

Phase I Architecture/ History Survey and Phase II Evaluation for the G Line Bus Rapid Transit Project

G LINE BUS RAPID TRANSIT PROJECT
METROPOLITAN COUNCIL METRO TRANSIT
DIVISION, ARTERIAL BUS RAPID TRANSIT
DEPARTMENT

August 2024

© 2024 MEAD & HUNT, INC.

Management Summary

The Metro Transit division of the Metropolitan Council is proposing to develop the G Line Bus Rapid Transit (BRT) Project. The G Line will be an approximately 11.5-mile BRT corridor extending south from the Little Canada Transit Center in Little Canada to the Dakota County Northern Service Center in West Saint Paul. The G Line is planned to replace two bus routes extending north and south from downtown Saint Paul: a portion of existing Route 62, operating primarily along Rice Street north of downtown Saint Paul; and a portion of existing Route 68, operating primarily along Robert Street south of downtown Saint Paul. The project will include 62 platforms, 32 stations, bus purchases, and bus priority treatments. Maps illustrating the overall G Line corridor and segments are included in Appendix A.

The project is anticipated to receive federal funding from the Federal Transit Administration (FTA) Capital Investment Grants program as a Small Starts project and has been defined as an undertaking; therefore, it must comply with Section 106 of the National Historic Preservation Act (Section 106), as amended (36 CFR Part 800), and the National Environmental Policy Act (NEPA) (40 CFR Parts 1500-1508).

In 2023, Metro Transit retained Mead & Hunt, Inc. (Mead & Hunt) to delineate the Area of Potential Effects (APE) for the proposed project, complete a literature review to identify architecture/history resources that may be in or adjacent to the project area, and complete a Phase I/II Architecture/History Survey of the project area. The objectives of the survey were to identify known pre-1982 architecture/history resources located within the APE that may be potentially eligible for the National Register of Historic Places (National Register).

The Phase I Survey, completed between January and March, identified 205 individual properties constructed prior to 1982, a total of 120 of which were previously surveyed and evaluated as a result of this project. Twenty-four (24) properties were previously listed in or have been previously determined or recommended eligible for the National Register, either individually or as part of a district. A total of three (3) properties were identified for Phase II Evaluation. Mead & Hunt's project team consisted of Principal Investigator Emily Pettis and architectural historians Rick Mitchell, Mackenzie Machuga, Elizabeth Porterfield, Brooke Reinke, Kristy Ornelas, and Jake Wilkes.

As a result of the Phase II Evaluation, three (3) properties were recommended as eligible for listing in the National Register: North Heights School (RA-RVC-00063), the Isabel (RA-SPC-01948), and People's Park (RA-SPC-11919).

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.



Emily Pettis, Principal Investigator

Management Summary	i
1. Introduction	1
1.1 Location and purpose of survey	1
1.2 Project description	1
2. Methods and Research Design	3
2.1 Objectives	3
2.2 Survey methodology	3
2.3 Area of Potential Effect	3
3. Literature Search	4
3.1 Research	4
3.2 Previously surveyed or previously evaluated properties within the Survey Area ...	5
3.3 Historic context	11
4. Results	21
4.1 Key Project personnel and survey date	21
4.2 Summary of historic-age properties within the APE	21
4.3 Phase I Survey results	27
4.4 Post-1981 resources	31
4.5 Phase II survey results	33
4.5.1 North Heights School	34
4.5.2 The Isabel	68
4.5.3 People's Park	84
4.6 Recommendations	104
Bibliography	105

List of Appendices

Appendix A. Area of Potential Effects, Architecture/ History Survey Area, and Survey Results Maps

List of Tables

Table 1. Previously Inventoried Properties in the APE..... 5

Table 2. Nonextant Properties in the APE..... 9

Table 3. Previously Inventoried Properties without Update Forms 22

Table 4. Surveyed Properties with Inventory Forms 27

Table 5. Post-1981 resources in the APE 31

Table 6. Phase II results 33

1. Introduction

1.1 Location and purpose of survey

The Metro Transit division of the Metropolitan Council is proposing to develop the G Line Bus Rapid Transit (BRT) Project. The G Line will be an approximately 11.5-mile BRT corridor extending south from the Little Canada Transit Center in Little Canada to the Dakota County Northern Service Center in West Saint Paul. The G Line is planned to replace two bus routes extending north and south from downtown Saint Paul: a portion of existing Route 62, operating primarily along Rice Street north of downtown Saint Paul; and a portion of existing Route 68, operating primarily along Robert Street south of downtown Saint Paul. The project will include 62 platforms, 32 stations, bus purchases, and bus priority treatments. Maps illustrating the overall G Line corridor and segments are included in Appendix A.

The project is anticipated to receive federal funding from the Federal Transit Administration (FTA) Capital Investment Grants program as a Small Starts project and has been defined as an undertaking; therefore, it must comply with Section 106 of the National Historic Preservation Act (Section 106), as amended (36 CFR Part 800), and the National Environmental Policy Act (NEPA) (40 CFR Parts 1500-1508).

In 2023, Metro Transit retained Mead & Hunt, Inc. (Mead & Hunt) to complete a 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.

1.2 Project description

The purpose of the project is to provide faster, more reliable, and more attractive bus transit service along a north-south corridor through downtown Saint Paul and the municipalities of Little Canada, Roseville, Maplewood, West Saint Paul, and Inver Grove Heights. Metro Transit Route 62 currently serves the northern portion of the corridor and Route 68 serves the southern portion of the corridor that will comprise the new G Line, each with frequent stops spaced at approximately 0.4 miles.

The Project consists of constructing four core elements that will improve travel time, speed, reliability, and passenger use and comfort:

- Construction of 62 BRT platforms and supportive infrastructure (32 stations):
 - o Full construction of 45 platform locations.
 - o Smaller-scale improvements at 17 additional platform locations to provide full BRT functionality.
 - o Supportive infrastructure, including utility, electrical, and communications connections to support station features, as well as targeted improvements to improve station access to existing adjacent pedestrian and transit networks.
- Bus priority treatments including transit signal priority (TSP) and queue jump lanes.
- Construction of two operator restroom facilities.

Stations will typically consist of two directional platforms. The G Line is anticipated to serve 62 platforms at 32 stations (two single-platform stations at the Little Canada Transit Center and Dakota County Northern Service Center, and 30 double-platform stations between the two termini). On average, G Line stops would be placed approximately 0.4 miles apart (two to three stops per mile) to balance speed and access. Many G Line platforms will include curb construction to facilitate in-lane stops, with a typical platform length of at least 60 feet to accommodate articulated buses. Minimal permanent property impacts are anticipated, as curb extensions or standard design mitigations should generally allow for improvements to be constructed within existing right-of-way.

Within the limits of constructed platforms, the Project will implement station elements to improve the customer experience and improve operational efficiency. Stations will include the following:

- Transit shelters for weather protection, sized in a range of modular configurations to both meet customer demand and fit within site-specific design constraints.
- Electronic fare equipment to facilitate proof-of-payment fare collection.
- Real-time transit arrival information via electronic signage and printed formats with clear highlights of connecting service and nearby destinations.
- A package of features to improve customer experience and comfort levels, including heating, lighting, security features like emergency call boxes and security cameras, waste bins, and bicycle parking loops.

