005] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," F-184.

Location Map



Boundary Maps

Boundary maps are provided on the following pages.

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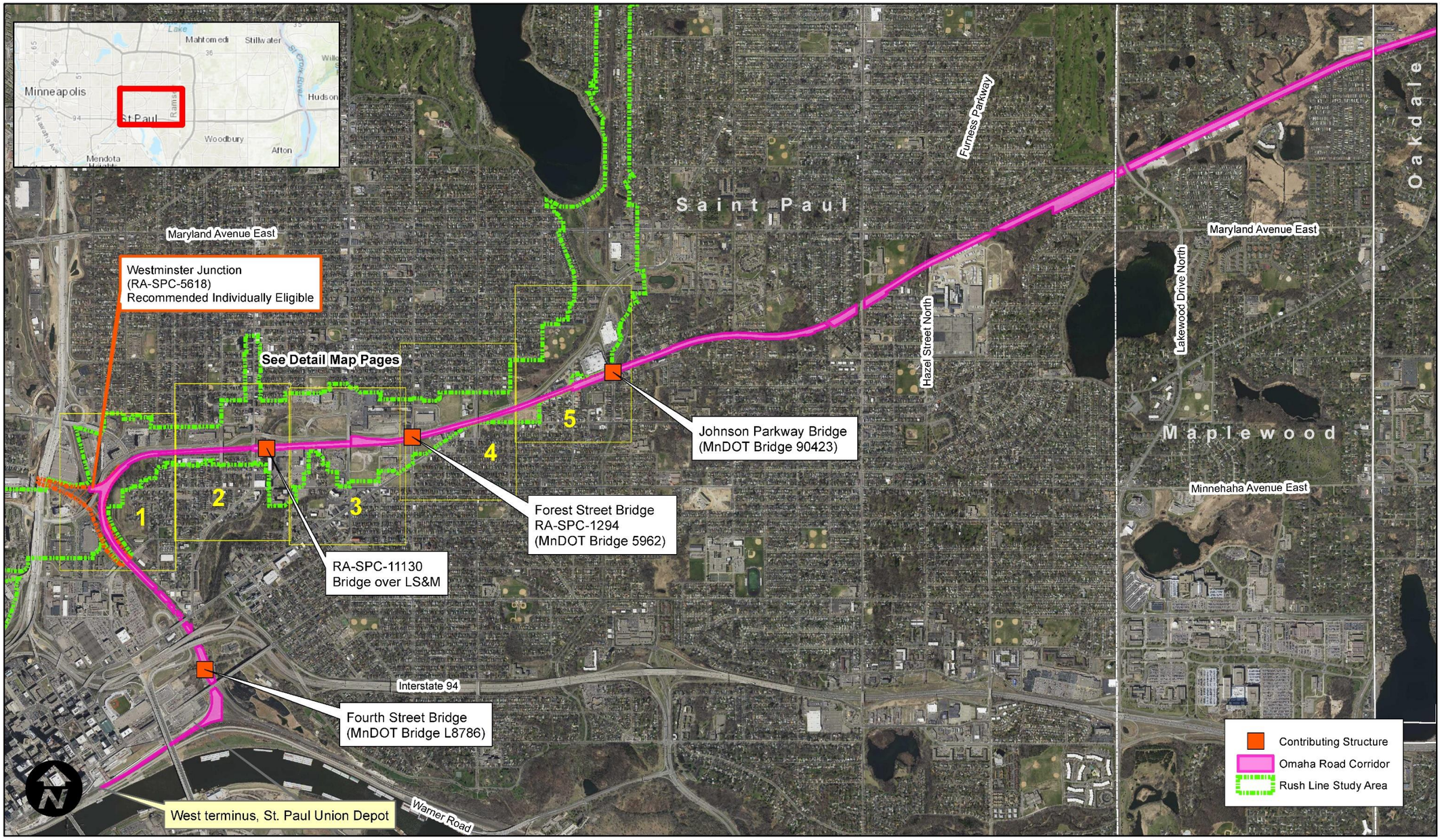
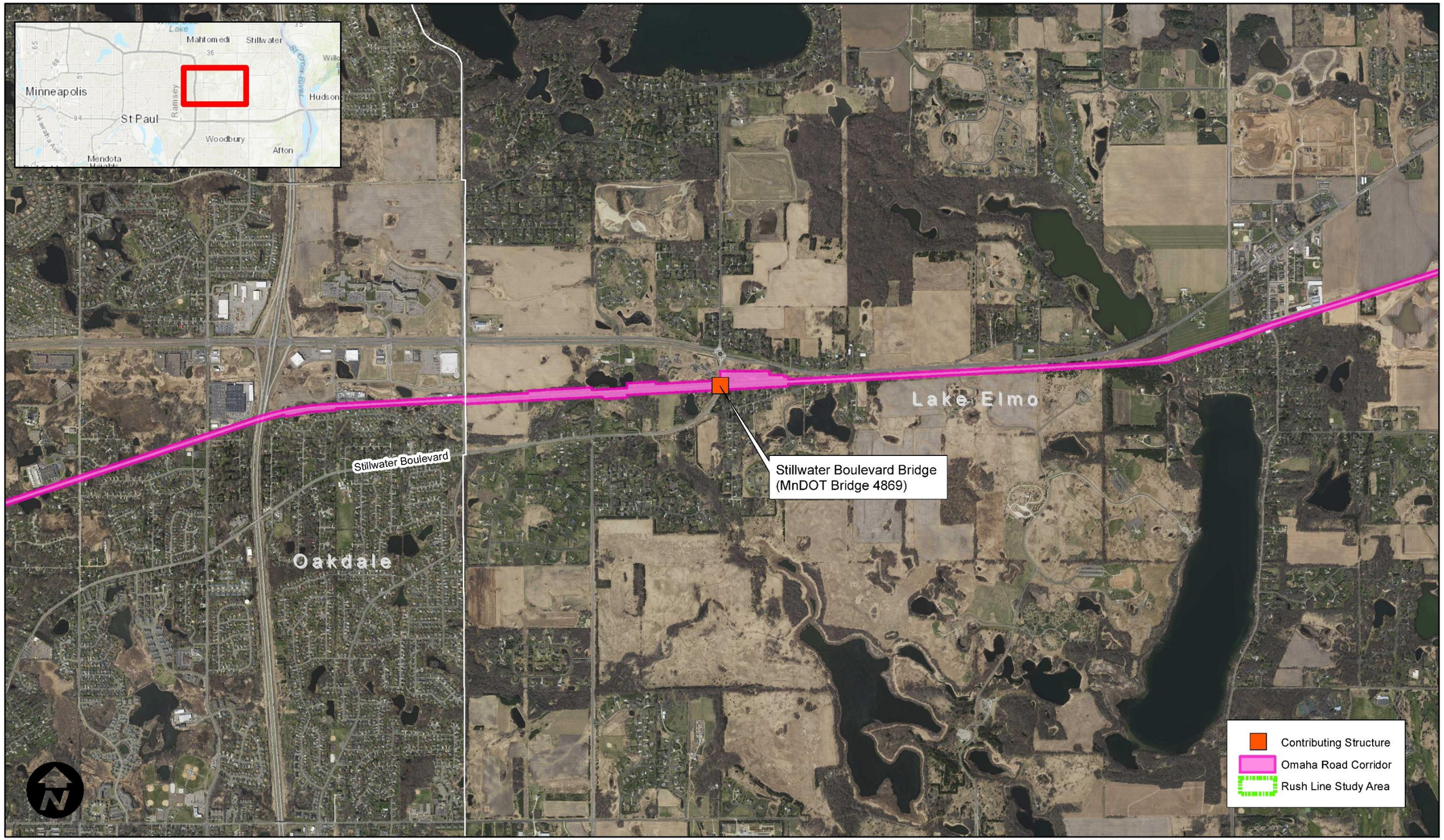