To implement these features within the existing built environment and connect stations to the broader transit and pedestrian network, the Project will perform limited reconstruction of sidewalks, curb ramps, and pavement in the vicinity of each station. Modifications to existing traffic signal poles, lighting, and utilities may be required to accommodate the Project features. The Project will also construct a fiber optic network to support connectivity of station technology elements.

The Project includes planned construction of two operator restroom facilities: one at the planned southern layover location at Dakota County Northern Service Center and one at the planned northern layover location at Little Canada Transit Center. The precise locations for the facilities will be determined through further coordination with Dakota County and the City of Little Canada. It is anticipated that both operator restroom facilities will consist of a small standalone building that will connect to existing utilities from a street adjacent to the site.

2. Methods and Research Design

2.1 Objectives

The objective of the Phase I Survey and Phase II Evaluation were to identify historic-age architecture/history resources located within the G Line BRT Area of Potential Effects (APE) and to determine if those resources are eligible for listing in the National Register.

2.2 Survey methodology

The architecture/history survey identified resources built pre-1982 in the APE. This date was selected to allow for a 45-year cutoff from the project letting date. A number of pre-1982 properties within the APE were recently surveyed for the *Phase I and II Architecture/History Survey, Rice Street (CSAH 49) Reconstruction (S.P. 062-649-055), Saint Paul, Ramsey County, Minnesota* project (Bolton & Menk 2023). For these previously surveyed resources, updated Minnesota Architecture/History Inventory Forms were only prepared if the resources had been altered and no longer reflect their appearance depicted on the previous inventory form. Numerous additional pre-1982 properties within the APE were previously recorded in 1981 and/or in 2018 by Streamline Associates. Updated forms were prepared for these properties to meet current Minnesota State Historic Preservation Office (SHPO) standards.

New or updated (as applicable) Minnesota Statewide Historic Inventory Portal (MnSHIP) entries and attachment sheets were prepared for the surveyed properties within the APE and submitted to the SHPO. Property construction dates noted on the MnSHIP entries were based on a combination of county assessor information, building permit indices, city directories, historic aerial imagery, additional research, or professional judgement. Project fieldwork and documentation were completed between January and March 2004, according to SHPO's *Historic and Architectural Survey Manual* (June 2017).

Properties constructed prior to 1982 were reviewed to assess integrity and significance within the context of important historical themes in Dakota and Ramsey Counties, as they relate to surveyed resources. Properties that appeared to possess significance were evaluated based on the National Register Criteria for Evaluation. Important historic themes within the APE include settlement, community development, commerce, and transportation. These are discussed in the context in Section 3.3.

2.3 Area of Potential Effect

As defined in 36 CFR 800.16, the APE is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” In coordination with FTA and Metro Transit, the architecture/history APE was delineated based on the proposed project activities. The APE, including the Compliance Plan, was reviewed and concurred with by SHPO on May 14, 2024. The architecture/history APE includes the extent of planned platform construction and those properties adjacent to the construction limits of each platform to account for potential visual effects to those properties. At most proposed stations, construction will primarily be limited to the station platform itself. The APE also addresses potential visual effects by including properties that have a direct view of an improved shelter, new shelter, platform bump-out, or pylon-type station marker. The APE includes those properties within approximately 150 feet of each platform along the G Line alignment. This distance considers the parcels immediately adjacent to platforms as well as those parcels

that face the streets on which the platforms are located and some parcels on cross streets that may have views of the potential platforms. If there are vacant parcels within the APE, it will extend to include the next standing structure that will have a view of the platform to ensure consideration of potential visual effects. The APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent when stations are not at intersections.

At the Minnesota State Capitol grounds and the associated National Register-eligible Minnesota State Capitol Mall Historic District (RA-SPC-11132), inclusion of the entire property/district boundary within the APE is beyond the reasonable and good faith effort required by 36 CFR 800.4(b)(1) given the nature and extent of potential effects on historic properties. Therefore, the APE includes standing structures within the grounds that fall within 150 feet of a proposed platform location. Similarly, for the National Register-eligible Saint Paul Urban Renewal Historic District (RA-SPC-08364), the APE includes standing structures within the district that are within 150 feet of a proposed platform location,

The APE is delineated in the Survey Results maps in Appendix A.

3. Literature Search

3.1 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 properties within the APE. In addition to online sources, repositories consulted to obtain historical information include:

- Ramsey County Library
- Hennepin County Library
- Saint Paul Public Library
- Minnesota Historical Society
- SHPO

Primary and secondary sources include:

- SHPO inventory forms and previous survey reports
- Plat maps, atlases, and aerial images
- Sanborn Fire Insurance Maps¹
- Historic photographs
- Previously prepared/published city histories
- Newspaper articles
- Online resources

¹ Sanborn maps for the project corridor were available through the Library of Congress and Hennepin County Library for 1885, 1888, 1903, 1904, 1926, 1927, 1939, and 1950. Maps from 1917, 1918, and 1922 were published but inaccessible.

3.2 Previously surveyed or previously evaluated properties within the Survey Area

Mead & Hunt reviewed the SHPO inventory files and identified 120 previously inventoried properties within the APE (see Table 1). The majority of these properties were previously surveyed in either 1981-1982, 2018 (Streamline Associates), or 2023 (Bolton & Menk). Of the 120 previously inventoried properties, 24 were previously identified as eligible for or listed in the National Register, either individually or as part of a historic district (see Table 3). In addition, the Saint Paul Urban Renewal Historic District (RA-SPC-08364) and the Minnesota State Capitol Mall Historic District (RA-SPC-11132), portions of which are located within the APE, were previously determined eligible.

Table 1. Previously Inventoried Properties in the APE

Inventory No.	Property Name	Address
RA-RVC-00016	Hess Hair Milk	1911 Rice Street
RA-SPC-00556	Department of Public Safety and Bureau of Health	555 Cedar Street
RA-SPC-00690	House	129 Como Avenue
RA-SPC-00785	Frautschi Boots and Shoes	168-174 Cesar Chavez Street
RA-SPC-01948	The Isabel	109-119 Isabel Street East
RA-SPC-01284	Farwell, Ozmun & Kirk Co.	104-105 Fillmore Street West
RA-SPC-03066	Saint Paul Gas Light Company Service Station	825 Rice Street
RA-SPC-03067	Arvidson Block	842 Rice Street
RA-SPC-03068	Commercial Building	843 Rice Street
RA-SPC-03069	Commercial Building	849 Rice Street
RA-SPC-03079	Garage	940 Rice Street
RA-SPC-03082	F. Heines & Sons Grocery Store	961 Rice Street
RA-SPC-03083	House	973 Rice Street
RA-SPC-03084	House	977 Rice Street
RA-SPC-03086	Weinhandl House	985 Rice Street
RA-SPC-03088	Jacob Welch Dry Goods	1061 Rice Street
RA-SPC-03166	Warren E. Burger Federal Building and US Courthouse	310 Robert Street North
RA-SPC-03168	Merchants National Bank	339 Robert Street North
RA-SPC-03170	Manhattan Building	360 Robert Street North
RA-SPC-03172	Commercial Building	472-476 Robert Street North
RA-SPC-03173	Hotel/Stores	480-484 Robert Street North
RA-SPC-03174	Foot Schulze & Co.	550 Robert Street North
RA-SPC-03179	Illinois Glass Company	149 Robert Street South

Inventory No.	Property Name	Address
RA-SPC-03180	Factory/Warehouse	151-158 Robert Street South
RA-SPC-03181	DeCoster & Clark Company	241 Robert Street South
RA-SPC-03182	Warehouse	243 Robert Street South
RA-SPC-03185	Commercial Building	429 Robert Street South
RA-SPC-03186	Schulz Building	450 Robert Street South
RA-SPC-03187	Commercial Building	458-460 Robert Street South
RA-SPC-03188	Commercial Building	464-466 Robert Street South
RA-SPC-03189	Security State Bank	478 Robert Street South
RA-SPC-03524	Commercial Building	551 State Street
RA-SPC-03525	Rowhouse	557-567 State Street
RA-SPC-03869	Leif Erickson Statue	ca. 120 University Avenue
RA-SPC-04645	First National Bank	332 Minnesota Street North
RA-SPC-05426	Public Safety Building	101 10th Street East
RA-SPC-05754	Commercial Building	736 Robert Street South
RA-SPC-06903	Endicott Arcade Addition	142 5th Street East
RA-SPC-07001	Minneapolis-Saint Paul Interurban Streetcar Line	University Avenue
RA-SPC-08092	Kellogg Square Apartments	111 Kellogg Boulevard East
RA-SPC-08093	Kellogg Square Parking Ramp	111 Kellogg Boulevard East
RA-SPC-08094	Kellogg Square Townhouses	111 Kellogg Boulevard East
RA-SPC-08103	American National Bank Building	101 5th Street East / 389 Robert Street North
RA-SPC-08104	First National Bank of Saint Paul Addition	332 Minnesota Street North
RA-SPC-08105/ RA-SPC-06902	Minnesota Department of Economic Security	390 Robert Street North
RA-SPC-08106	Block F (open plaza)	375 Robert Street North
RA-SPC-08107	The Buttery; MN Saloon	395 Robert Street North
RA-SPC-08109	Farm Credits Bank	135 5th Street East (375 Jackson Street)
RA-SPC-08214*	Skyway No. 35	4th Street (between Robert and Jackson Streets)
RA-SPC-08898	Transportation Building	395 John Ireland Boulevard
RA-SPC-08899	Sears Retail Store and Auto Center	425 Rice Street
RA-SPC-08952	Goodyear Service Center	109 9th Street East
RA-SPC-08953	House	107 Annapolis Street East
RA-SPC-08959	Hanft House	114 Isabel Street East
RA-SPC-08961	Commercial Building	520 Robert Street North
RA-SPC-08962	Commercial Building	530 Robert Street North
RA-SPC-08963	Service Station	542 Robert Street North

Inventory No.	Property Name	Address
RA-SPC-08964	Commercial Building	173 Robert Street South
RA-SPC-08965	Minnesota State Bank of Saint Paul	200 block Robert Street South
RA-SPC-08966	Commercial Building	220 Robert Street South
RA-SPC-08968	Store/House	420 Robert Street South
RA-SPC-08969	Commercial Building	433 Robert Street South
RA-SPC-08970	Restaurant	435 Robert Street South
RA-SPC-08971	Tom's Barber Shop	448 Robert Street South
RA-SPC-08972	Commercial Building	459 Robert Street South
RA-SPC-08996	House	688 Robert Street South
RA-SPC-08997	House	694 Robert Street South
RA-SPC-08998	House	696 Robert Street South
RA-SPC-08999	House	699 Robert Street South
RA-SPC-09000	House	705 Robert Street South
RA-SPC-09001	Mechanical Hand Inc.	706 Robert Street South
RA-SPC-09002	Commercial Building	708 Robert Street South
RA-SPC-09003	Rosenberg House	711 Robert Street South
RA-SPC-09004	Stehr House	715 Robert Street South
RA-SPC-09005	Gerlitz House	721 Robert Street South
RA-SPC-09006	Spiestersbach House	725 Robert Street South
RA-SPC-09007	House	735 Robert Street South
RA-SPC-09009	House	742 Robert Street South
RA-SPC-09010	House	744 Robert Street South
RA-SPC-09011	Gas Station	745 Robert Street South
RA-SPC-09012	House	750 Robert Street South
RA-SPC-09013	House	752 Robert Street South
RA-SPC-09014	Duplex	753-755 Robert Street South
RA-SPC-09015	Bowley House	756 Robert Street South
RA-SPC-09016	Flynn House	760 Robert Street South
RA-SPC-09017	House	761 Robert Street South
RA-SPC-09018	Apartment Building	762 Robert Street South
RA-SPC-09019	Duplex	764-766 Robert Street South
RA-SPC-09020	House	767 Robert Street South
RA-SPC-09021	Duplex	778-780 Robert Street South
RA-SPC-09022	House	781 Robert Street South
RA-SPC-09023	House	782 Robert Street South
RA-SPC-09024	Commercial Building	786 Robert Street South
RA-SPC-09025	House	787 Robert Street South
RA-SPC-09037	West Side Chiropractic Clinic	854 Robert Street South

Inventory No.	Property Name	Address
RA-SPC-09038	House	866 Robert Street South
RA-SPC-09039	House	726 State Street
RA-SPC-09040	House	732 State Street
RA-SPC-09042	Gutknecht House	102 Wyoming Street East
RA-SPC-09050*	Skyway No. 30	Robert Street North between 4th and 5th Streets
RA-SPC-09051	Skyway No. 34	4th Street between Robert Street North and Minnesota Street North
RA-SPC-09052	Skyway No. 25	5th Street between Robert Street N and Minnesota Street North
RA-SPC-09053+	Skyway No. 18	6th Street between Robert Street North and Minnesota Street North
RA-SPC-11134	City and County Employees Credit Union, Saint Paul Branch	144 11th Street East
RA-SPC-11551	Commercial Building	855 Rice Street
RA-SPC-11556	Capital State Bank of Saint Paul	1030 Rice Street
RA-SPC-11557	House	1038 Rice Street
RA-SPC-11558	Commercial Building	1048 Rice Street
RA-SPC-11559	Adams Funeral Home	1078 Rice Street
RA-SPC-11564	House	1183 Rice Street
RA-SPC-11565	House	1187 Rice Street
RA-SPC-11566	House	1191 Rice Street
RA-SPC-11567	Commercial Building	1215 Rice Street
RA-SPC-11568	Tincups Tavern	1220 Rice Street
RA-SPC-11585	Commercial Building	1446 Rice Street
RA-SPC-11586	Commercial Building	1459 Rice Street
XX-ROD-00051	Trunk Highway 5	7th Street East
XX-ROD-00111	Trunk Highway 12	IH-35 East / IH- 94
XX-ROD-00178	Trunk Highway 65	Robert Street North and 6th Street East
XX-ROD-00185	Trunk Highway 52	IH-35 East / IH-94

* Mis-mapped in MnSHIP GIS data

+ Addressed incorrectly in MnSHIP GIS data

Nine (9) previously inventoried properties were identified as nonextant as a result of field survey activities. These properties are documented in Table 2. Accompanying photographs were taken during the associated field survey.