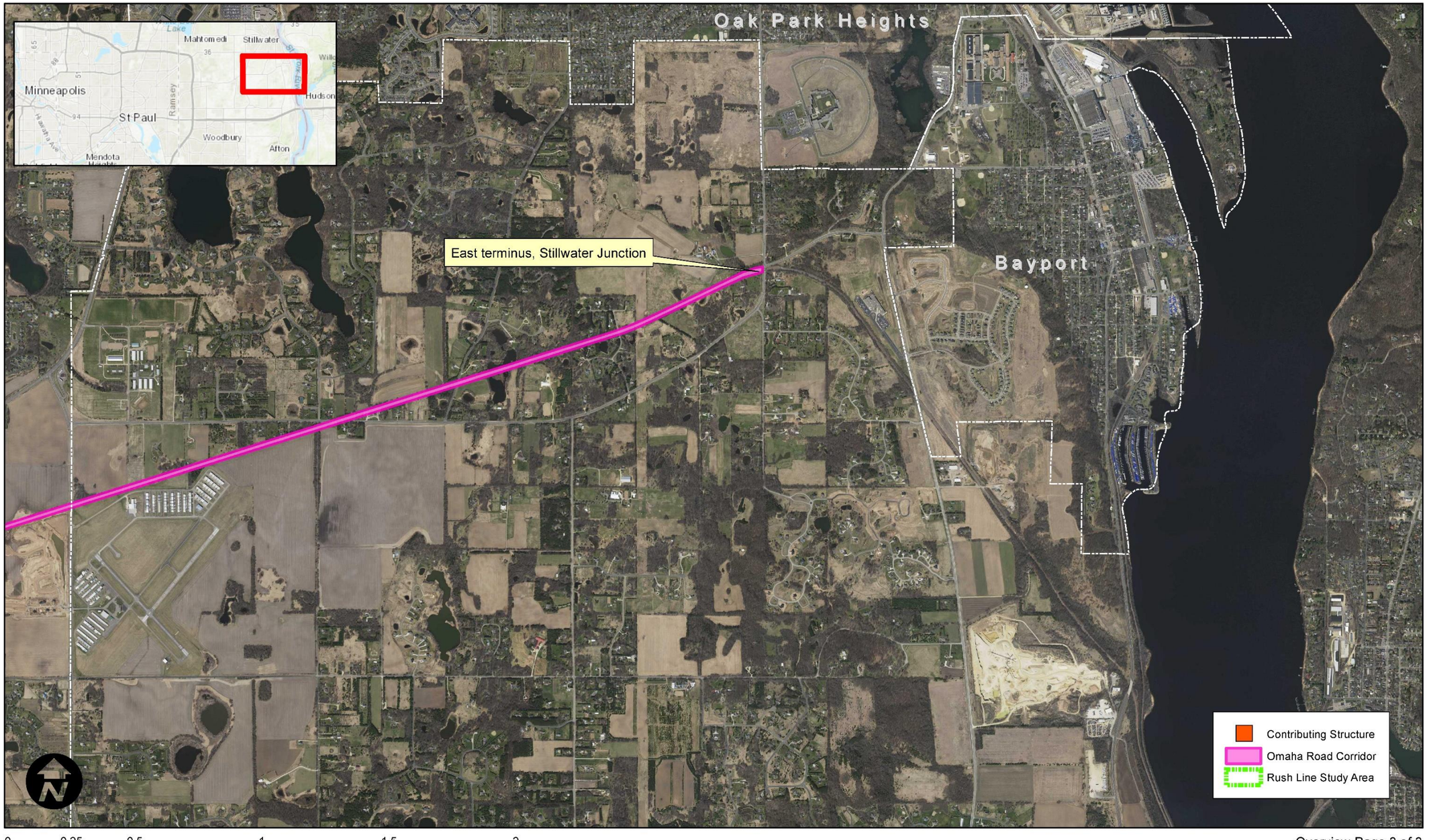
Overview Page 1 of 3

Omaha Road
St. Paul Union Depot to Stillwater Junction
XX-RRD-CNW01



Overview Page 2 of 3

Omaha Road
St. Paul Union Depot to Stillwater Junction
XX-RRD-CNW01



Overview Page 3 of 3

Omaha Road
St. Paul Union Depot to Stillwater Junction
XX-RRD-CNW01

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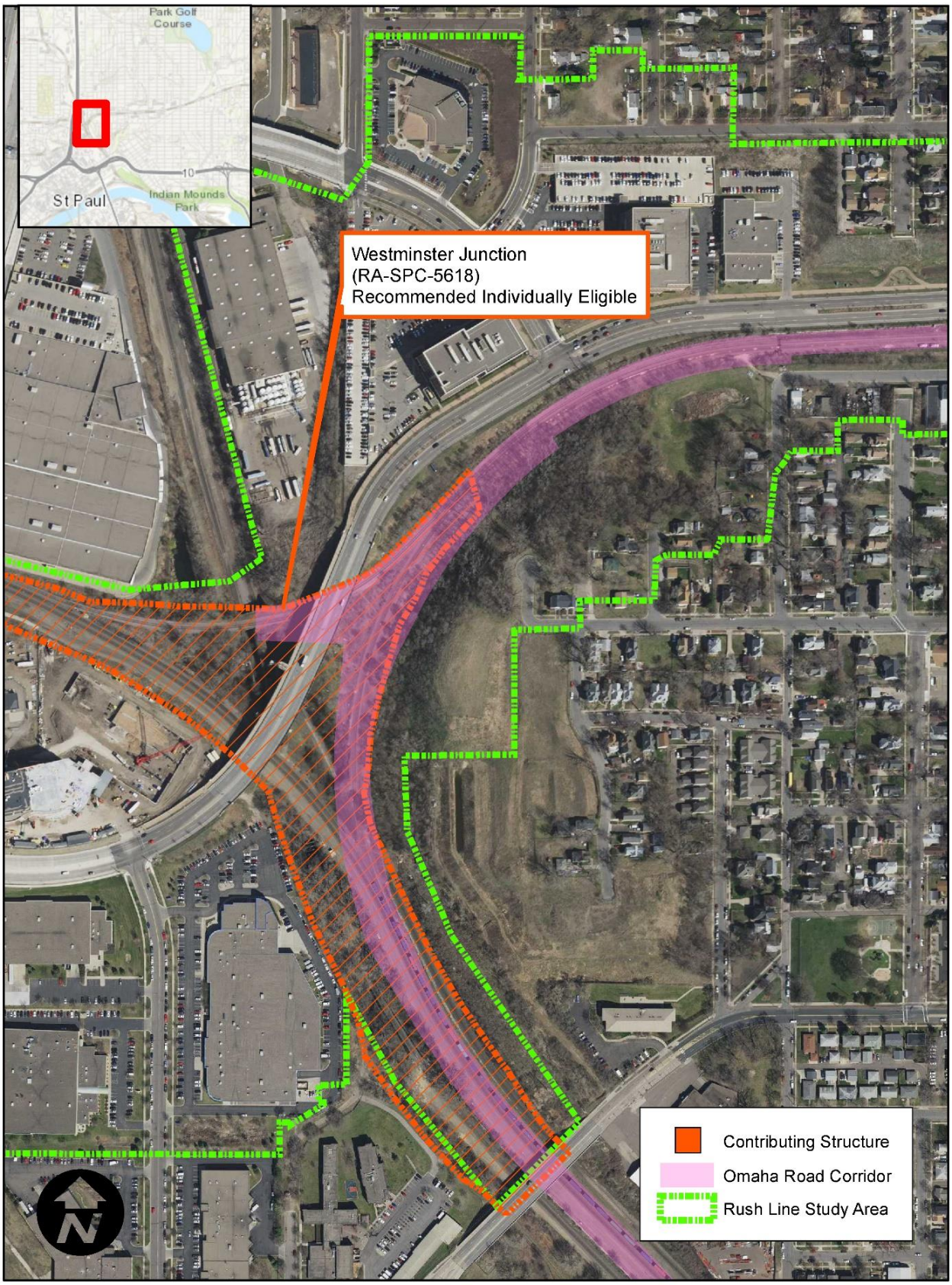
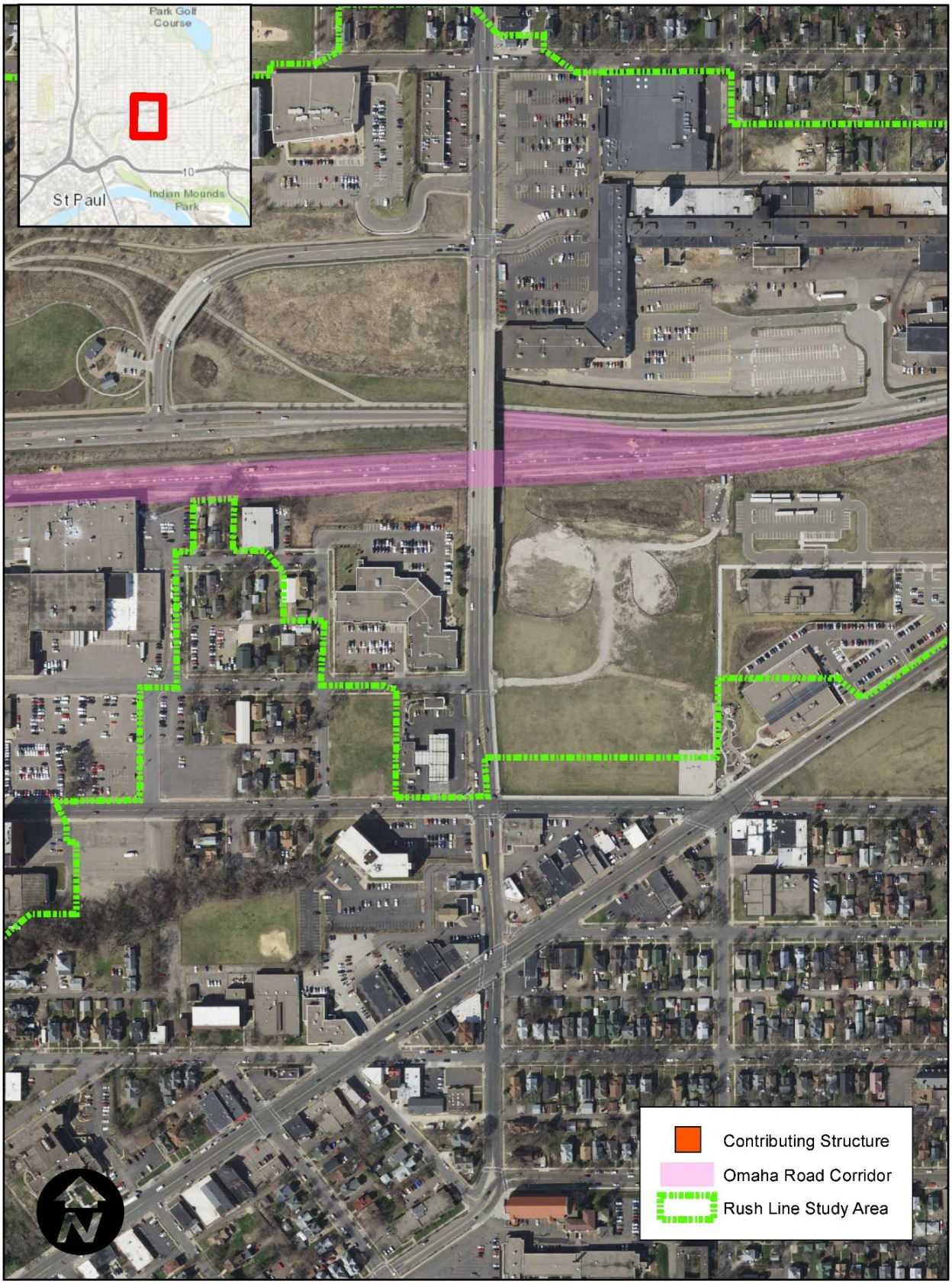


Detail Page 1 of 5



Detail Page 2 of 5



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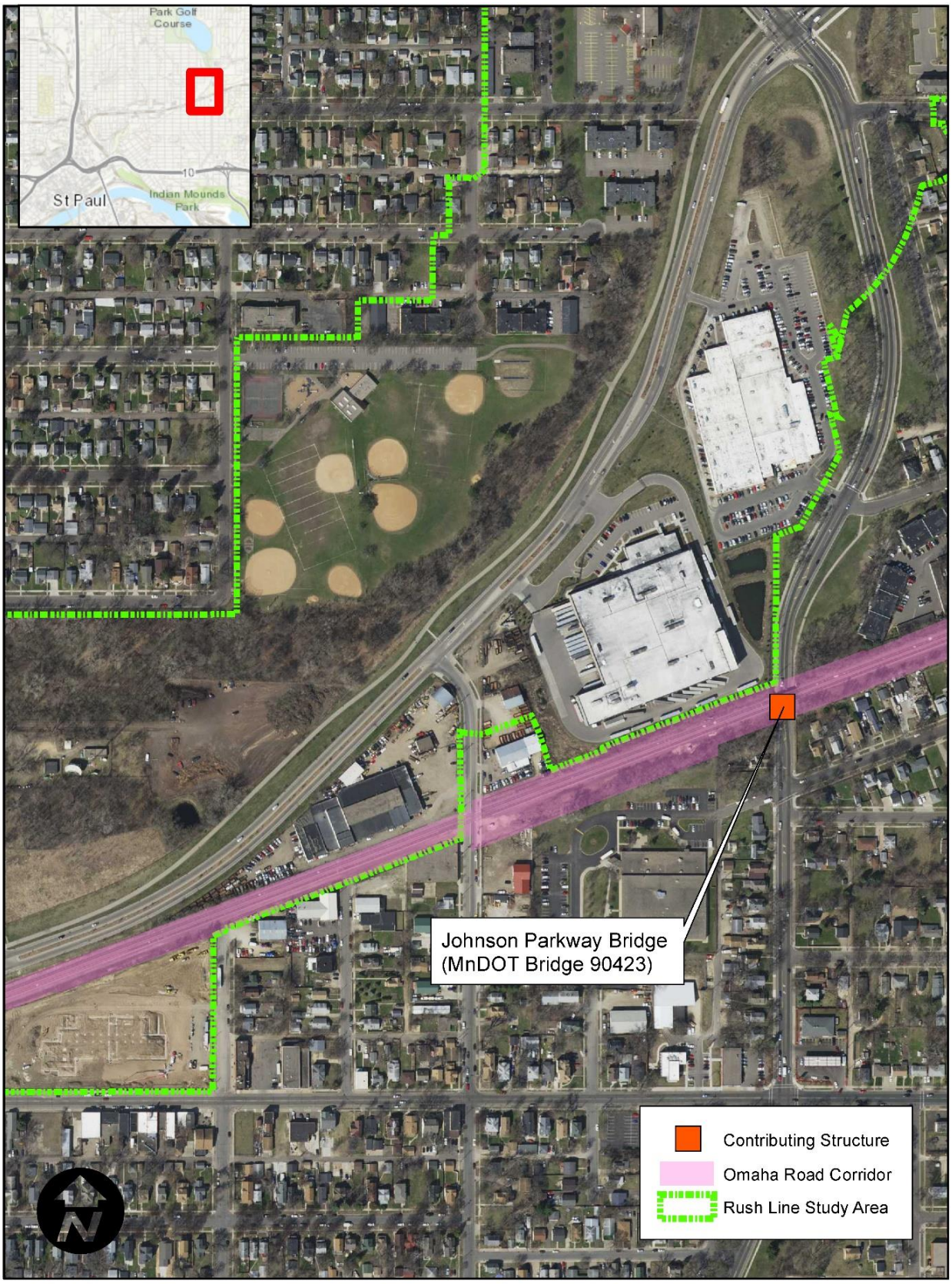
Detail Page 4 of 5



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APPENDIX E19. PHASE II EVALUATION: LAKE SUPERIOR & MISSISSIPPI RAILROAD CORRIDOR: WHITE BEAR LAKE TO HUGO (XX-RRD-NPR005)

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Lake Superior & Mississippi Railroad Corridor Historic District: White Bear Lake to Hugo Segment

SHPO Inventory Number: XX-RRD-NPR005

Description

The Lake Superior & Mississippi (LS&M) Railroad Corridor Historic District: White Bear Lake to Hugo Segment is an approximately 5.3-mile-long railroad corridor running roughly north/northeast to south/southwest between downtown White Bear Lake and downtown Hugo. This segment is located between the 1935 White Bear Lake Depot (2144 4th Street, RA-WBC-0121, potentially individually eligible) and the Hugo Depot (roughly midway between Frenchman Road and 145th Street North, nonextant) (see Figure 1 on the next page).[1006]

This segment of the LS&M mainline railroad was constructed in 1868 as part of its route between downtown Saint Paul and Duluth. The LS&M was purchased by the Saint Paul & Duluth (StP&D) in 1877 and the route was regraded between White Bear Lake and Duluth starting in 1887. In 1900, ownership of the line transferred from the StP&D to the Northern Pacific (NP), and in 1970, the NP was consolidated with the Great Northern and the Chicago, Burlington, & Quincy Railroads to form the BN. Finally, in 1996, the BN merged with the Atchison Topeka and Santa Fe to form the BNSF. For ease of discussion, the corridor will be referred to as the LS&M. When discussing a railroad company or the corridor at a specific moment in time, the chronologically appropriate name will be used.

The following description is based on a combination of field survey and desktop analysis using Google Maps and historic aerial photographs. Field survey was conducted from the public right-of-way (ROW) only in January 2020.

[1006] The LS&M mainline railroad corridor segment from Saint Paul to Wyoming, Minnesota, was previously surveyed in 2009 as RA-SPC-6064. Additionally, the Lake Superior and Mississippi Railroad Corridor: Lower St. Croix Segment was surveyed with multiple inventory numbers assigned. The portion within Hugo was surveyed as WA-HGC-008 (information based on Hardwood Creek Trail project correspondence, R&C #95-1791).

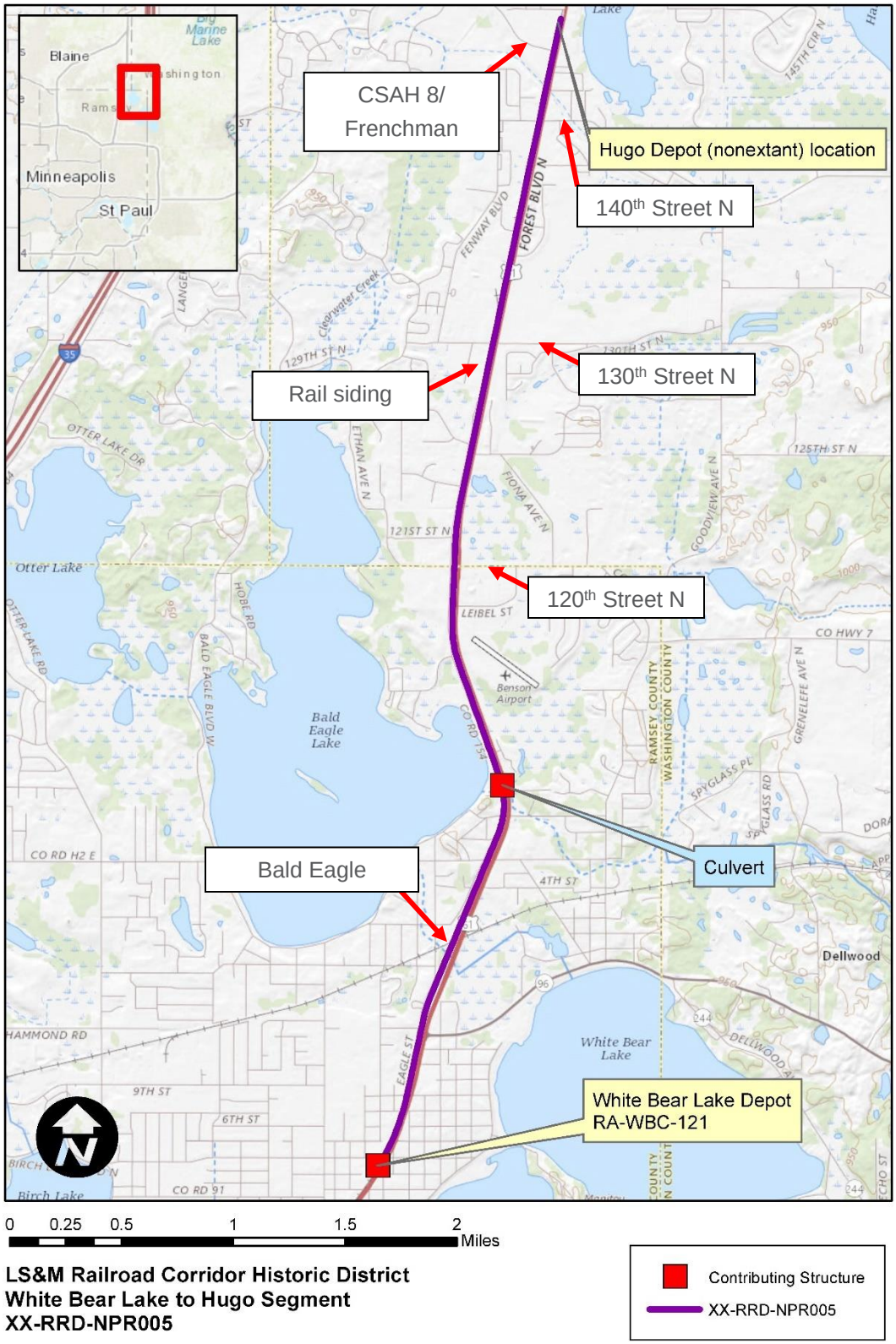

Figure 1. LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment location map.

The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment traverses primarily suburban areas in northeastern Ramsey and northwestern Washington Counties. Trunk Highway (TH) 61 runs parallel to the east side of the railroad roadway for the length of the segment. Vehicular roadways parallel the western edge of the railroad roadway for roughly 3.25 miles from 8th Street to

1,400 feet south of 130th Street North in White Bear Lake. The railroad roadway leaves the city of White Bear Lake and enters the Township of White Bear Lake at Bald Eagle Junction and enters the city of Hugo at 120th Street North/North County Road/County Road J. The city of Hugo boundaries are roughly the original 1870 boundaries of Oneka Township, historically the railroad crossed into the village of Hugo at approximately County State-Aid Highway (CSAH) 8/Frenchman Road.

Commercial, light industrial, and residential properties are located east of the railroad roadway for almost its entire length between White Bear Lake and Hugo. The densest concentration of development is located in White Bear Lake near the depot. From the White Bear Lake Depot near 4th Street to roughly 10th Street, that development is primarily commercial, with residential properties adjacent to the western edge of the railroad roadway north of 10th Street. Residential properties here and throughout the segment are generally shielded from the railroad roadway by heavy vegetation. Residential development east of the railroad roadway continues north to roughly 1,400 feet south of 130th Street North, at which point development transitions to light industrial properties. Light industrial properties are present west of the railroad roadway until just north of 140th Street. A small portion of a residential subdivision and a small cultivated field are present east of the railroad roadway just south of CSAH 8/Frenchman Road.

After crossing CSAH 8/Frenchman Road, the railroad roadway enters the city center of Hugo. The Hugo Depot (nonextant) was historically located approximately 500 feet northwest of CSAH 8/Frenchman Road, roughly midway between CSAH 8/Frenchman Road and 145th Street North. The railroad roadway includes an active rail line from the White Bear Lake Depot to just south of 140th Street. It is operated by the Class 3 railroad company Minnesota Commercial, which has trackage that runs from Minneapolis to Spring Lake Park and Hugo.[1007] Parcel data from Ramsey and Washington Counties indicates that Minnesota Commercial leases this rail line from BNSF, which retains ownership.[1008] North of the White Bear Lake Depot, the trackage is a single track comprised of metal rails, wooden ties, and stone ballast atop a raised railroad roadbed. North of the White Bear Lake Depot, the active rail line crosses three streets within the city of White Bear Lake: 4th, 7th, and 8th Streets. Automated crossing signals with movable arms are present at 4th and 7th Streets. The crossing at 8th Street is signed but has no automated crossing apparatus (see Figures 2 through 4).

[1007] According to the "Railroads in Minnesota, 1862-1956" MPD, a Class 3 railroad is the smallest class of railroad with typically small, lightly used lines. National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," Statewide, Minnesota, National Register #64501188, Glossary-301; Minnesota Department of Transportation, Office of Freight and Commercial Vehicle Operations, "Twin Cities Area Freight Railroad Map," September 2015, https://www.dot.state.mn.us/ofrw/maps/MetroRailMap.pdf.

[1008] Ramsey County, "Ramsey County Assessor Interactive Property Map," *MapRamsey*, 2019, https://www.ramseycounty.us/residents/property/maps-surveys/interactive-map-gis; Washington County, "Washington County Property Viewer," accessed January 17, 2020, https://maps.co.washington.mn.us/propertyviewer/.

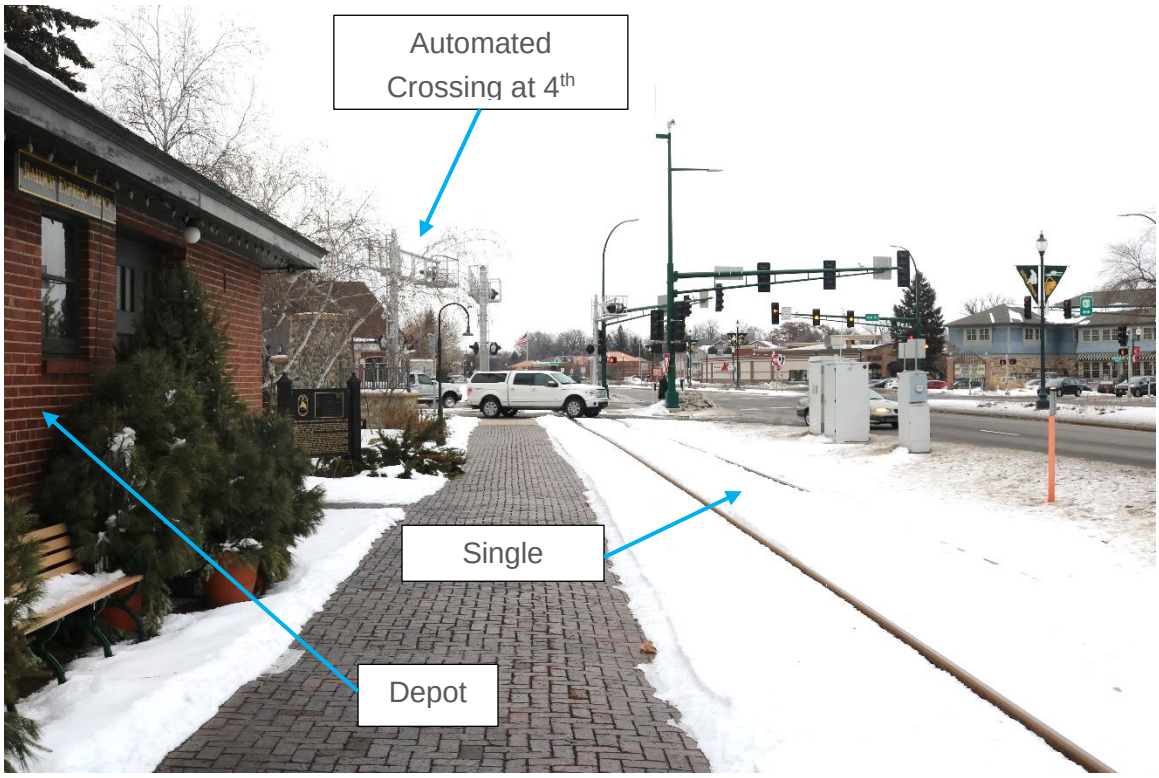

Figure 2. Image of the LS&M railroad roadway looking north from the White Bear Lake Depot (at left). Note the presence of the single metal track on the roadbed (at right) and the automated crossing just to the north at 4th Street. The area nearest the depot would have served as the depot's platform.



Figure 3. Image of the LS&M railroad roadway showing the automated crossing signal and moveable arm at 7th Street in White Bear Lake, view facing south.



Figure 4. Image of the LS&M railroad roadway showing the non-automated crossing at 8th Street in White Bear Lake, view facing north. Note the presence of signage at the crossing.

North of 8th Street, the railroad roadway has a more pronounced embankment, which carries the active single track. Ditches in the railroad roadway are also more pronounced and they separate it from TH 61 on the east and from Long Avenue on the west. Roughly six utility poles are present in the railroad roadway between approximately 11th Street and Kelly Court (see Figure 5). Roughly one mile north of the White Bear Lake Depot, the railroad roadway crosses another active rail line at Bald Eagle Junction, named for the nearby lake and unincorporated community in White Bear Lake Township. This east-west rail line was historically owned by the Minneapolis, Saint Paul & Sault Sainte Marie (better known as the Soo Line). Signal lights and boxes are present within the railroad roadway (see Figure 6).



Figure 5. Image of the LS&M railroad roadway , view facing northeast, showing the more pronounced embankment and ditch north of 8th Street. The embankment carries the active rail line. A wooden utility pole on the east side of railroad roadway is barely visible in this image (circled in red). The vehicle visible near the utility pole is traveling south on TH 61.

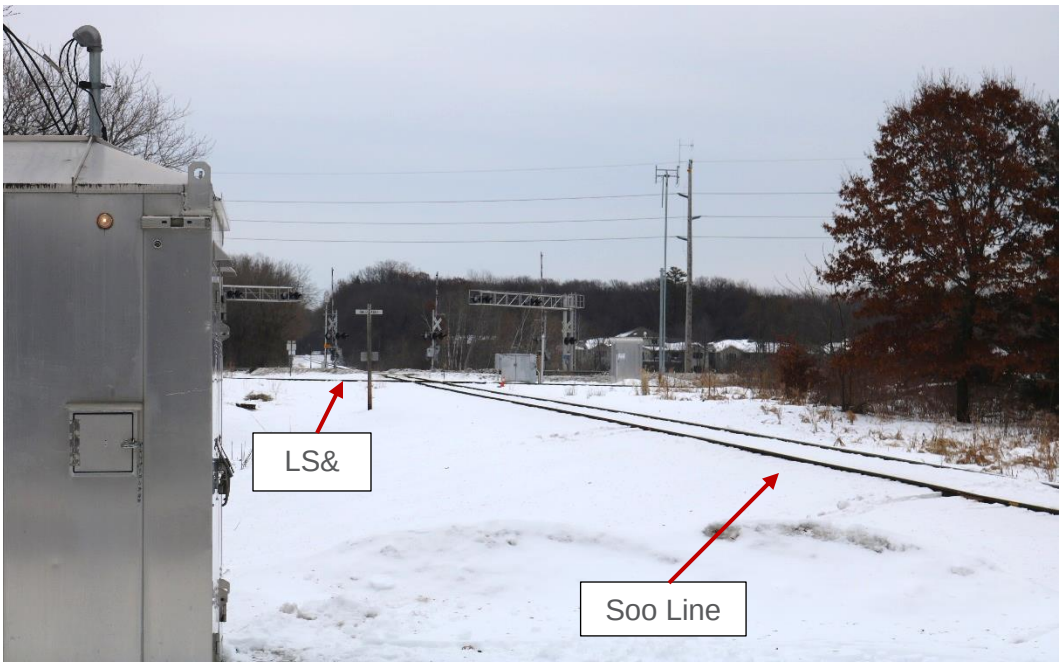

Figure 6. Image of Bald Eagle Junction, where the LS&M railroad roadway and Soo Line railroad roadway intersect, view facing east. The power box in the foreground and the automated crossing signal system in the background at TH 61 are part of the Soo Line and outside the LS&M railroad roadway.

From Bald Eagle Junction to 120th Street/North County Road/County Road J, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment travels through White Bear Lake Township and the unincorporated area of Bald Eagle. The railroad roadway continues to travel between TH 61 on the east and CSAH 154/Hugo Road on the west. For the southern half of this portion, residential properties are present on the west side of CSAH 154/Hugo Road. For the northern half of this portion, undeveloped natural areas are present on the west side of CSAH 154/Hugo Road. For much of this portion, the railroad roadway features an embankment that rises above the grade of CSAH 154/Hugo Road (see Figure 7). Roughly 200 feet north of Gilbert Avenue, the railroad roadway includes a concrete arch culvert, which carries the railroad roadbed and active single rail line over a channel that connects Bald Eagle Lake with a holding pond or wetland area east of TH 61 (see Figure 8). No information regarding the construction date was found on the culvert during field survey. However, the canal that travels through the culvert appears on a 1938 aerial as part of a much larger drainage ditch/channelized creek and travels under the railroad roadbed (see Figure 9).[1009] The form and construction (board-formed) of the culvert suggests it was likely in place at the time of the 1938 aerial.



Figure 7. Image of the LS&M railroad roadway, view facing northeast, between Bald Eagle Junction and 120th Street/North County Road/County Road J showing the embankment carrying the active railroad roadbed east of CSAH 154/Hugo Road.

[1009] "Aerial Photograph, Ramsey and Washington Counties, Minn., BIM-2-9," October 28, 1938, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/anoka/y1938/BIM-2-9.jpg.

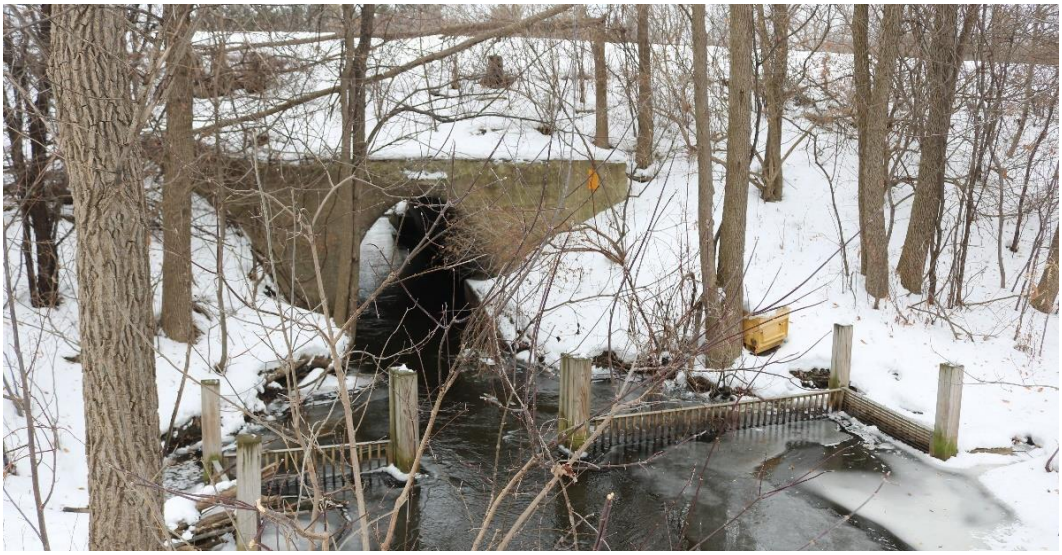

Figure 8. Image of the ca. 1938 concrete arch culvert carrying the railroad roadbed and active rail line over a channel connecting Bald Eagle Lake and a holding pond/wetland area east of TH 61, view facing east.

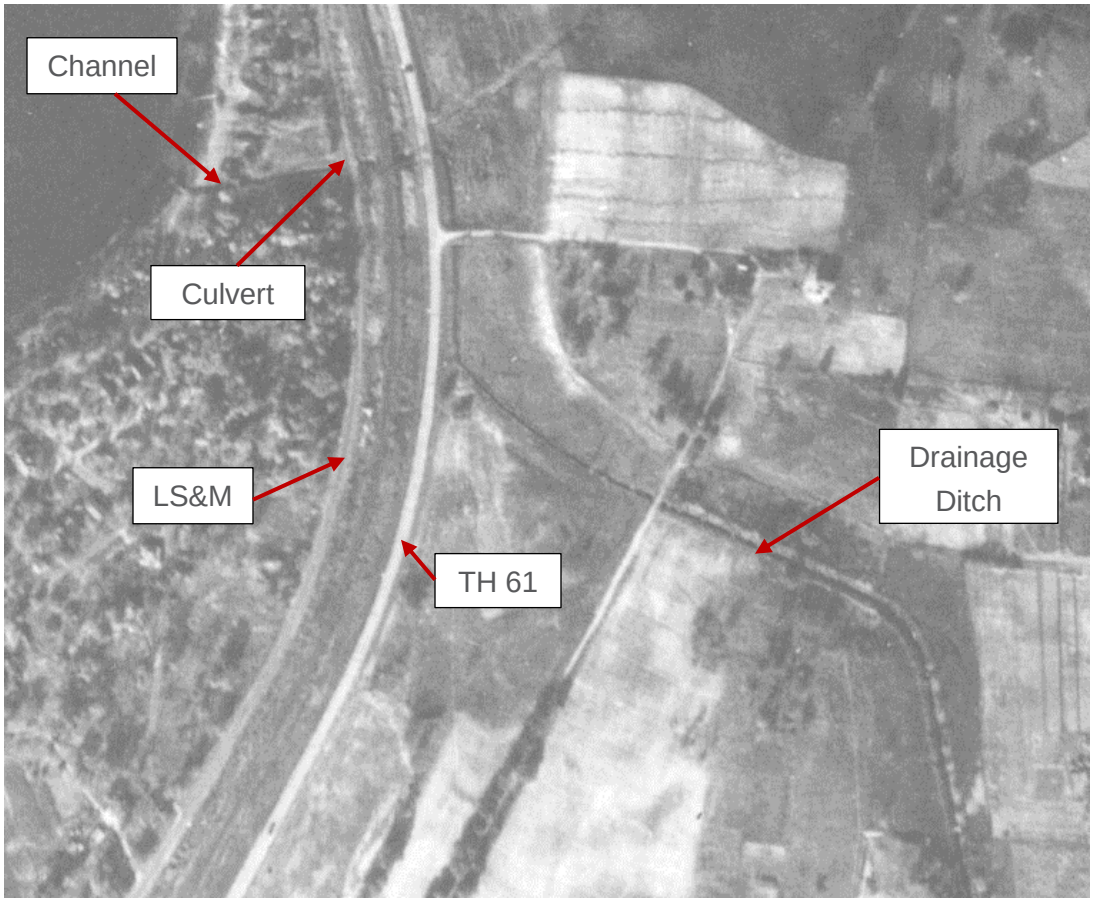

Figure 9. 1938 aerial showing the drainage ditch/canal that travels beneath the LS&M railroad roadbed via the culvert. The portion of the ditch at center is likely currently channeled underground as that area is a residential subdivision. The portion of the ditch further to the east (not shown) remains extant.[1010]

[1010] "Aerial Photograph, Ramsey and Washington Counties, Minn., BIM-2-9."