Table 2. Nonextant Properties in the APE

SHPO Inventory No.	Name/Resource Type	Address	Date Razed	Thumbnail of Location
RA-SPC-00690	ca. 1875 house	129 Como Avenue	ca. 2004	
RA-SPC-01284	Farwell, Ozmun & Kirk Co.	104-105 Fillmore Street West	ca. 1990	
RA-SPC-03179; RA-SPC-03180; RA-SPC-08964	Illinois Glass Company (149 Robert Street South); factory/warehouse (151-158 Robert Street South); and commercial building (173 Robert Street South)	100 block Robert Street South (currently one large vacant parcel; parking area)	ca. 1990	

SHPO Inventory No.	Name/Resource Type	Address	Date Razed	Thumbnail of Location
RA-SPC-03181; RA-SPC-03182	DeCoster & Clark Company (241 Robert Street South); warehouse (243 Robert Street South)	200 block Robert Street South (currently one vacant parcel/parking lot)	ca. 1990	
RA-SPC-05426	Public Safety Building*	101 10th Street East	2012	
RA-SPC-08965	Minnesota State Bank of Saint Paul	176 Robert Street South	ca. 2019	

*Only original columns remaining; facade is a reconstruction.

3.3 Historic context

Introduction

The G Line Bus Rapid Transit (BRT) alignment is an approximately 11.5-mile-long linear corridor that extends through West Saint Paul, southwest portions of Saint Paul, and downtown Saint Paul along Robert Street South and through north portions of Saint Paul and the cities of Maplewood, Roseville, and Little Canada along Rice Street (see Figure 1).

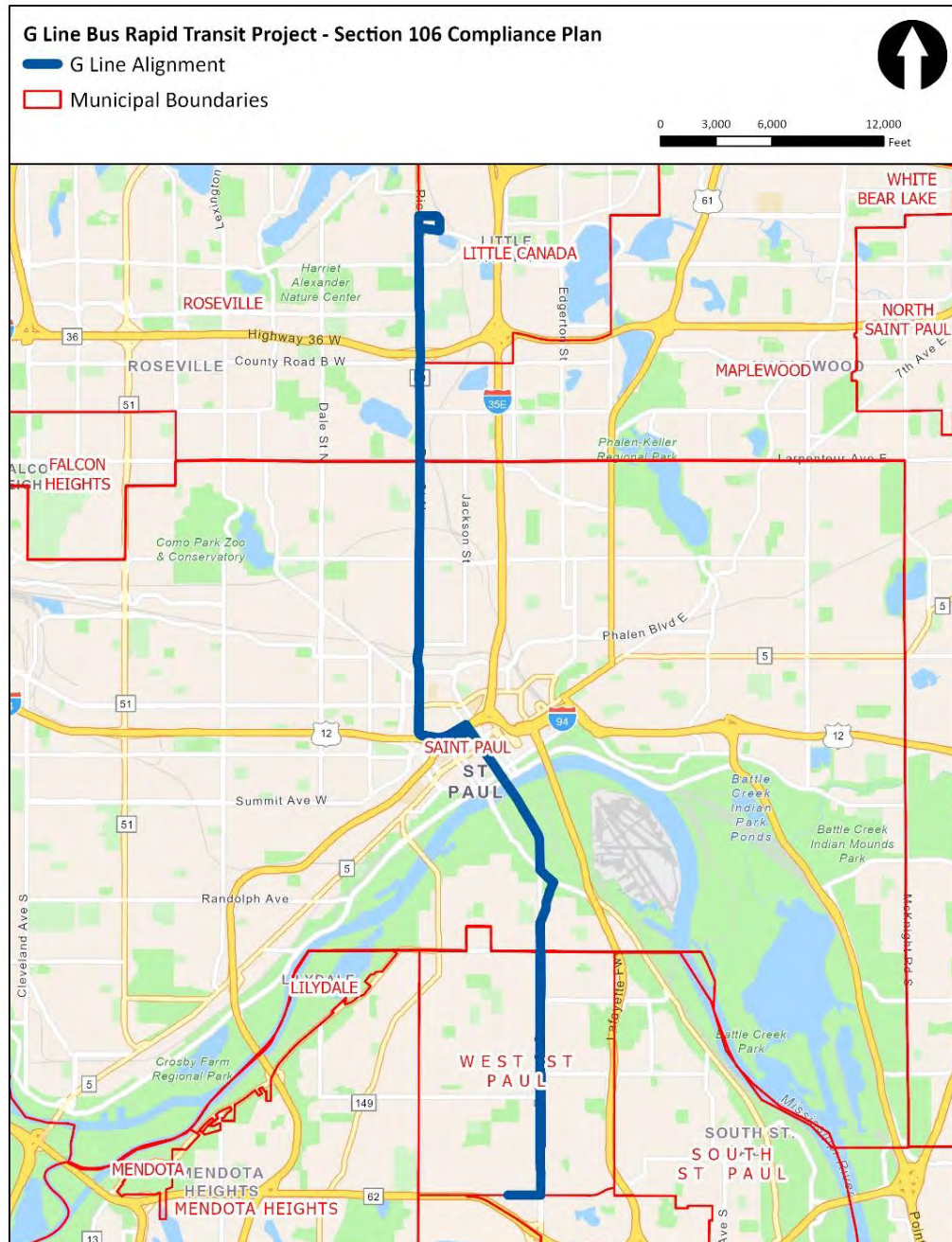


Figure 1. Map of the project corridor including the communities it traverses.

The history of Saint Paul's downtown and Lowertown areas have been extensively covered for recent projects, including the architecture/history surveys, Phase II Evaluations, and historic contexts for the Rush/Purple Line and Gold Line BRT corridors, and the Rice Street and Robert Street Improvement projects.² As a result, this historic context does not include information on the developmental history of this area. The G Line BRT corridor begins in West Saint Paul and ends near the border of the cities of Roseville and Little Canada. It passes through areas with scattered development in the early twentieth century and more general development in the mid-to-late twentieth century. After World War II, northern communities and the farmland that surrounded them developed into post-World War II (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, as well as recreational properties.

West Saint Paul is located at the southern end of the project area. The majority of the project area is located within the city of Saint Paul, which, 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 spread across seven counties.³ This is often referred to as the greater Twin Cities metro area.

The following discussion explores the development of Saint Paul as a central city and then discusses other communities within the Survey Area. Community discussions are presented as encountered on the project corridor from south to north and west to east, beginning in Saint Paul and ending in Roseville. The suburbs of Maplewood and Little Canada have been combined as they share a similar early history.

Saint Paul

General Settlement

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,

² *Metro Gold Line Bus Rapid Transit Project - Supplement Report 1 Phases I and II Investigation: Architecture/History*, January 2020; Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* (Prepared for the Ramsey County Regional Rail Authority, June 2020); Renee Barnes, "Phase I and II Architecture/History Survey, Rice Street (CSAH 49) Reconstruction (S.P. 062-649-055), Saint Paul, Ramsey County, Minnesota" (Bolton & Menk, Inc., October 2023); Streamline Associates, *Architecture-History Studies for the Robert Street (US952A) Improvements Project, St. Paul, Ramsey County, Minnesota* (Minneapolis, 2018).

³ 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>.

with prairie openings and a number of lakes and marshes.⁴ 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 and suburban expansion.

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 *Literature Review and Archaeological Assessment* report. At the time of European contact, this part of what would become Minnesota was home to the Dakota and Ojibwe Tribes. Dakota, Ojibwe, Europeans, and 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 present-day downtown Saint Paul. Built to secure American control of the fur trade in the region, actions at Fort Snelling inadvertently helped create what would become Saint Paul. By 1839, non-military residents of the fort were expelled, and several settled at the foot of the bluffs that would eventually become downtown Saint Paul. By 1849, when Minnesota became a territory, Saint Paul was named the territorial capital. The city incorporated in 1854 and became the state capital in 1858 after Minnesota statehood.⁵

Steamboat traffic helped establish the young city of Saint Paul. To better facilitate the flow of goods between steamboats and the growing interior of the state, railroads were constructed to connect the Lower Landing to various points throughout the state. The first of the lines was built in 1862, and they 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.