The railroad roadway crossing at 120th Street/North County Road/County Road J, which marks the boundary between White Bear Lake Township and the city of Hugo, is controlled by an automated crossing signal and arm (see Figure 10). The railroad roadway continues north across 125th Street at a non-automated crossing (see Figure 11). Roughly 1,400 feet south of 130th Street, Falcon Avenue, which parallels the west side of the railroad roadway, ends. At this point, properties to the west transition from residential to light industrial. Just south of 130th Street, a roughly 980-foot-long rail siding is present. The siding may have been used by the light industrial properties that began to cluster around 130th Street by 1980 (see History section) but currently a berm and hedgerow of pine trees separates the railroad roadway from the light industrial properties to the west (see Figure 12). The crossing at 130th Street includes automated crossing signals and arms. Light industrial properties continue along the west side of the railroad roadway between 130th Street and 140th Street. Spurs and sidings are present and currently used by Northland Pallet (13285 Fenway Boulevard) and Loadmaster Lubricants (13615 Fenway Boulevard Court), respectively (see Figure 13). Within this light industrial area, the railroad roadway remains a single rail line. The active rail line ends roughly 350 feet south of 140th Street and is marked by a flag placed in the center of the railroad roadbed. The roadbed, metal rails, wooden ties, and ballast continue across 140th Street, ending at the curb on the north side of the street (see Figures 14 and 15). Crossing signs at 140th Street are marked “exempt.”



Figure 10. Image of the LS&M railroad roadway at 120th Street/North County Line Road, view facing north, showing the automated crossing signal and moveable arm and the continued presence of the single track, embankment, and ditches within the roadway. TH 61 is at the right.



Figure 11. Image of the LS&M railroad roadway at 125th Street, view facing north, showing the non-automated crossing at that intersection.



Figure 12. Image of the LS&M railroad roadway at 130th Street, view facing south. Note the automated crossing signal and moveable arm at right and the siding trackage at center. The siding is separated from the light industrial properties to the west (right) by a berm and hedgerow of pine trees.



Figure 13. Image of the LS&M railroad roadway from TH 61, view facing northwest. Here the corridor passes along the eastern edge of Loadmaster Lubricants and a siding branches off and travels through the open-ended portion of the building.

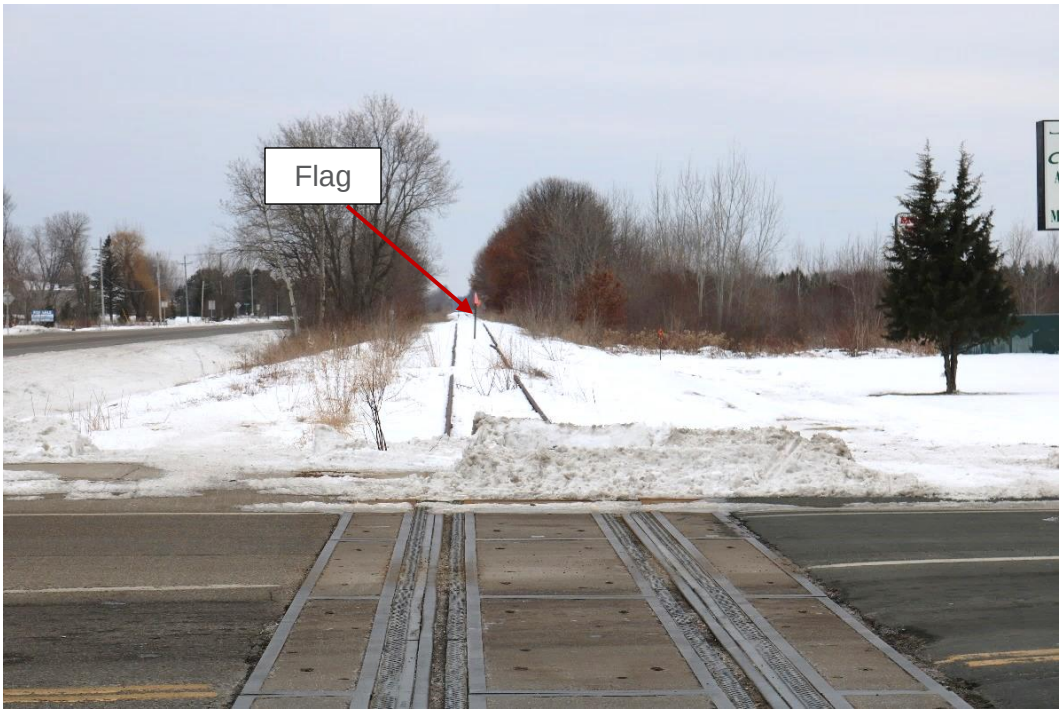

Figure 14. Image of the LS&M railroad roadway at 140th Street, view facing south, showing the flag in the center of the roadbed to mark the functional end of the active rail line.



Figure 15. Image of the LS&M railroad roadway at 140th Street, view facing north, showing the physical end of the metal rails at the northside curb of 140th Street.

North of 140th Street, the railroad roadway continues without metal rails, wooden ties, or ballast, but the raised railroad roadbed and ditches are still present. For the majority of the roughly 2,200 feet from 140th Street north to the approximate location of the nonextant Hugo Depot, the roadbed carries the multi-use recreational Hardwood Creek Regional Trail. Signs in the center of the railroad roadbed divide use of the trail; pedestrians and bicyclists use the paved east side and horses, ATVs, and snowmobiles use the unpaved west side (see Figure 16). At the time of field survey, the paved portion was snow covered (desktop analysis confirms that the entire length of the east side of the railroad roadbed from 140th Street to the nonextant depot location is paved). Desktop analysis also confirmed that the paved portion of the trail diverges from the railroad roadbed at street crossings.



Figure 16. Image of the LS&M railroad roadway at 140th Street, view facing north, showing the presence of the raised railroad roadbed and ditches. The roadbed is currently carries the Hardwood Creek Regional Trail. Trail signs are located within the railroad roadbed.

Historically, the Hugo Depot was located on the west side of the LS&M railroad roadway with sidings and spurs to the west (see History section for more detail). Presently, the depot site is occupied by a light industrial property comprised of multiple buildings (see Figure 17). Georeferencing of historic maps and aerial photographs shows that the light industrial buildings are west of the site of the Hugo Depot and do not appear to include portions of the nonextant building (see Figures 18 and 19). At this point the railroad roadway continues to include a railroad roadbed and ditches but the rail, wooden ties, and ballast have been removed. The multi-use Hardwood Creek Regional Trail is present within the railroad roadbed. Desktop analysis indicated that markings of a nonextant siding or spur line may be present within the light industrial property on the former depot site (see Figure 20). Field survey could not confirm these markings or any material remains of the spur or siding as access to the properrty was not granted and the area was snow-covered.



Figure 17. Image of the LS&M railroad roadway, view facing south, near the location of the nonextant Hugo Depot. The depot was located on the west (right) side of the corridor, slightly closer than the current light industrial buildings (approximate location indicated by red circle).

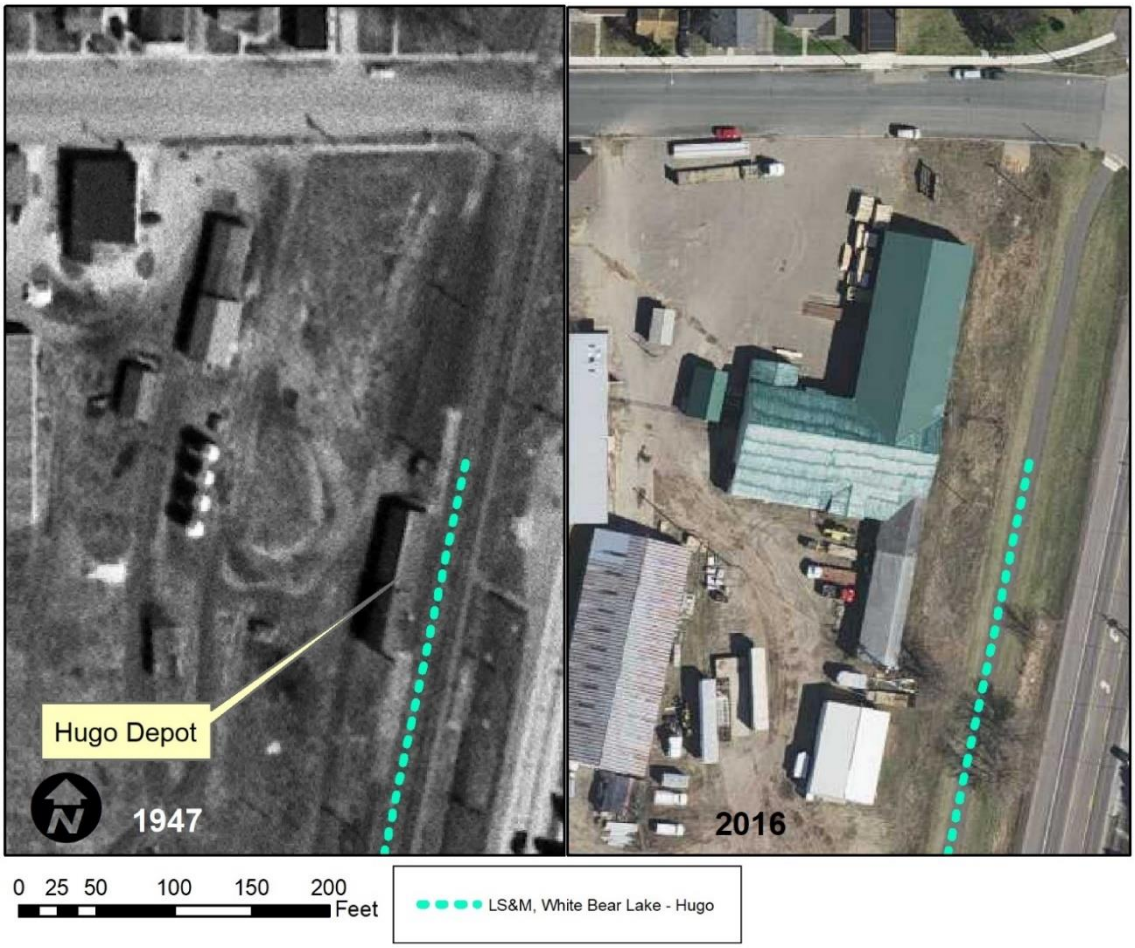

Figure 18. 1947 and 2016 georeferenced images showing the location of the former Hugo Depot.



Figure 19. 2016 aerial view showing the location of the former Hugo Depot.

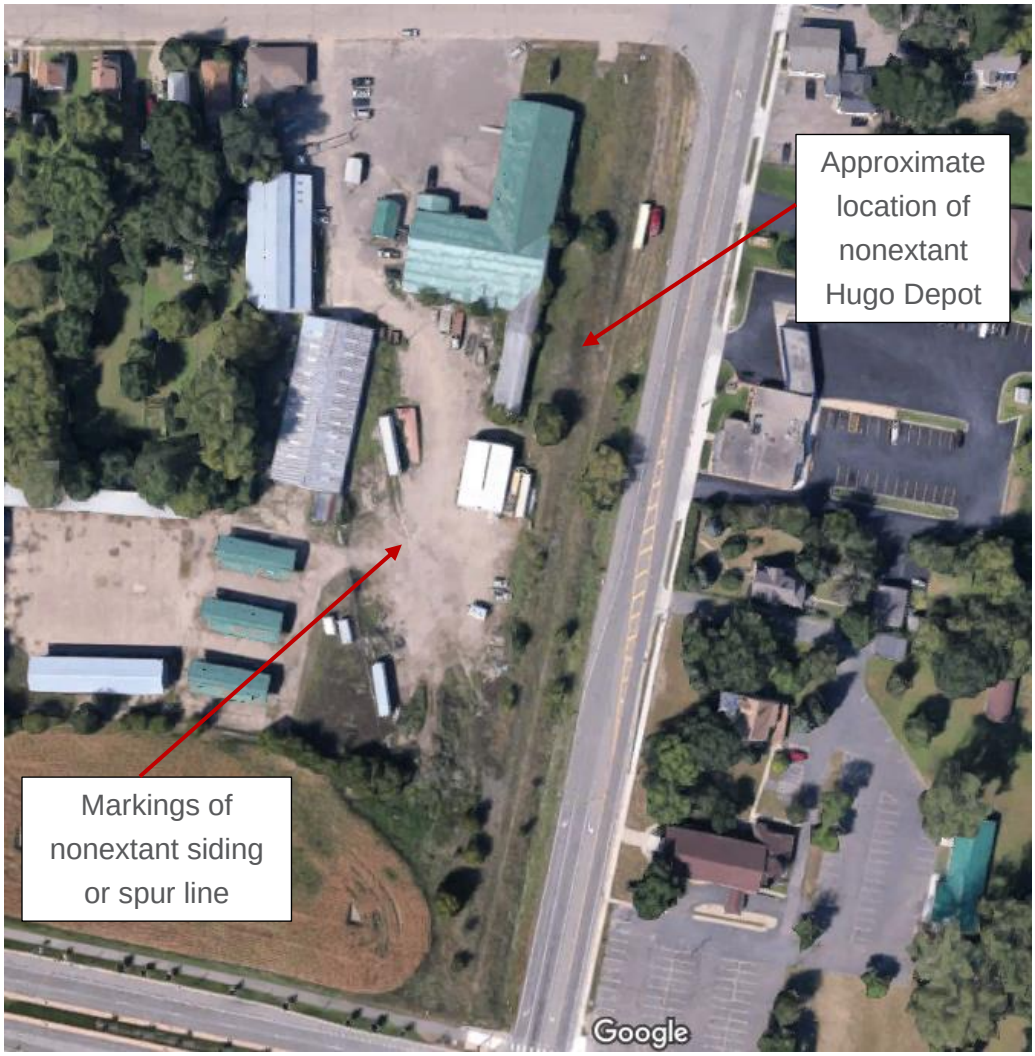

Figure 20. Google Maps satelite image showing the approximate location of the nonextant Hugo Depot and what appears to be the markings of a nonextant siding or spur line.

Table 1. List of Extant Elements in the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment and Contributing Status

Name/type of resource	Inventory number (if known)	Type of element	Location	Build date (if known)	Contributing Status
Railroad roadway (including active rail line, regional trail, and sidings)	XX-RRD-NPR005	Railroad Roadway	Throughout segment	1868	Contributing
White Bear Lake Depot	RA-WBC-0121	Railroad Station	2144 4th Street	1935	Contributing, has potential individual significance but not evaluated since outside the Rush Line BRT APE
Culvert	N/A (outside Rush Line BRT APE)	Grade Separation Structure	Roughly 330 feet north of Gilbert Avenue	ca. 1938	Contributing

History

History of the Lake Superior & Mississippi Line

The LS&M mainline railroad was completed between Saint Paul and Duluth in 1870. The railroad was one of the earliest constructed in the state and provided the first rail connection between the Mississippi River town of Saint Paul and the westernmost port on the Great Lakes. As such, the line connected wheat growing areas of central and southern Minnesota with eastern markets via Duluth and the Great Lakes. At the same time, the railroad line brought lumber and other products from northern Minnesota as well as manufactured products from the east to markets in Saint Paul and locations downriver. A full historical context of the LS&M mainline railroad between Saint Paul and Duluth has been prepared as part of the Rush Line Bus Rapid Transit (BRT) Project. For that historical context, please see *Phase II Evaluation: Lake Superior & Mississippi Railroad Corridor Historic District: Saint Paul to White Bear Lake Segment (SHPO Inventory Number: XX-RRD-NPR01)*. The following discussion will build upon this larger context but focus on the history of the White Bear Lake to Hugo Segment.

Home to Dakota and Ojibwe peoples by the time of European contact, Euro-American settlement in the area between White Bear Lake and Hugo began 1850s. White Bear Lake Township, in Ramsey County, was surveyed in 1847 and land offered for sale to Euro-American settlers starting in 1848.

Settlement in the area near what would become the city of White Bear Lake was limited until 1851.[1011] Immediately to the north of White Bear Lake Township, in Washington County, Oneka Township was settled by Euro-Americans at roughly the same time.[1012] While the village of White Bear Lake developed as a summer tourist resort starting in the 1850s and 1860s, Oneka Township remained sparsely populated until the 1860s and 1870s.[1013]

Early settlement of this area was spurred by the construction of territorial roads starting in 1850. Two of those roads passed within about 10 miles of the White Bear Lake-Oneka area. Both roads followed rivers that also offered early transportation routes. The Point Douglas to Superior Road followed the Saint Croix River Valley and connected Point Douglas (near Hastings) with Superior, Wisconsin, via Stillwater. Similarly, the Point Douglas to Fort Gaines Road traveled along the west bank of the Mississippi River from Point Douglas to Fort Gaines (later Fort Ripley), via Saint Paul. Smaller roads connected areas of settlement to these military roads.[1014] By 1851, for instance, a road was surveyed between Saint Paul and White Bear Lake and by 1856, a stagecoach road ran from Saint Paul, through White Bear Lake and Oneka Townships, linking up with the Point Douglas to Superior Road somewhere near present-day Harris.[1015]

Settlement in the area and the development of the resort industry in White Bear Lake was further spurred by the construction of the first railroad line through the area. The LS&M mainline from Saint Paul was completed through White Bear Lake and Hugo in 1868.[1016] For a full discussion of the railroad's effect on the development of the village of White Bear Lake, see *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project*. The LS&M mainline was completed to Duluth in 1870 and was the first railroad in Minnesota to connect the transportation waterways of the Mississippi River and the Great Lakes.[1017] As previously stated, this connection was particularly important for shipping agricultural products, like wheat grown in central and southern

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[1011] Nancy L. Woolworth, *The White Bear Lake Story* (White Bear Lake, Minn.: White Bear Lake Chamber of Commerce, 1968), 13–14; Cynthia Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area* (White Bear Lake, Minn.: White Bear Stereoptics Co., 2004), xiv.

[1012] Washington County Historical Society, "Hugo," *Online Exhibits: Community Histories*, 2020, http://www.wchsmn.org/hugo/.

[1013] George E. Warner and Charles M. Foote, *History of Washington County and the St. Croix Valley* (Minneapolis: North Star Publishing Company, 1881), 459–65.

[1014] Arthur J. Larson, "Roads and Trails in the Minnesota Triangle, 1849-60," *Minnesota History* 11, no. 4 (December 1930): 387–411; Arthur J. Larson, "Roads and the Settlement of Minnesota," *Minnesota History* 21, no. 3 (September 1940): 225–44.

[1015] Woolworth, *The White Bear Lake Story*, 16; Grover Singley, "Retracing the Military Road from Point Douglas to Superior," *Minnesota History* 40, no. 5 (Spring 1967): 234, 247 n. 29.

[1016] City of Hugo, Minn., "History of the Railroad in Hugo," *City of Hugo Webpage*, accessed January 14, 2020, https://www.ci.hugo.mn.us/vertical/sites/%7BBED5C6A0-2687-460F-9C61-6B7CCADA2CBA%7D/uploads/Railroad_in_Hugo.pdf; Washington County Historical Society, "Hugo"; Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 71.

[1017] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-127.

Minnesota, to eastern markets via Duluth and, conversely, shipping finished goods from the Northeast and lumber and other products from northern Minnesota to Saint Paul and markets downriver.

Although the LS&M was the first railroad in the White Bear Lake-Oneka Township area, others soon followed suit. In 1887, the Minneapolis & Saint Croix Railroad built a line from the Shoreham Yards in northeast Minneapolis to the Saint Croix River. The route passed just north of the village of White Bear Lake, between Bald Eagle Lake and White Bear Lake (the body of water).[1018] This line, combined with existing trackage in Wisconsin, connected Minneapolis and Sault Sainte Marie, Michigan, on the Great Lakes. In 1888, the Minneapolis & Saint Croix consolidated with other lines to form the Minneapolis, Saint Paul, and Sault Sainte Marie, better known as the Soo Line.[1019] The Soo Line crossed the LS&M corridor at Bald Eagle Junction, roughly one mile north of the White Bear Lake Depot (RA-WBC-0121). Historic plat maps show that trackage in the northwest and southwest quadrants of the junction provided connections between the two rail lines (see Figure 21).[1020] A review of aerial photography suggests that the connecting trackage in the southwest quadrant of the junction was abandoned by 1938.[1021] The connecting trackage in the northwest quadrant of the junction appears abandoned by 1964.[1022] All connecting trackage appears to be nonextant.

In ca. 1886 (different sources provide different dates), the Bald Eagle Depot (nonextant) was built in the northwest quadrant of the junction and operated jointly by the StP&D and the Minneapolis & Saint Croix.[1023] Historic photographs and aerials also show a signal tower (nonextant) at the southeast quadrant of the junction, although secondary source research did not reveal when the tower was built or if it was also jointly constructed and operated (see Figures 22 and 23). Secondary source research did not reveal when the depot and tower were removed but review of aerial photographs suggest both were removed between 1957 and 1964.[1024]

[1018] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," E-111-E-113.

[1019] Richard S. Prosser, *Rails to the North Star: A Minnesota Railroad Atlas* (Minneapolis: University of Minnesota Press, 2007), 28.

[1020] Peter M. Dahl, *Plat Book of Ramsey County* (Minneapolis, Minn.: Northwestern Publishing Company, 1898), 7, http://cdm16022.contentdm.oclc.org/cdm/compoundobject/collection/mhs/id/1299/rec/3.

[1021] "Aerial Photograph, White Bear Lake, Minn., AAA 1-20000 BIM-2-11," October 28, 1938, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/anoka/y1938/BIM-2-11.jpg.

[1022] "Aerial Photograph, White Bear Lake, Minn., CZ-2EE-91," June 4, 1964, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/Washington/y1964/CZ-2EE-91.jpg.

[1023] Different sources have both 1886 and 1887 as the construction date. Ca. 1886 will be used for the purpose of this evaluation. Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 75; "Ramsey County Minnesota Railroad Stations," accessed October 29, 2019, https://www.west2k.com/mnstations/ramsey.shtml.

[1024] "Aerial Photograph, White Bear Lake, Minn., CZ-2EE-91"; "Aerial Photograph, Ramsey County, Minn., WO-3T-18," May 10, 1957, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/ramsey_county/y1957/WO-3T-18.jpg; "Aerial Photograph, Ramsey County, Minn., A14-69," 1945, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-14-069.jpg.

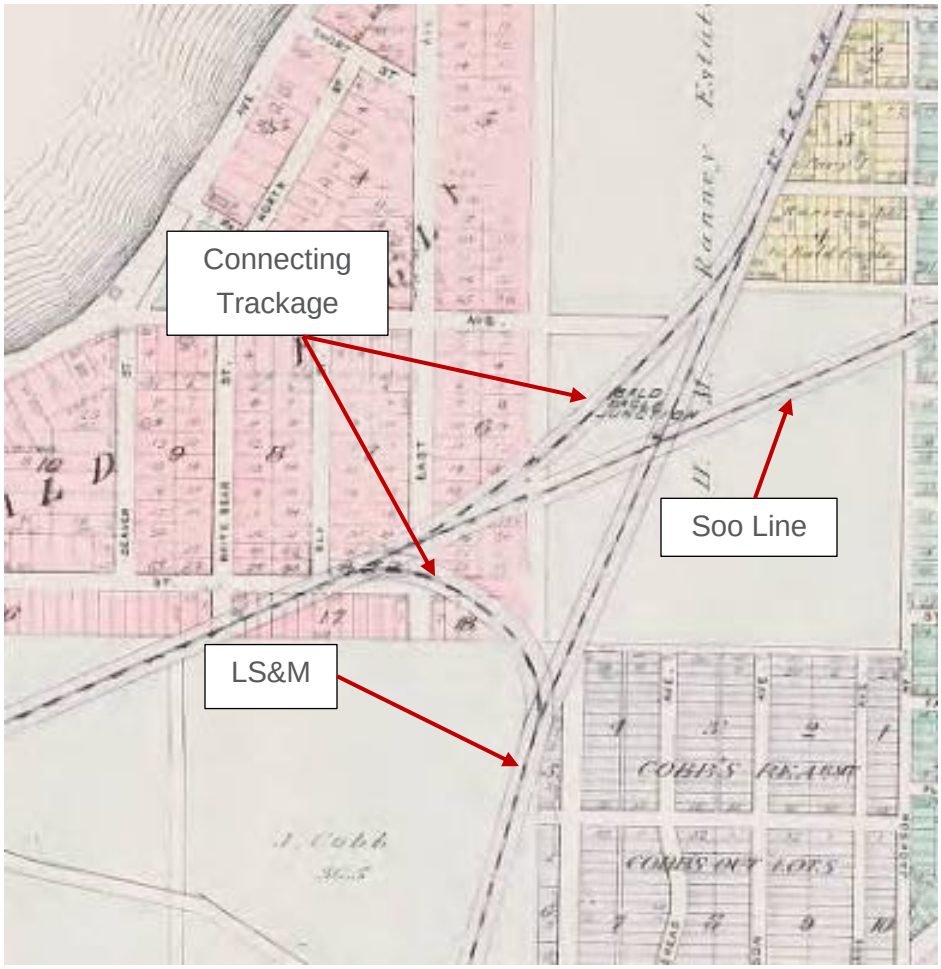

Figure 21. Image from an 1898 plat map showing Bald Eagle Junction and connecting trackage between the LS&M and Soo Line rail lines.[1025]

[1025] Dahl, *Plat Book of Ramsey County*, 7.



Figure 22. Undated photograph (perhaps ca. 1890) of Bald Eagle Junction showing the switching tower (right, nonextant) at the southeast quadrant of the junction and the ca. 1886 Bald Eagle Depot (left, nonextant) at the northwest quadrant of the junction. View facing north.[1026]

[1026] Vadnais, *Looking Back at White Bear Lake: A Pictorial History of the White Bear Lake Area*, 75.

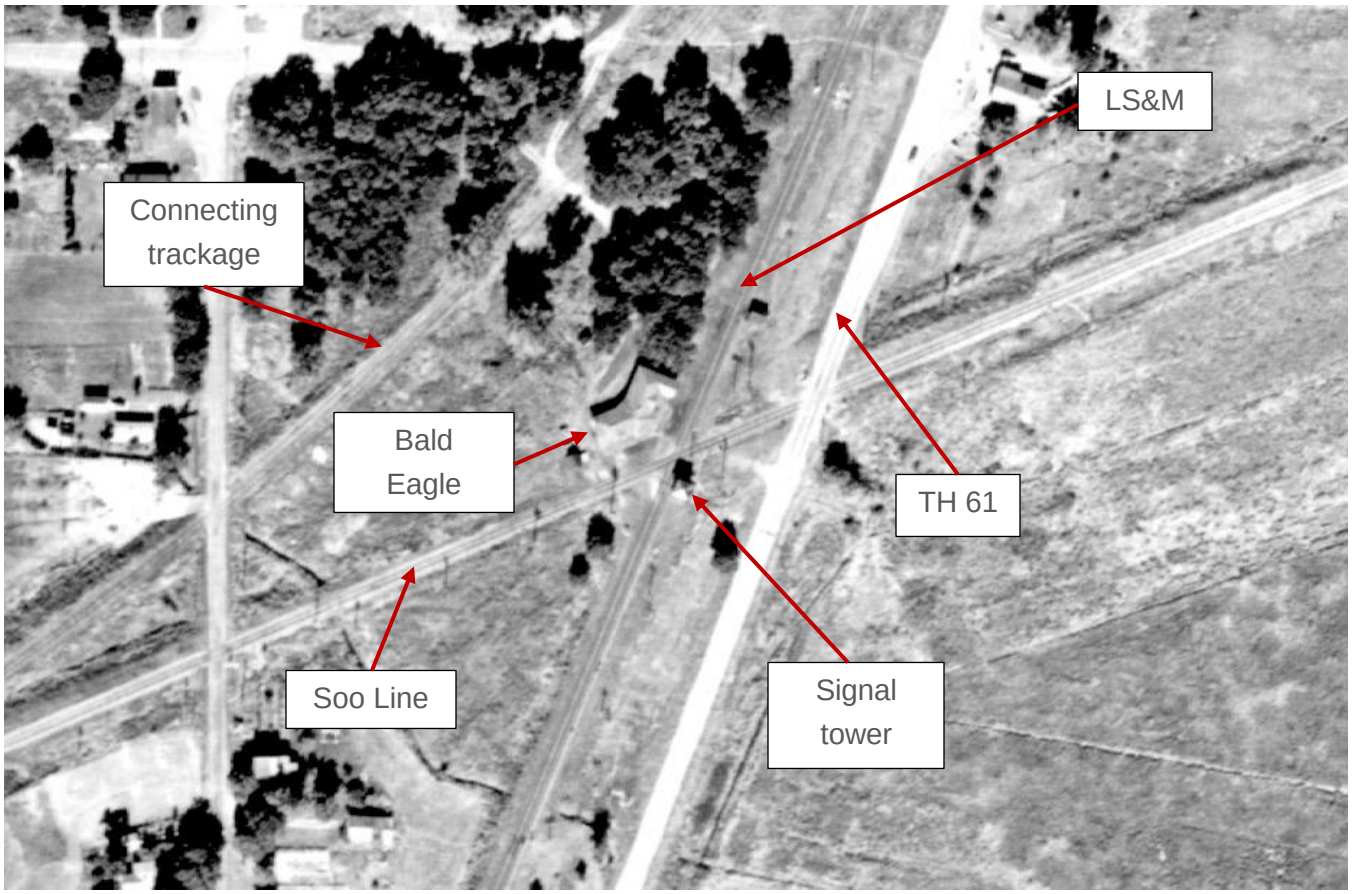

Figure 23. 1945 aerial image of Bald Eagle Junction showing the Bald Eagle Depot present at the northwest quadrant of the junction and the signal tower present at the southeast quadrant of the junction.[1027]

Secondary source information on the history of Hugo is limited. The following sources were used to understand the history of Hugo and the LS&M in Hugo: an 1881 history of Washington County, a community history profile on the Washington County Historical Society's website dated 2020, undated information on the City of Hugo's official website on the history of the railroad in Hugo, and a web-based compilation of information on railroad depots in Minnesota. Detailed information in these sources was limited and sources occasionally contained conflicting information.

What can be gleaned from these sources is that the village of Hugo did not exist prior to the 1868 construction of the LS&M mainline railroad through the area. In 1868, what is now Hugo was established as Centerville Station. Centerville was a village roughly 3 miles west in Anoka County. Centerville Station was established to serve that village.[1028] The City of Hugo website suggests that the railroad was surveyed through present-day Hugo due to concerns from Centerville residents worried about grazing livestock being injured or killed by moving trains.[1029] The web-based compilation of Minnesota depots suggests that Hugo has had two depots, both of which are nonextant. According to

[1027] "Aerial Photograph, Ramsey County, Minn., A14-69."