By the 1920s and continuing through the late twentieth century, automobiles supplanted railroads and streetcars in importance as both a mode of transportation and as a major factor in community development patterns within the Survey Area. Trunk Highways connected Saint Paul to the villages of Roseville, Little Canada, and Maplewood 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 and other freeways 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 North End, also began to change as newer suburbs north of Saint Paul flourished. Within the Survey Area, many industries that previously anchored the community were sold or left for suburban locations, such as 3M, which relocated from Saint Paul to a suburban campus in Maplewood in 1958. Other areas of the city were the targets of urban renewal

⁴ Keith M. Wendt and Barbara A. Coffin, *Natural Vegetation of Minnesota At the Time of the Public Land Survey 1847-1907*, Biological (Minnesota Department of Natural Resources, 1988), https://files.dnr.state.mn.us/eco/mcbs/natural_vegetation_of_mn.pdf.

⁵ J. Fletcher Williams, *A History of the City of Saint Paul to 1875* (Saint Paul, Minn.: Minnesota Historical Society Press, 1983).

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. A section of the project area along Robert Street in downtown Saint Paul runs through the National Register-eligible Saint Paul Urban Renewal Historic District (RA-SPC-08364) and past the Warren E. Burger Federal Building (RA-SPC-03166, contributing, constructed 1967). This building was part of one of the first waves of redevelopment in the 1960s.⁶

Rice Street

The North End of Saint Paul encompasses a large portion of the city: roughly everything west of I-35E and north of I-94 within the city limits. The Survey Area encompasses portions of this neighborhood along Rice Street, the main corridor through the North End.

Rice Street is a commercial corridor that extends from the Capitol Heights neighborhood of Saint Paul through the northern suburbs. As the site of a former streetcar line, this corridor has historically served as a connection between the two areas. Development along Rice Street began at the northwestern border of the Capitol Heights neighborhood with small commercial corners in the 1870s.⁷ The areas north of Wayzata Street on the Rice Street corridor consisted of scattered residences surrounded by farmland, while small commercial nodes were constructed further south in the 1880s around Sycamore, Atwater, and Wayzata Streets.⁸ New construction generally began south near downtown and extended north as the city grew. By the early 1900s, working class housing was being built along the corridor in the North End neighborhood. These were generally single-family, one-and-one-half-story, wood-frame houses, but larger houses with modest Victorian-era detailing were interspersed throughout the neighborhood.⁹ With the streetcar lines came increased commercial activity. As a line ran up Rice Street to Ivy Avenue West, a commercial district developed along this corridor. A number of large commercial blocks were built along with smaller corner stores and individual buildings, and a small number of homes were interspersed along the corridor.¹⁰ Sanborn maps from 1927 indicate that the areas extending north through Maryland Avenue were fully developed with primarily commercial buildings by the 1930s. In the postwar era, this corridor

⁶ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*; Unknown, "National Register of Historic Places Registration Form, St. Paul Urban Renewal Historic District," 2020, Minnesota State Historic Preservation Office.

⁷ Carol Zellie and Garneth O. Peterson, *St. Paul Historic Context Study, Neighborhood Commercial Centers: 1874-1960*, Historic Context (St. Paul, Minn.: Prepared by Landscape Research for the Saint Paul Heritage Preservation Commission, 2001).

⁸ Barnes, "Phase I and II Architecture/History Survey, Rice Street (CSAH 49) Reconstruction (S.P. 062-649-055), Saint Paul, Ramsey County, Minnesota."

⁹ Mead & Hunt, Inc., *Architecture History/History Background Research Report: Riverview Modern Streetcar Project* (Hennepin County, Minnesota: Minnesota Department of Transportation, Cultural Resources Unit, March 2021); 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).

¹⁰ Zellie and Peterson, *St. Paul Historic Context Study, Neighborhood Commercial Centers: 1874-1960*.

continued to flourish and expand north with the establishment of the northern suburbs. While older development is still extant in this corridor, large amounts of modern infill continue to take place.¹¹

Robert Street

Robert Street is a highly trafficked early commercial corridor passing through downtown and connecting it to the southern neighborhoods of Saint Paul and the city of West Saint Paul. As Saint Paul began to grow and the commercial development in downtown began to spread out around the 1880s, Robert Street became one of the city's first commercial corridors. Several buildings ten stories or taller were being built in this period alongside smaller three- to four-story buildings. These buildings soon made up one of the most popular retailing corridors in downtown, housing stores, banks, and entertainment centers. The southern part of the Robert Street corridor in the West Side was initially home to industrial development and saw continued growth after the first Robert Street Bridge was constructed over the Mississippi River in 1885. With the new connection between the West Side and downtown and the first streetcar line in this neighborhood, Robert Street became a commercial node for the developing neighborhood. Due to the shift from rail to automobile traffic beginning in the 1920s, new construction along Robert Street began to slow. The Robert Street Bridge only accommodated streetcars and was not accessible by automobile. Streetcars were still a popular mode of transportation at this time but often made their way to downtown from the west. They passed other corridors such as Wabasha Street, which came before Robert Street on most streetcar lines and offered similar shopping experiences. However, Saint Paul's major banks had not followed the retail and office movement toward Wabasha Street and generally remained in the vicinity of Robert Street. In 1926, the new Robert Street Bridge (Bridge 9036; RA-SPC-03177; National Register-listed) connected the street to Dakota County on the south and later became a trunk highway route, bringing traffic back to the corridor.¹² In the post war period, many older buildings along the Robert Street corridor remained occupied while modern buildings continued to be constructed.¹³

Saint Paul Neighborhoods

As the Survey Area traverses through Saint Paul, it intersects neighborhoods on Saint Paul's West Side, Lowertown, downtown, and neighborhoods in the broader North End area.

West Side and West Side Flats Neighborhoods

As the city of Saint Paul gained a foothold on the east side of the river in the 1840s, only a few properties dotted the west bank of the Mississippi River. After the 1851 Treaty of Mendota, settlement on the west side of the river increased and developed as the independent city of West Saint Paul, which was eventually annexed by the City of Saint Paul. This area is now the West Side neighborhood. The present-day city of West Saint Paul is located further south and will be discussed later in this report.¹⁴ The current

¹¹ Barnes, "Phase I and II Architecture/History Survey, Rice Street (CSAH 49) Reconstruction (S.P. 062-649-055), Saint Paul, Ramsey County, Minnesota."

¹² Mead & Hunt, Inc., *Architecture History/History Background Research Report: Riverview Modern Streetcar Project*.

¹³ George H. Herrold, "The Story of Planning St. Paul from the Beginnings to 1953," 1958, P2667, Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

¹⁴ Robert Kuehn, *A History of West St. Paul* (West St. Paul Bank, 1962), 6–7.