[1028] Washington County Historical Society, "Hugo."

[1029] City of Hugo, Minn., "History of the Railroad in Hugo."

this source, the first depot, Centerville Station Depot (nonextant), was constructed near CSAH8/Frenchman Road ca. 1870.[1030] No photographs or other information regarding this initial depot were found in the sources examined. A second Centerville Station/Hugo Depot was constructed in 1871, just to the north of the ca. 1870 Centerville Station Depot.[1031] Although sources suggest the name of the depot changed from Centerville Station to Hugo in 1906, it may have occurred earlier.[1032] The name Hugo appears on a 1901 plat map (see Figure 24) and a ca. 1900 photograph shows the name Hugo displayed on the side of the depot (see Figure 25).[1033] The 1871 depot was a two-story, side-gable building with board and batten siding and stick work in the gable ends. Sometime between 1900 and 1926, a one-story, side-gable addition was added to the north end of the building (see Figure 26).[1034] The depot was located on the west side of the mainline roughly midway between present-day CSAH8/Frenchman Road and 145th Street. Sidings were historically present on the west side of the depot and spur lines provided rail access to properties west of the depot.[1035] A review of aerial photographs suggests the depot was razed between 1964 and 1980 (see Figure 27).[1036]

[1030] Dan West, "Washington County Minnesota Railroad Stations," *Past and Present Minnesota Railroad Stations*, 2019 2007, https://www.west2k.com/mnstations/washington.shtml.

[1031] City of Hugo, Minn., "History of the Railroad in Hugo."

[1032] City of Hugo, Minn., "History of the Railroad in Hugo"; Washington County Historical Society, "Hugo."

[1033] City of Hugo, Minn., "History of the Railroad in Hugo"; *Plat Book of Washington County, Minnesota* (Minneapolis: Northwest Publishing Company, 1901), 15, reflections.mndigital.org/catalog/spl:2062.

[1034] City of Hugo, Minn., "History of the Railroad in Hugo."

[1035] *Plat Book of Washington County, Minnesota*, 15.

[1036] "Aerial Photograph, Washington County, Minn., CZ-2EE-87," June 4, 1964, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/Washington/y1964/CZ-2EE-87.jpg; NASA AMES Research Center, "Aerial Photograph, Washington County, Minn., Roll 2873, Frame 1677," May 1, 1980, earthexplorer.usgs.gov.

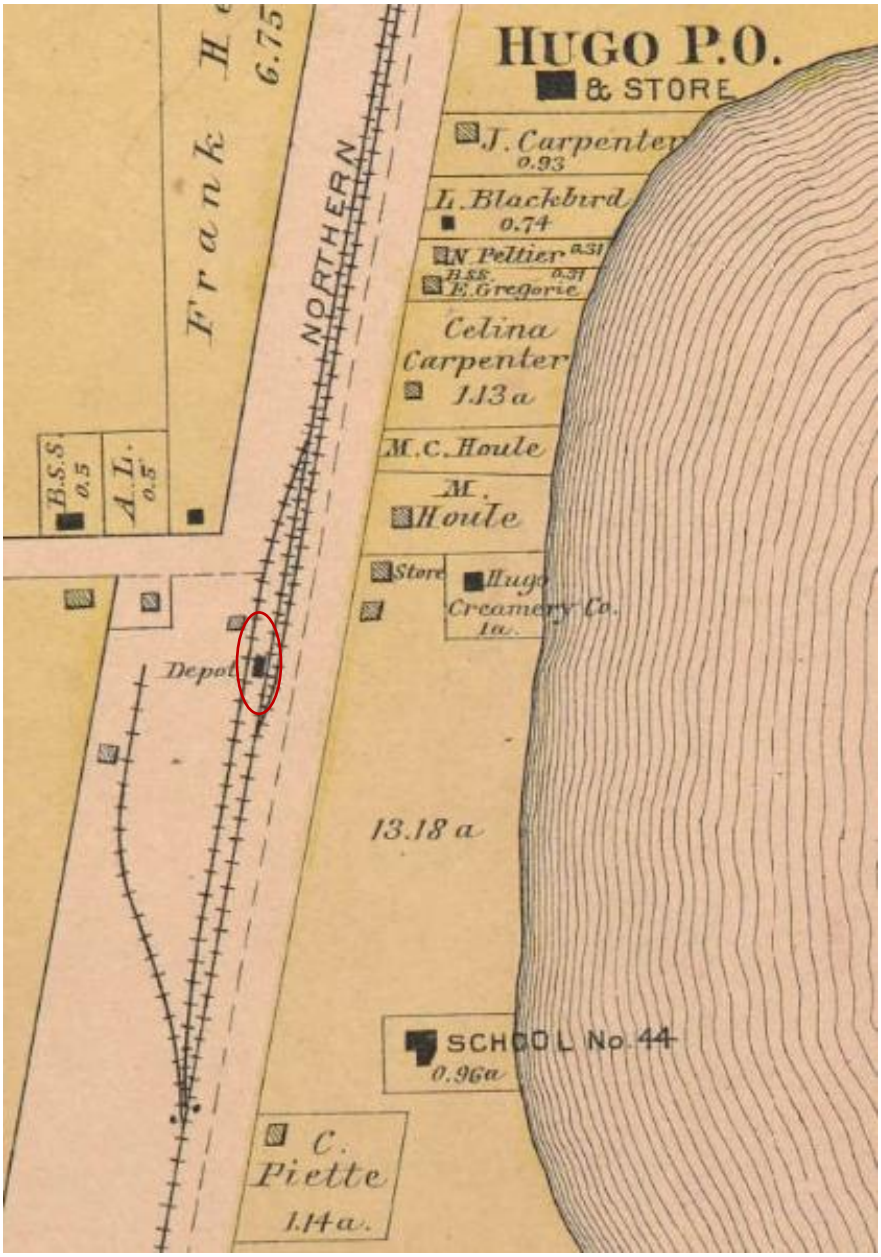

Figure 24. Image from a 1901 plat book of Washington County showing the location of the 1871 Hugo Depot (circled in red. Note the spur lines and sidings that would have historically provided rail access to buildings adjacent to the railroad roadway. All of the mainline and siding trackage has been removed.[1037]

[1037] *Plat Book of Washington County, Minnesota*, 15.



Figure 25. Ca. 1900 photograph of the 1871 Hugo Depot (nonextant).[1038]



Figure 26. 1926 photograph of the 1871 Hugo Depot (nonextant). Note the one-story addition on the north elevation.[1039]

[1038] City of Hugo, Minn., "History of the Railroad in Hugo."

[1039] City of Hugo, Minn., "History of the Railroad in Hugo."

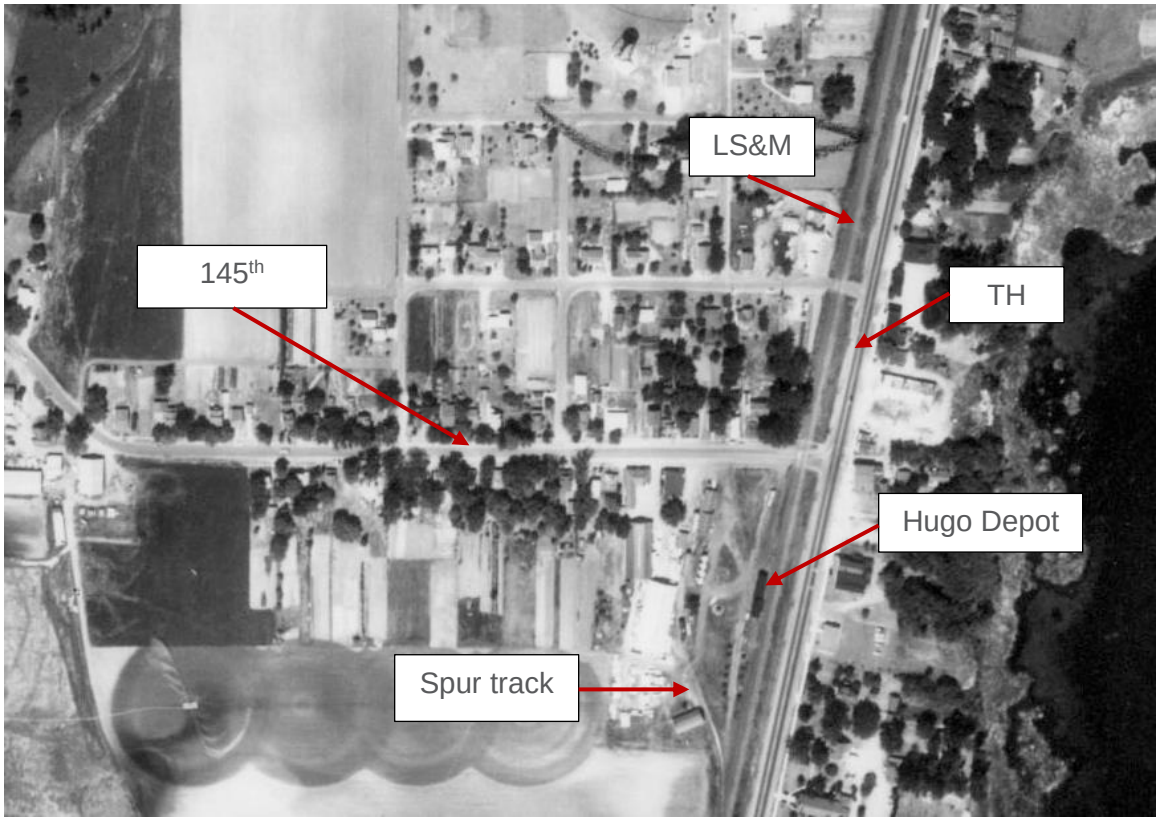

Figure 27. 1964 aerial image showing the village of Hugo and the presence of the Hugo Depot, which was razed sometime between 1964 and 1980. Note the presence of a spur track just southwest of the depot.[1040]

The economy of Centerville Station/Hugo was closely tied to the railroad and surrounding agricultural land, but development was slow and the village remained small until the 1970s and 1980s (see discussion below). Some of the first residents arrived and established businesses in 1872, and a post office was established in 1874. By 1883, the village was comprised of four to five families. By 1906, 258 people called Hugo home and the village voted to incorporate that same year. One secondary source claims that the official name change to Hugo occurred at the time of incorporation.[1041] 1901 plat maps indicate that the name Hugo was in use at that time and a review of historic maps suggests the name change occurred ca. 1900.[1042] The village continued to grow in the early twentieth century with the construction of a telephone office in 1905, a bank in 1910, and a feed mill in 1917.[1043]

The area between White Bear Lake and Hugo remained rural and agricultural into the 1960s (see Figure 28).[1044] A review of aerial photos shows that by the 1980s there was limited development beginning along the railroad and TH 61 corridors. By 1980, aerial photos show that development was

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[1040] "Aerial Photograph, Washington County, Minn., CZ-2EE-87."

[1041] Washington County Historical Society, "Hugo."

[1042] *Plat Book of Washington County, Minnesota*, 14–15; *Columbian World's Fair Atlas*, 109.

[1043] Washington County Historical Society, "Hugo."

[1044] "Aerial Photograph, Washington County, Minn., CZ-2EE-89," June 4, 1964, John R. Borchert Map Library, University of Minnesota, http://geo.lib.umn.edu/Washington/y1964/CZ-2EE-89.jpg.

limited to about a half dozen commercial or light industrial properties clustered on the west side of the railroad roadway at 130th Street North (see Figure 29). By 2006, the current mix of industrial, light-industrial, commercial, and residential properties had been built (see Figure 30). Based on analysis of aerial imagery, spur lines and sidings at Wilson Tool International (12912 Farnham Avenue North), Northland Pallet (13285 Fenway Boulevard North), and Loadmaster Lubricants (13615 Fenway Boulevard Court North) were built after 1980.

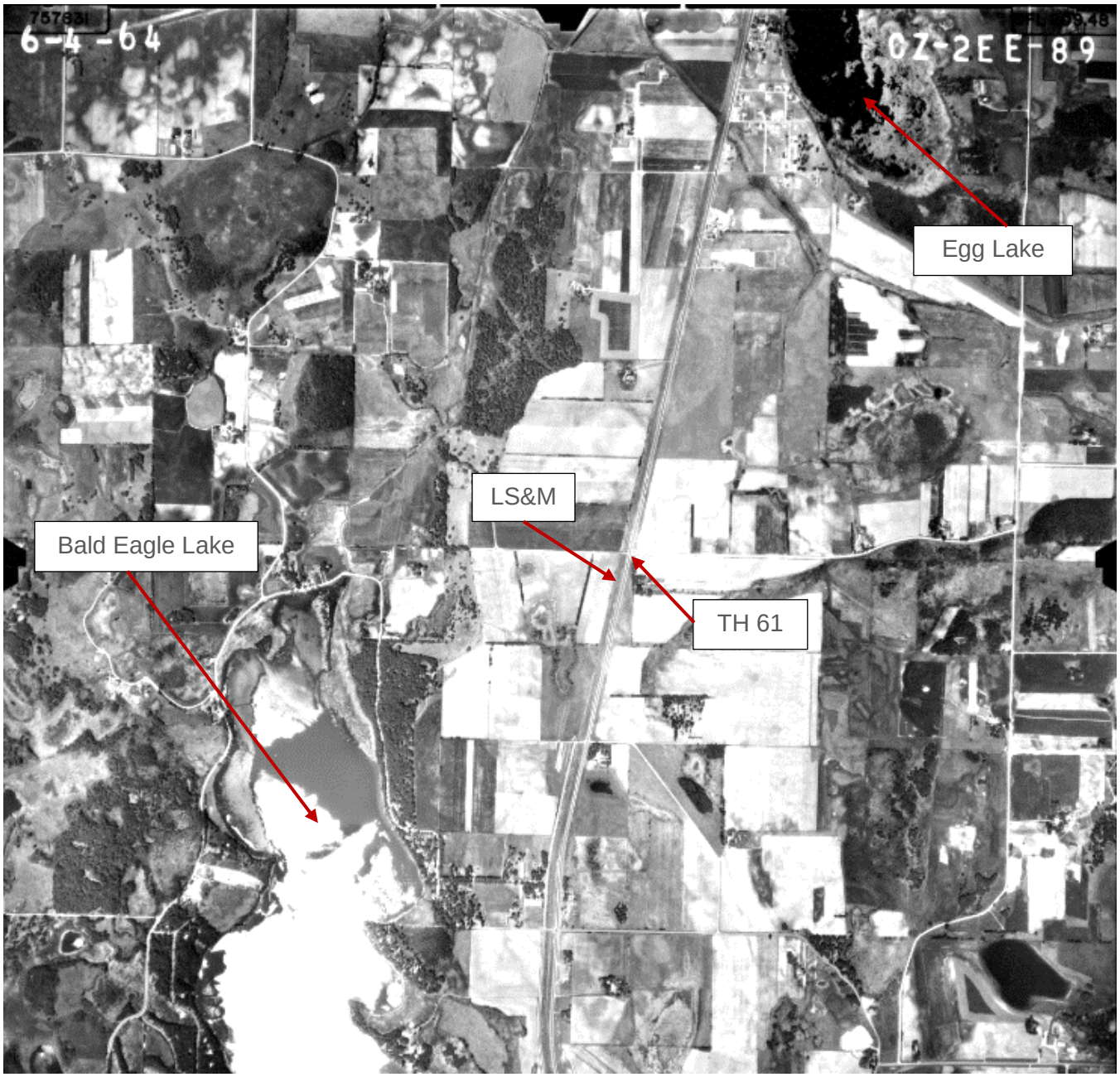


Figure 28. 1964 aerial photo of the area between White Bear Lake (just southeast of Bald Eagle Lake) and Hugo (downtown is located on the northwest corner of Egg Lake) showing how the area remained rural and primarily agricultural.[1045]

[1045] "Aerial Photograph, Washington County, Minn., CZ-2EE-89."