West Side neighborhood is bound by the Mississippi River on the west, north, and east, and Annapolis Street on the south, which marks the border between Ramsey and Dakota Counties. Increased development occurred in the neighborhood during the 1880s and 1890s as a result of the construction of the High Bridge along Smith Avenue to the west and the development of Saint Paul's earliest neighborhoods on the east bank of the Mississippi River.¹⁵

The Upper West Side, located atop the river bluff, developed as the home of the neighborhood's elite and middle classes. Prominent citizens who settled in this area tended to build their houses along the bluff overlooking the Mississippi River. The houses were typically large and designed in the styles popular in the period, such as Queen Anne, Italianate, and Second Empire. As the residential development expanded south and away from the bluff into the West Side, houses tended to be smaller and exhibit less formal stylistic influences. This development continued into the first decades of the twentieth century. The mix of one- to two-story, vernacular, single- and multi-family dwellings were predominantly wood-frame buildings, with those constructed of stone and brick interspersed throughout the neighborhood. Although largely residential, commercial development occurred along the main thoroughfares, such as Smith Avenue South (originally Mohawk Avenue). The commercial properties consisted of primarily one- and two-story commercial buildings, such as grocery and drug stores. Entertainment venues, like the Mohawk Theater, were also present. The Cherokee Heights streetcar line, operating from 1890 through 1952, ran along Smith Avenue to the Ramsey/Dakota County border and contributed to the importance of the avenue as a commercial corridor.

The West Side Flats accommodated a number of newly arrived immigrant groups and low-income populations between the mid-nineteenth century and the mid-twentieth century. They were situated near the city dump and the Mississippi River that flooded during the spring months. Some people lived in tents, and most of the poorly built houses had no sewer connection or bathing facilities. In 1963, the flats were torn down in the name of urban renewal to make way for the Riverview Industrial District Project, displacing 2,147 people.¹⁶ Latino residents in the West Side Flats largely relocated slightly south to areas on the bluff, with Latino-focused commercial and community buildings along Concord Street (present-day Cesar Chavez Avenue) and State Street. Although the West Side was largely developed by the early twentieth century, some infill mid-twentieth century and modern buildings have been constructed.¹⁷

West Saint Paul

In 1858, both the initial city of West Saint Paul (now the West Side) and the township of West Saint Paul were established on the west bank of Mississippi River, south of downtown Saint Paul. The western section of the township became the current city of West Saint Paul in 1889, which is roughly bordered by Delaware Avenue on the west, Mendota Road/TH 110 on the south, TH 52 on the east, and Annapolis Street on the north (located between South Saint Paul and Mendota Heights in Figure 1). At the time of incorporation, the city primarily consisted of small farms with scattered residences along major

¹⁵ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for Trunk Highway 149* (Prepared for Minnesota Department of Transportation, March 2017); Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

¹⁶ "The West Side Flats," *West Side Community Organization*, https://www.wsko.org/west_side_flats.

¹⁷ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for Trunk Highway 149*, 149.

thoroughfares, particularly Dodd Road (outside of the project corridor). The few commercial properties present at that time were also along this thoroughfare.¹⁸ The northern portion of the city developed in the early twentieth century following patterns similar to Saint Paul's West Side neighborhood due to its proximity to that part of the city. As a result, this area of West Saint Paul developed earlier and gained a larger population than other areas of the city. The building stock is similar to that of the West Side neighborhood and consists of one- to two-story, vernacular, single- and multi-family, wood-frame dwellings dating to the 1920s and 1930s, with scattered residences dating to earlier and later decades. Most houses exhibit little stylistic influences, but some have Craftsman or Period Revival characteristics. Southern portions of West Saint Paul exhibit more postwar-era development.¹⁹

Northern Suburbs

Maplewood and Little Canada

As the Survey Area continues north of downtown along the Rice Street Corridor, it travels along the western periphery of the present-day suburb of Maplewood between Larpenteur Avenue East and County Road B East. The area was largely rural until after World War II. Maplewood's modern limits and irregular shape are due to the separation of the Little Canada and New Canada townships in 1953 and the inclusion of New Canada into the creation of Maplewood in 1957. Subsequently, these cities all share similar histories and are discussed together in this report.²⁰

The present-day city of Maplewood is an irregularly shaped suburb adjacent to the northeast side of Saint Paul. 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.²¹ Some Euro-American settlement had begun in this area in the 1840s, with French Canadian and Métis settlers establishing farmsteads. The first major wave of Euro-American settlement began in the 1850s, and in 1858, when Minnesota became a state, the New Canada Township was established in the area north of Saint Paul.²²

In the late nineteenth and early twentieth centuries, this area was primarily farmland with few scattered residences. 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.

¹⁸ Kuehn, *A History of West St. Paul*.

¹⁹ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

²⁰ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

²¹ Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study* (City of Maplewood Heritage Preservation Commission, August 2014); Mary Lethert Wingerd, *North Country: The Making of Minnesota* (Minneapolis: University of Minnesota Press, 2010), 194–96.

²² Pete Boulay, *The Lost City of Gladstone* (Maplewood, Minn.: P.J. Boulay, 1997), 7–11.

The proximity of Saint Paul and railroad and highway connections made truck farming profitable in New Canada.²³

New Canada Township saw a large increase in population in the postwar era. New families sought increased amenities at the cost of higher taxes. Older residents were unwilling to pay for the new improvements. Subsequently, a portion of New Canada broke off to become the incorporated village of Little Canada in 1953. However, by 1957, with continued growth and the critical installation of 3M's new suburban campus in 1958 (located in the southern portion of Maplewood outside of the project area), residents east and north of Saint Paul banded together to incorporate as the city of Maplewood. In the postwar decades, a large number of Ranch houses with some Minimal Traditional and Modern houses were constructed in Maplewood. Areas north of TH 36 were generally platted later. Although scattered residences existed in the 1940s, denser suburban development did not begin until the 1960s. In these areas, the construction of apartment buildings and other multi-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.

Maplewood's first comprehensive plan was developed in 1972 and included discussions of developing areas of medium- and high-density residential development.²⁴ This plan postdated many of the small civic and commercial areas that were beginning to develop. 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."²⁵ As the population of Maplewood increased, schools, churches, and other institutional buildings were constructed, generally following residential growth.²⁶ Portions of Maplewood within the Survey Area are primarily characterized by modern commercial development, small recreational areas, and clusters of post-war homes.

Little Canada

North of Maplewood, the Survey Area continues north along the Rice Street Corridor and the western perimeter of the present-day suburb of Little Canada between County Road B East and the northern project terminus at County Road C2 West. Similar to other northern suburbs, it was largely rural and mostly consisted of family farms until after World War II.

²³ Boulay, *The Lost City of Gladstone*, 15–17; Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*, 13–14; Brenda Rudberg, "Truck Farming in Maplewood," *Maplewood, Minnesota Official Website*, accessed January 16, 2019, <https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood>.

²⁴ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*, 116.

²⁵ Maplewood Planning Commission, *Plan for Maplewood: Maplewood Comprehensive Plan* (Maplewood Village Council, September 21, 1972), City of Maplewood, Maplewood, Minn.; "History of Maplewood," *Maplewood Minnesota*, n.d., <https://maplewoodmn.gov/525/History-of-Maplewood#:~:text=The%20written%20history%20of%20Maplewood%20begins%20about%20165,oak%20and%20prairie%20with%20many%20wetlands%20and%20lakes>.

²⁶ Thomas R. Zahn & Associates, *City of Maplewood Historic Context Study*.

The early history of Little Canada is nearly identical to that of Maplewood. Sources indicate this area began as a summer village for the Mdewakanton Dakota, and the first white settler was Benjamin Gervais, who began a homestead on what is now known as Lake Gervais in 1844. As previously discussed, the city of Little Canada initially formed part of New Canada and broke away in 1953 due to disagreements regarding updated town amenities and increasing taxes.²⁷ Other areas of postwar commercial development generally occurred along major transportation corridors, including Rice Street and later I-694 and I-35E. A commercial area also existed on the west end of Maplewood around the County Road B intersection with Rice Street, on the border with Little Canada. The village continued to grow and was incorporated as a city in 1974. The portions of Little Canada that are within the Survey Area are nearly identical in appearance to those of Maplewood as they each border either side of the Rice Street Corridor.

Rose Township/Roseville

The present-day suburb of Roseville is located on the west side of the Rice Street corridor, north of Saint Paul's North End, from Larpenteur Avenue north to the project's northern terminus at County Road C2 West. Rice Street serves as Roseville's eastern boundary. Similar to other northern suburbs, it was largely rural and mostly consisted of family farms until after World War II.

In 1838, treaties with Native Americans in the land between the St. Croix and Mississippi Rivers brought early white settlers. Early settlement came from England, Ireland, Germany, and Switzerland to establish farms and small settlements and was concentrated near the Saint Anthony – Saint Paul Road and along Larpenteur and Cleveland Avenues. Rose Township was established in 1858, and soon after, the southern portions of the township were annexed by Saint Paul in 1867 and 1885. The village of Roseville was incorporated in 1948 from the northern portion of the former township's land. The beginning of today's Roseville was scattered but somewhat denser along Larpenteur, Hamline, and Roselawn Avenues in what is now south-central Roseville, west of the Project Area.²⁸

As the township began to grow, it remained largely rural and dominated by farms through the 1940s. The growing population encouraged the establishment of the area's first school districts in 1849, with three built in the Rose Township. In 1871, the Minnesota Duluth Railroad (Northern Pacific) was constructed. Although multiple smaller rail lines existed prior, this provided access to and from Saint Paul. Residents also used early streetcar lines that ran along Rice Street from the State Capitol to Maryland Avenue and, later, Ivy Avenue East. ²⁹ Like Maplewood and Little Canada, to ward off annexation by Saint Paul, many

²⁷ "Little Canada's History," *City of Little Canada*, n.d., <http://www.ci.little-canada.mn.us/284/Little-Canadas-History>; Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

²⁸ Roseville Historical Society, *Roseville, Minnesota: The Story of Its Growth 1843-1988*, 1988; Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*; Nancy Adomeit, "Minnesota State Fair," *Roseville Historical Society MEMO*, September 2021, Roseville Historical Society, <https://www.rhsmn.org/wp-content/uploads/2022/02/Newsletter-Sept-2021-1.pdf>.

²⁹ Roseville Historical Society, *Roseville, Minnesota: The Story of Its Growth 1843-1988*; Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

areas adjacent to the city rapidly incorporated, and the northern portion of the rural Rose Township became the village of Roseville in 1948. From the late 1940s through the mid-1950s, dense residential development filled in the areas of Roseville south of TH 36. Following World War II and the return of large numbers of veterans and their families, the boom in residential development that began in Saint Paul spread into Roseville. The rural village quickly suburbanized throughout the 1950s. While no notable industries besides farming or business districts existed prior, this began to change in the postwar period. In 1960, 85 percent of new development constructed since 1950 was in single-family dwellings, with the rest in industrial development. By the mid-1960s, only a few farms remained and were eventually replaced with commercial and residential development. In the early 1960s, a number of mobile home parks were constructed in the Saint Paul area but had relatively brief popularity as developers began to offer other viable and popular options for first-time homebuyers.³⁰ From the mid-1950s through the early 1970s, continued postwar development brought new subdivisions on the north side of TH 36, which had remained largely rural until that time. The well-known Rosedale Center, a large shopping mall, opened in 1969 (west of the project area). By the late 1970s, multi-family housing such as large apartment complexes began replacing businesses that could not keep up with the rising land values.

Community development conclusion and associated property types

The G Line BRT corridor passes through a number of West Saint Paul and Saint Paul neighborhoods beginning in West Saint Paul and extending to the northern city limits. It also passes through the communities of Maplewood, Little Canada, and Roseville, north of Saint Paul.

Outside of downtown and its immediate surroundings, development in Saint Paul continued both north and south from the late nineteenth through the mid-twentieth centuries, followed by significant suburban growth in the postwar era. A number of factors helped to shape these neighborhoods and areas, including railroad lines and the industries established along transportation 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.³¹

³⁰ "Blaine Council Turns Down New Trailer Park," The Minneapolis Star, April 7, 1964.

³¹ Mead & Hunt, Inc., *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*.

4. Results

4.1 Key Project personnel and survey date

Mead & Hunt's Principal Investigator for this project was Emily Pettis. The project team consisted of architectural historians Rick Mitchell, Mackenzie Machuga, Elizabeth Porterfield, Brooke Reinke, Kristy Ornelas, and Jake Wilkes. Fieldwork and research were completed between January and March 2024.

4.2 Summary of historic-age properties within the APE

During the Phase I Survey, 205 individual historic-age properties were identified and documented within the APE as well as two eligible historic districts. Of the 120 previously evaluated resources, 111 remain extant and 9 are no longer standing. Forty-five (45) of the previously recorded extant properties were recently surveyed and update forms were not prepared (see Table 3). Of these properties, 24 are listed in or have been determined or recommended eligible for the National Register either individually or as part of a district (see Table 3).

Table 3. Previously Inventoried Properties without Update Forms

Inventory No.	Property Name	Address	Date of Previous Survey	Within Historic District / NRHP Listed / Recommended NRHP Eligible	Reason for no Update Form
RA-SPC-03066	Saint Paul Gas Light Company Service Station	825 Rice Street	2023	Yes	Recent prior survey date
RA-SPC-03067	Arvidson Block	842 Rice Street	2023	Yes	Recent prior survey date
RA-SPC-03068	Commercial Building	843 Rice Street	2023	No	Recent prior survey date
RA-SPC-03069	Commercial Building	849 Rice Street	2023	No	Recent prior survey date
RA-SPC-03079	Garage	940 Rice Street	2023	No	Recent prior survey date
RA-SPC-03166	Warren E. Burger Federal Building and US Courthouse	310 Robert Street North	1981/2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-03168	Merchants National Bank	339 Robert Street North	1981/2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-03170	Manhattan Building	360 Robert Street North	1981/2020	Saint Paul Urban Renewal District (contributing)/ NHRP listed	Recent prior survey date
RA-SPC-03174	Foot Schulze & Company	550 Robert Street North	1981/2018	Yes	Recent prior survey date
RA-SPC-03869	Leif Erickson Statue	ca. 120 University Avenue	1982	Minnesota State Capitol Mall Historic District (contributing)	Park location currently under renovation; statue not visible/accessible

Inventory No.	Property Name	Address	Date of Previous Survey	Within Historic District / NRHP Listed / Recommended NRHP Eligible	Reason for no Update Form
RA-SPC-04645	First National Bank	332 Minnesota Street North	1981/2020	Saint Paul Urban Renewal District (contributing) / NRHP Listed	Recent prior survey date
RA-SPC-06903	Endicott Arcade Addition	142 5th Street East	2007/2020	Saint Paul Urban Renewal District (contributing) / NRHP Listed	Recent prior survey date
RA-SPC-07001	Minneapolis-Saint Paul Interurban Streetcar Line	University Avenue	2004	No	Determined not eligible
RA-SPC-08092	Kellogg Square Apartments	111 Kellogg Boulevard East	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08093	Kellogg Square Parking Ramp	111 Kellogg Boulevard East	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08094	Kellogg Square Townhouses	111 Kellogg Boulevard East	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08103	American National Bank Building	101 5th Street East / 389 Robert Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08104	First National Bank Addition	332 Minnesota Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date