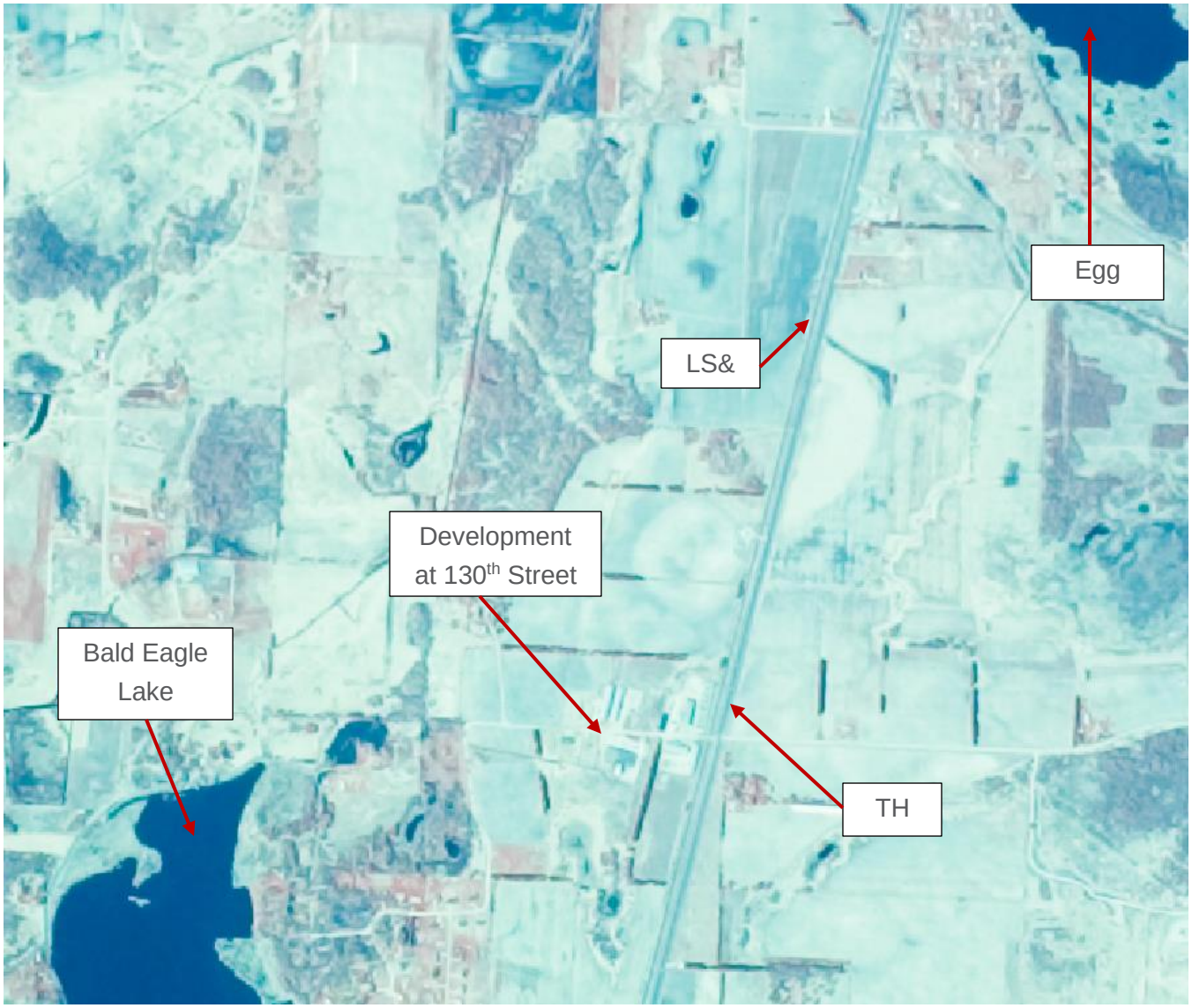


Figure 29. 1980 aerial image of the area between White Bear Lake and Hugo showing limited commercial and residential development. By 1980, residential development was limited the areas around Bald Eagle Lake (bottom left) and Egg Lake (top right). The area near Egg Lake is an extension southward of the village of Hugo, the center of which is located at the northwest corner of the lake. Limited commercial and light industrial properties are clustered around 130th Street North.[1046]

[1046] NASA AMES Research Center, "Aerial Photograph, Washington County, Minn., Roll 2873, Frame 1677."



Figure 30. 2006 aerial image of the area between White Bear Lake and Hugo showing the extent of development along the LS&M railroad roadway. Light industrial and commercial buildings are located along the western side of the railroad roadway, roughly between 130th and 140th Streets North, while residential subdivisions were constructed generally along the length of the railroad roadway.[1047]

Newspaper, historic aerial photographs, and secondary source research was not able to determine when the rail track north of 140th Street was abandoned and removed. However, BN was abandoning and removing rails, ties, and ballast on similar sections of the LS&M railroad roadway in Ramsey County, south of White Bear Lake, starting in the 1980s.[1048] In 1995, those sections of abandoned roadway were transferred to Ramsey County for the purposes of constructing a recreational trail (what

[1047] Urban Area Photography, "Aerial Photo, Washington County, Minn., Roll 2, Frame 173," April 17, 2006, earthexplorer.usgs.gov.

[1048] Ramsey County Regional Railroad Authority, "Request for Board Action: Authorize Acquisition of Burlington Northern Right of Way in St. Paul and Maplewood by Eminent Domain," October 13, 1990, Ramsey County Public Works, Arden Hills, Minn.

later became the Bruce Vento Regional Trail).[1049] It is likely that a similar process was taking place north of 140th Street at more or less the same time. Newspaper and other secondary source research indicate that a paved trail was present in the railroad roadway from Hugo (likely at 145th Street) to North Branch by 2000. At that time, it was called the Sunrise Prairie Trail.[1050] By 2003, the portion of the trail in Washington County was called the Hardwood Creek Regional Trail and the portion in Chisago County retained the name Sunrise Prairie Trail.[1051] In 2014, Washington County awarded a contract to extend the Hardwood Creek Regional Trail south from 145th Street to 140th Street.[1052] Work was completed in 2015. The Hardwood Creek Regional Trail currently travels for 10 miles through Washington County, from 140th Street to the north county line, using the LS&M railroad roadbed for its entire length.[1053]

Evaluation

The National Register of Historic Places (National Register) Multiple Property Document (MPD) *Railroads in Minnesota, 1862-1956* establishes guidelines for the National Register eligibility of railroads in Minnesota.[1054] The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment was evaluated under *Criterion A: Transportation* and *Criterion C: Engineering* using the guidelines in the MPD. According to the MPD guidelines, railroad corridors were the work of large corporations and do not represent the work of individuals and are therefore not eligible under *Criterion B*. The corridor was not assessed under *Criterion D* as part of this evaluation and archaeological resources were not considered as part of the evaluation. If ground-disturbing activities are proposed within the corridor, additional archaeological evaluation under national Register *Criteria C* and *D* is recommended.

Criterion A

The *Railroads in Minnesota, 1862-1956* MPD outlines four areas of significance that a railroad corridor historic district may meet to be considered eligible for the National Register under *Criterion A: Transportation*. Those areas are discussed below.

[1049] Burlington Northern Railroad Company, "QuitClaim Deed, BN to RCRRA," December 17, 1992, Ramsey County Public Works, Arden Hills, Minn.; "Bruce Vento Regional Trail," *TrailLink*, July 11, 2018, https://www.traillink.com/trail/bruce-vento-regional-trail/.

[1050] "Long or Short, Steep of Flat, Bike Trails Abound in Minnesota," *Star Tribune*, April 2, 2000, G6.

[1051] "Take to the Trails! Paved Bike Paths," *Star Tribune*, March 5, 2003, SC6.

[1052] "Hardwood Creek Trail Will Be Linked to Others," *Star Tribune*, August 31, 2014, N2.

[1053] James Walsh, "Improved Hardwood Creek Regional Trail Provides a Path through Washington County," *Star Tribune*, October 28, 2017, www.startribune.com/james-walsh/10646161/.

[1054] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956."

1. **The railroad corridor opened settlement of a region by providing the only long-distance transportation available due to the lack of navigable waterways and roads leading to subsequent population increase.**

The construction of the LS&M between White Bear Lake and Hugo in 1868 took place more than a decade after the construction of roads opened the area for settlement in the 1850s. The area was also within 10 miles of two navigable rivers: the Saint Croix and the Mississippi. Although the railroad did speed development in White Bear Lake and Hugo, the rate of settlement did not increase significantly. As a result, this area of significance does not apply.

2. **The railroad corridor provided transportation between a significant class of resource or manufacturing/commercial area and an important transfer point or terminal market. In addition, the corridor either established a connection that did not previously exist or served as the dominant corridor that led to the expansion of industrial, commercial, or agricultural practices.**

When completed in 1870, the LS&M provided the first rail connection between the Mississippi River town of Saint Paul and the westernmost port on the Great Lakes. As such, the line connected wheat growing areas of central and southern Minnesota with eastern markets, via Duluth. At the same time, the railroad line brought lumber and other products from northern Minnesota as well as manufactured products from the east to markets in Saint Paul and locations downriver. As a result, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment meets this area of significance.

3. **The railroad corridor was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation.**

Constructed between 1867 and 1870, the LS&M is significant within the railroad history of Minnesota as one of the earliest railroads constructed in the state and the first to connect the emerging railroad center of Saint Paul with the Great Lakes port in Duluth. The LS&M provided an important connection between the two cities and was instrumental in linking goods and building materials produced in Saint Paul and the surrounding area to the Great Lakes port city. The railroad corridor served as a primary connection between Saint Paul and Duluth from its completion in 1870 until 1970, when it became part of the larger BN system and no longer served as the primary railroad corridor between the two cities. As a result, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment meets this area of significance.

4. **The railroad corridor provided a critical link or junction between two or more important railroad corridors leading to a significant expansion of the operations in the transportation network or in commerce or industry.**

The LS&M was itself an important railroad corridor and an influential component of the state's rail network. The subject corridor was a heavily traveled mainline and not part of a transfer railroad. Within the corridor, the Bald Eagle Junction provided connections between the LS&M and Wisconsin Central, but that junction was not an important or heavily used junction and portions of it were abandoned as

early as 1938. As a result, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment does not have significance under this area.

Criterion C

As outlined in the *Railroads in Minnesota, 1862-1956* MPD, railroad corridors are typically not eligible under *Criterion C: Engineering*. Basic technology in railroad design and construction were already established in the 1860s, when railroad building began in Minnesota. Late-nineteenth-century advancements in design and construction were initially introduced in other states, where older and more established railroad networks existed. Additionally, most of the topography of Minnesota presented only minor engineering challenges to railroad designers and builders, so structures generally followed standard designs. As such, Minnesota railroads are not likely to embody the distinctive characteristics of a type, period, or method of construction necessary for listing in the National Register. Constructed in 1868, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment does not meet the requirements of *Criterion C*.

If ground-disturbing activities are proposed within the corridor, additional archaeological evaluation under national Register *Criterion C* is recommended following the guidance outlined in the MPD *Supplement to Railroads in Minnesota, 1862-1956* (Draft, 2017).

Summary

LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment is recommended as significant under *Criterion A* as an early and influential component of the state's rail network and as an important transportation corridor between a significant class of resource and terminal markets, between wheat in central and southern Minnesota and eastern markets and between lumber in northern Minnesota and markets in Saint Paul and locations downriver. The period of significance for the corridor is 1868 to 1970, with 1868 marking the completion of the segment between White Bear Lake and Hugo, and 1970 marking the merger between the NP and BN, at which point the LS&M no longer served as the primary railroad corridor between the Saint Paul and Duluth.

Integrity

According to the *Railroads in Minnesota, 1862-1956* MPD, a railroad corridor historic district must, at minimum, retain integrity of location, design, and materials. The following integrity discussion addresses each aspect of integrity individually in order of decreasing importance as laid out in the MPD.

Location

Review of historic maps, aerial images, and secondary literature did not indicate major changes in the vertical or horizontal alignment of the railroad roadbed after the period of significance (1970). As such,

the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains sufficient integrity of location.

Design

According to the MPD, for a railroad corridor historic district to retain integrity of design it must first retain integrity of location and then retain sufficient visual presence, including a railroad roadbed, cuts, fills, or ditches, to convey the historic function of the railroad. LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains its integrity of location as well as most of its historic railroad roadbed, cuts, fills, and ditches. These elements are also retained north of 140th Street, where metal rails, wooden ties, and ballast have been removed, thus maintaining sufficient visual presence to convey the historic function of the railroad. As such, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains sufficient integrity of design.

Materials

According to the MPD, for a railroad corridor historic district to retain integrity of materials it must retain "some of the physical materials from its period of significance." The retention of cuts, fills, and grades from the period of significance represent physical materials as do rails, ties, and ballast. Replacement rails, ties, and ballast represent a loss of integrity but if they are replaced in-kind with steel T-rails, wood ties, and a bed of stone ballast, then replacement does not represent "a complete loss" of integrity. As discussed in the design section above, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment maintains most of its historic cuts, fills, and grades. Additionally, roughly 92 percent of the segment retains trackage, although some sidings have been removed and rails, ties, and ballast have most likely been replaced as part of general maintenance. Replacement rails, ties, and ballast, however, have been made in-kind and are steel T-rails with wood ties and stone ballast. The roughly eight percent of the segment that does not retain rails, ties, and ballast, does retain its cuts, fills, and grades. As such, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains sufficient integrity of materials.

Setting

According to the MPD, for a railroad corridor historic district to retain integrity of setting the general land use of properties or landscapes adjacent to the corridor must be similar to the historic use. However, properties comprising the setting do not need to be present to retain integrity of setting if the corridor "retains a high degree of integrity of location, design, and materials and the corridor's ROW is sufficiently wide to maintain the feeling and association of the corridor." Throughout the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment, the presence of TH 61 adjacent to the railroad roadway on the east and parallel vehicular roads on the west provide a setting like that present during the period of significance. From the White Bear Lake Depot to Bald Eagle Junction, the properties to the west of the railroad roadway generally retain their historic use: a mix of commercial and residential properties. Residential properties throughout the segment are generally shielded from the railroad roadway by vegetation. From Bald Eagle Junction to CSAH 8/Frenchman Road, the setting during the period of significance was generally agricultural and underdeveloped. The residential and light industrial properties, including sidings and spurs, built after the period of significance between Bald

Eagle Junction and CSAH 8/Frenchman Road diminish the segment's integrity of setting. However, these properties are generally shielded from the railroad roadway by vegetation and ROW is sufficiently wide to maintain the linear feel and association of the railroad corridor historic district. From CSAH 8/Frenchman Road to the location of the Hugo Depot, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains integrity of setting despite the absence of the depot. From CSAH 8/Frenchman Road to the location of the Hugo Depot, the presence of light industrial properties to the west and TH 61 on the east provide a setting like that present during the period of significance. As such, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains integrity of setting.

Feeling

According to the MPD, for a railroad corridor historic district to retain integrity of feeling it must retain its ability to illustrate the historic function of the corridor through the continued presence of character-defining features "such as a liner railroad roadway, railroad yards, depots, and compatible setting" that, combined, convey the "feeling of traveling on a railroad corridor during the late nineteenth or early twentieth centuries." Integrity of feeling derives from retaining the other aspects of integrity. The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains integrity of location, design, materials, and association. It retains its linear railroad roadway and compatible setting. While the Hugo Depot is nonextant and rails, ties, and ballast are also nonextant north of 140th Street, the railroad roadway conveys the feeling of traveling on a railroad roadway during the late nineteenth and/or early twentieth century. As such, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains sufficient integrity of feeling.

Association

According to the MPD, a railroad corridor historic district retains integrity of association if it retains integrity of location, materials, and design. The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment retains integrity of location, materials, and design; therefore, it also retains sufficient integrity of association.

Workmanship

According to the MPD, workmanship will not be a factor in evaluating integrity of a railroad corridor historic district as railroads are a utilitarian resource and generally utilized standard designs for the various components of a corridor. Based on review of historic maps, aerial photographs, secondary research, and field survey, no elements of the subject corridor historically included elements with a high degree of workmanship. As such, this area of integrity does not apply to the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment.

Recommendation

The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment is recommended eligible under National Register *Criterion A: Transportation* as a railroad that made an early connection between Saint Paul and Duluth and connected important classes of resources to terminal markets:

agricultural products from central and southern Minnesota to eastern markets, and lumber and other products from northern Minnesota to Saint Paul and markets downriver. The corridor retains sufficient integrity of location, design, materials, setting, feeling, and association. It is associated with the following historic contexts identified in the MPD: Railroad Development in Minnesota, 1862-1956; Railroads and Agricultural Development, 1870-1940; and Urban Centers, 1870-1940. Under *Criterion A,* the period of significance begins with the completion of the railroad roadway in 1868 and extends until 1970.

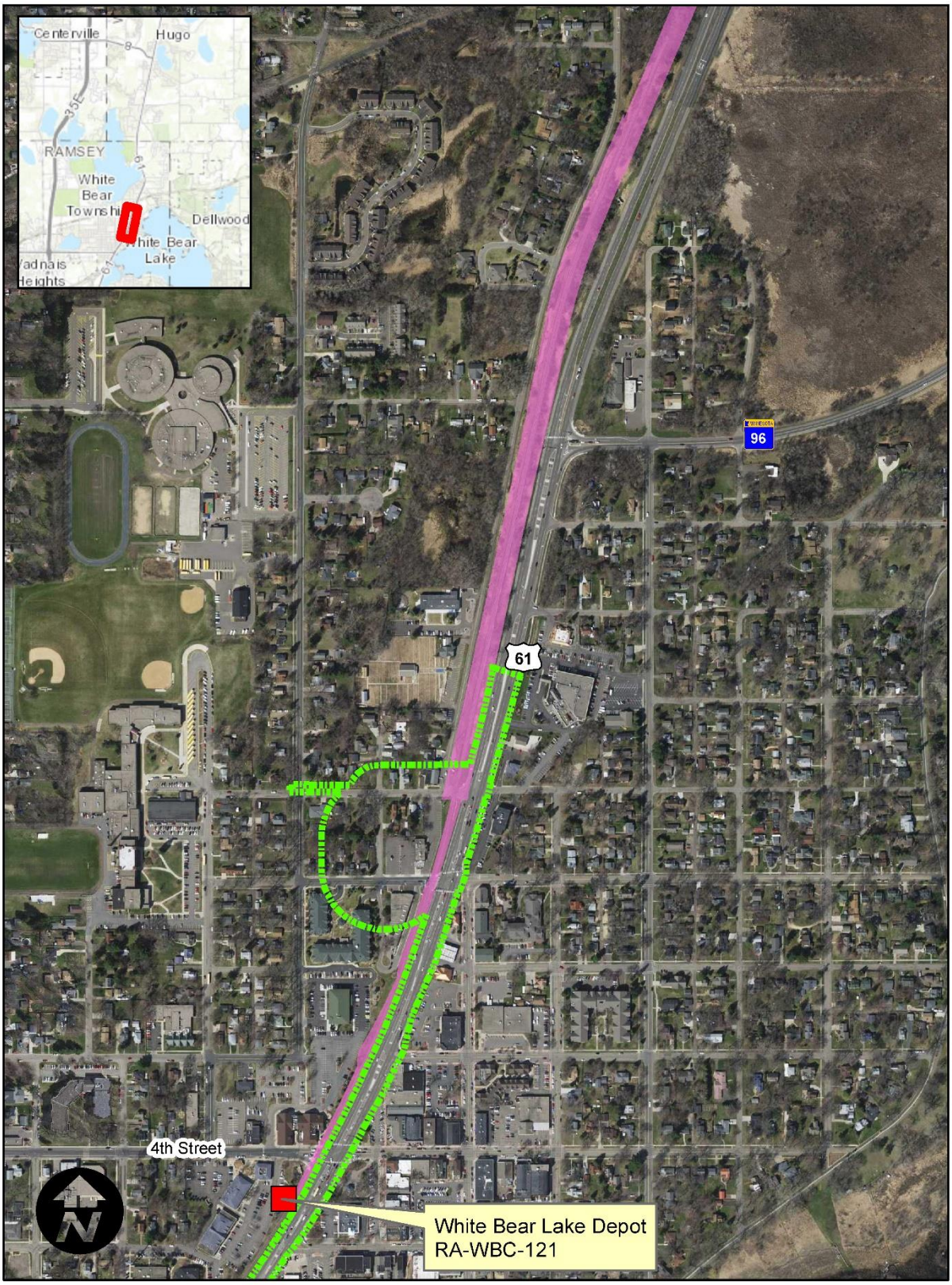
The LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment's character-defining features include the railroad roadway, depots, at-grade signalized crossings, culvert, and the overall sense of linearity emphasized by the setting, comprised of the adjacent land uses and lack of vegetation between the railroad roadway and the edge of ROW.

The boundaries of the railroad corridor historic district comprise the current railroad ROW. According to the "Railroads in Minnesota, 1862-1956" MPD:

> The boundaries of a railroad corridor historic district will be the historic right of way of the railroad company that built and operated the corridor. If the current railroad right of way is different than the historic railroad right of way, the historic right of way will be the boundaries of the railroad corridor historic district. If, however, portions of the historic right of way that are not important to convey the associative linear characteristic of the district are no longer within the railroad right of way and have lost historic integrity, the boundaries of a railroad corridor historic district may be limited to the current right of way.[1055]

Following the MPD, the LS&M Railroad Corridor Historic District: White Bear Lake to Hugo Segment boundary is considered to be the current BNSF (active rail portion) and Washington County (Hardwood Creek Regional Trail portion) ROW, which generally follow the 1868 LS&M ROW. The BNSF and Washington County ROW were identified using current parcel data from Ramsey and Washington Counties. For much of the corridor, the parcel lines correspond to the historic LS&M ROW. Where current parcel boundaries appear to differ from historic boundaries, historic imagery including 1868 ROW maps and aerial imagery from 1966 were used to develop a boundary that corresponds to the 1868 ROW as closely as possible (see the maps starting on the next page).

[1055] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Minnesota, 1862-1956," F-184.



LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

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LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

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LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

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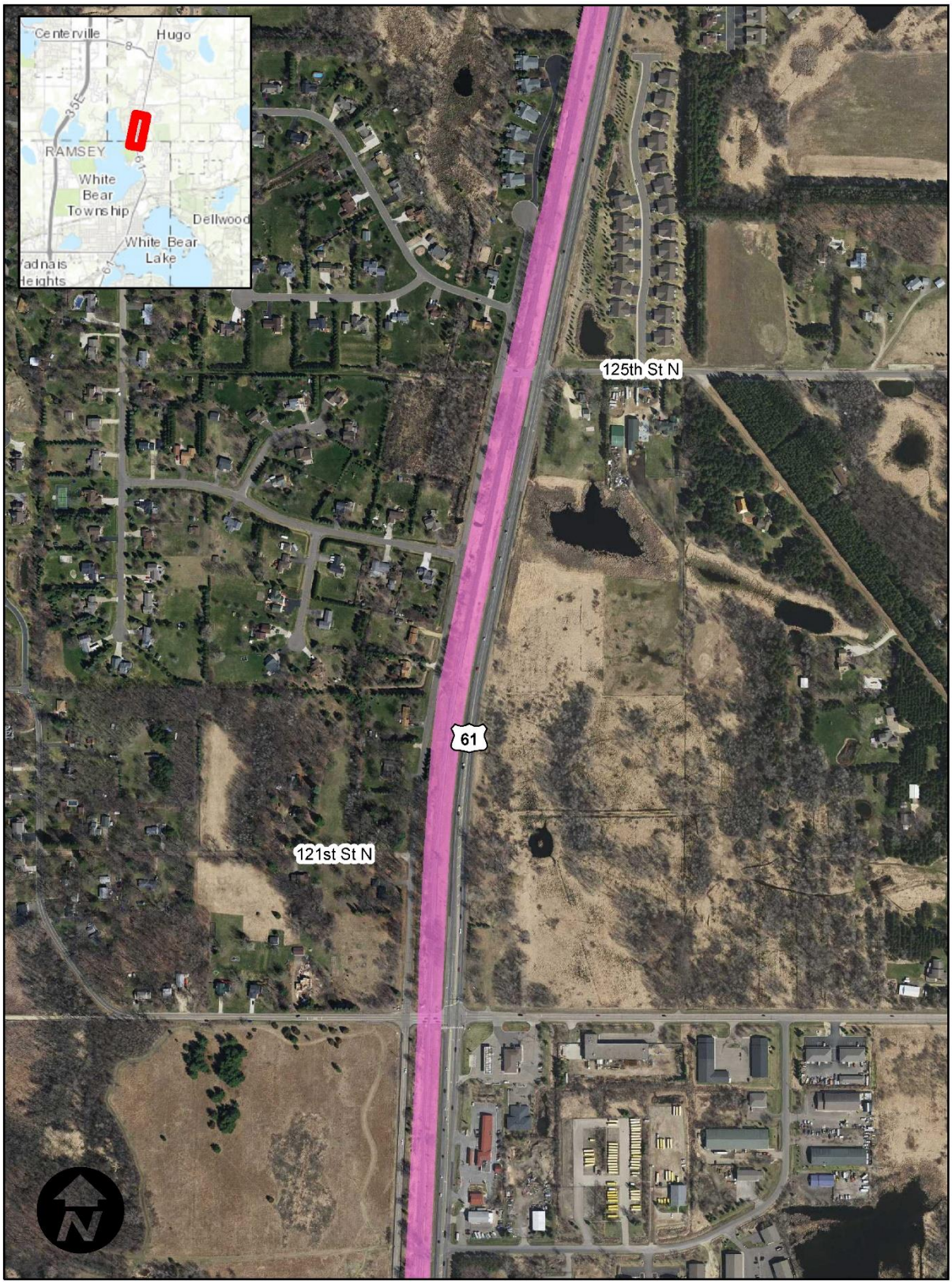

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LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

Contributing Structure
Rush Line APE
Historic Boundary, XX-RRD-NPR005

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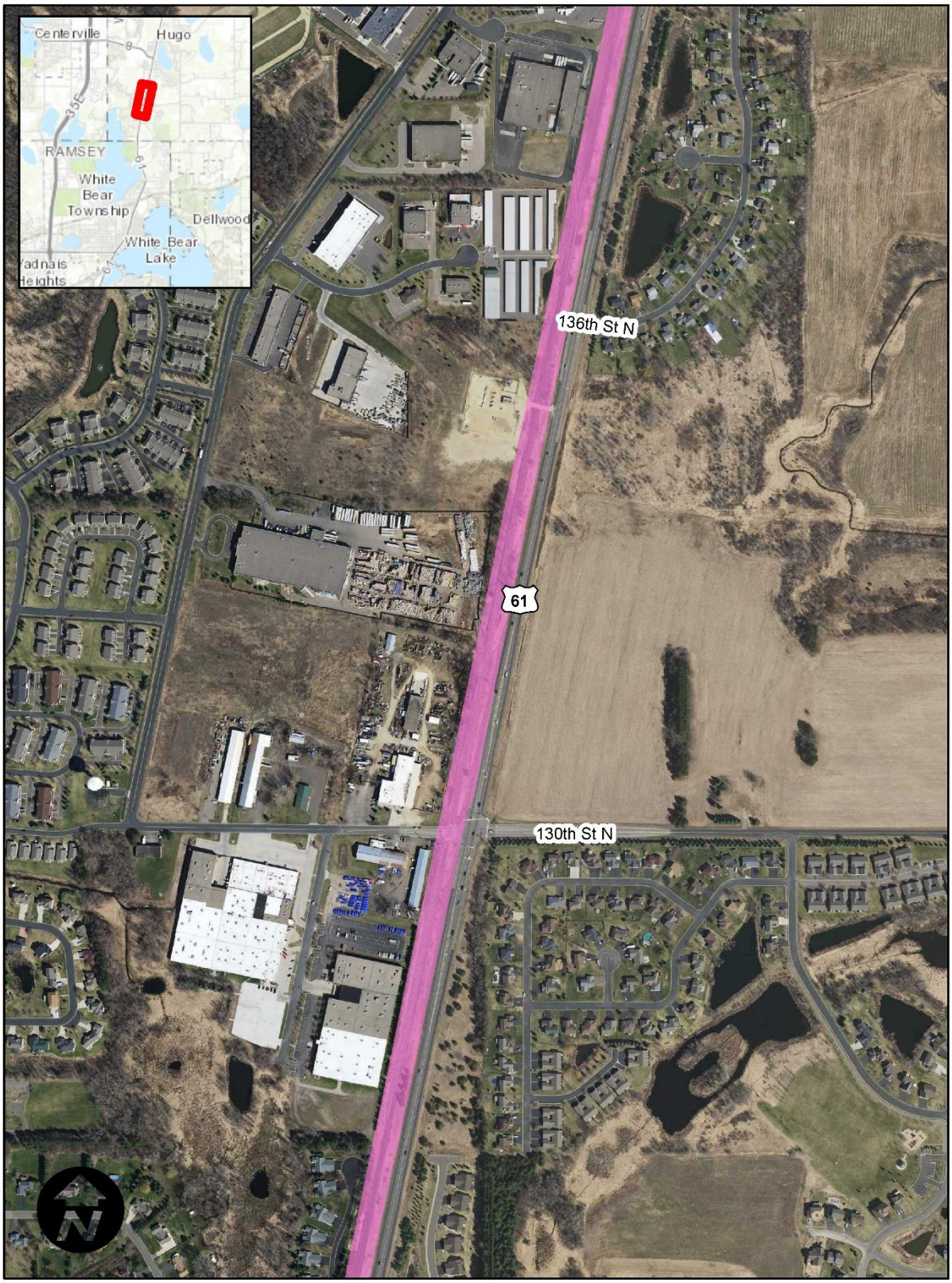

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LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

Contributing Structure
Rush Line APE
Historic Boundary, XX-RRD-NPR005

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LS&M Railroad Corridor Historic District
White Bear Lake to Hugo Segment
XX-RRD-NPR005

Contributing Structure
Rush Line APE
Historic Boundary, XX-RRD-NPR005

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