Inventory No.	Property Name	Address	Date of Previous Survey	Within Historic District / NRHP Listed / Recommended NRHP Eligible	Reason for no Update Form
RA-SPC-08105 / RA-SPC-06902	Minnesota Department of Economic Security	390 Robert Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08106	Block F (open plaza)	375 Robert Street North	2020	Saint. Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08107	The Buttery; MN Saloon	395 Robert Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-08109	Farm Credits Bank	135 5th Street East (375 Jackson Street)	2020	No	Recent prior survey date
RA-SPC-08214	Skyway No. 30	4th Street (between Robert and Jackson Streets)	2012	Saint Paul Urban Renewal District (contributing)	Recent district evaluation
RA-SPC-08898	Minnesota Department of Transportation Building	395 John Ireland Boulevard	2016	Minnesota State Capitol Mall Historic District (contributing)	Recent district evaluation
RA-SPC-08899	Sears Retail Store and Auto Center	425 Rice Street	Update	Yes	Recent prior survey date
RA-SPC-09050	Skyway No. 35	4th Street East between Robert and Jackson Streets	2023	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-09051	Skyway No. 34	4th Street between Robert Street North and Minnesota Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date

Inventory No.	Property Name	Address	Date of Previous Survey	Within Historic District / NRHP Listed / Recommended NRHP Eligible	Reason for no Update Form
RA-SPC-09052	Skyway No. 25	5th Street between Robert Street North and Minnesota Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-09053	Skyway No. 18	6th Street between Robert Street North and Minnesota Street North	2020	Saint Paul Urban Renewal District (contributing)	Recent prior survey date
RA-SPC-11134	City and County Employees Credit Union, Saint Paul Branch	144 11th Street East	2020	No	Recent prior survey date
RA-SPC-11551	Commercial Building	855 Rice Street	2023	No	Recent prior survey date
RA-SPC-11556	Capital State Bank of Saint Paul	1030 Rice Street	2023	No	Recent prior survey date
RA-SPC-11557	House	1038 Rice Street	2023	No	Recent prior survey date
RA-SPC-11558	Commercial Building	1048 Rice Street	2023	No	Recent prior survey date
RA-SPC-11559	Adams Funeral Home	1078 Rice Street	2023	No	Recent prior survey date
RA-SPC-11564	House	1183 Rice Street	2023	No	Recent prior survey date
RA-SPC-11565	House	1187 Rice Street	2023	No	Recent prior survey date
RA-SPC-11566	House	1191 Rice Street	2023	No	Recent prior survey date
RA-SPC-11567	Commercial Building	1215 Rice Street	2023	No	Recent prior survey date
RA-SPC-11585	Commercial Building	1446 Rice Street	2023	No	Recent prior survey date
RA-SPC-11586	Commercial Building	1459 Rice Street	2023	No	Recent prior survey date
XX-ROD-00051	Trunk Highway 5	7th Street East	2020	No	Recent prior survey date (determined not eligible)
XX-ROD-00111	Trunk Highway 12	IH-35 East / IH- 94	2022	No	Recent prior survey date (determined not eligible)

Inventory No.	Property Name	Address	Date of Previous Survey	Within Historic District / NRHP Listed / Recommended NRHP Eligible	Reason for no Update Form
XX-ROD-00178	Trunk Highway 65	Robert Street North and 6th Street East	2012	No	Recent prior survey date (determined not eligible)
XX-ROD-00185	Trunk Highway 52	IH-35 East / IH-94	2020	No	Recent prior survey date (determined not eligible)

4.3 Phase I Survey results

The Phase I Survey results are presented in Table 4, which is ordered by inventory number. Property locations are identified on the survey maps in Appendix A.

Table 4. Surveyed Properties with Inventory Forms

Inventory No.	Name	Address	New or Update Form
DK-IVG-00063	Commercial building	1055 50th Street East	New
DK-WPC-00081	Saint Croix Lutheran High School	110 Crusader Avenue West	New
DK-WPC-00082	Signal Hills Shopping Center	1201 Robert Street South	New
DK-WPC-00083	House	1858 Robert Street South	New
DK-WPC-00084	Gibis House	1088 Robert Street South	New
DK-WPC-00085	Commercial Building	1099 Robert Street South	New
DK-WPC-00086	Car Wash	110 Thompson Avenue East	New
DK-WPC-00087	House	1105 Robert Street South	New
DK-WPC-00088	Dairy Queen	1110 Robert Street South	New
DK-WPC-00089	Speedy Market	1115-1111 Robert Street South	New
DK-WPC-00090	G&K Cleaners and Launderers	1134 Robert Street South	New
DK-WPC-00091	Goodyear Service Auto Repair	1137 Robert Street South	New
DK-WPC-00092	Commercial Building	1148 Robert Street South	New
DK-WPC-00093	A. Binder & Sons Sheet Metal Works	120 Butler Avenue East	New
DK-WPC-00094	Johnson House	121 Butler Avenue East	New
DK-WPC-00095	House	123 Muriel Boulevard	New
DK-WPC-00096	Apartment Building	124 Stanley Street	New
DK-WPC-00097	Pace Service Station	1247 Robert Street South	New
DK-WPC-00098	Commercial Building	1458 Robert Street South	New
DK-WPC-00099	House	184 Robert Street South	New
DK-WPC-00100	Shopping Center	2001-2079 Robert Street South	New
RA-LCC-00083	Terrace Heights Mobile Home Park	2442 Rice Street	New
RA-LCC-00084	Shopping Center	2900 Rice Street	New
RA-MWC-00357	Spreigls Service Station	1908 Rice Street	New
RA-MWC-00358	Gas Station	193 Rice Street	New
RA-RVC-00016	Hess Hair Milk	1911 Rice Street	Update
RA-RVC-00055	House	158 County Road B West	New
RA-RVC-00056	Andert House	162 County Road B2 West	New
RA-RVC-00057	Shopping Center	1685-1731 Rice Street	New

Inventory No.	Name	Address	New or Update Form
RA-RVC-00058	Commercial Building	1895 Rice Street	New
RA-RVC-00059	Tom's Shell Service Station	1935 Rice Street	New
RA-RVC-00060	Commercial Building	1943 Rice Street	New
RA-RVC-00061	Watson House	2147 Rice Street	New
RA-RVC-00062	Associated Medical Dental Clinic	2381 Rice Street	New
RA-RVC-00064	Commercial Building	2815 Rice Street	New
RA-RVC-00065	Rosedale Estates Apartments	2835-2855 Rice Street	New
RA-SPC-00556	Department of Public Safety and Bureau of Health	555 Cedar Street	Update
RA-SPC-00785	Frautschi Boots and Shoes	168-174 Cesar Chavez Street	Update
RA-SPC-03082	F. Heines & Sons Grocery Store	961 Rice Street	Update
RA-SPC-03083	House	973 Rice Street	Update
RA-SPC-03084	House	977 Rice Street	Update
RA-SPC-03086	Weinhandl House	985 Rice Street	Update
RA-SPC-03088	Jacob Welch Dry Goods	1061 Rice Street	Update
RA-SPC-03172	Commercial Building	472-476 Robert Street North	Update
RA-SPC-03173	Hotel/Stores	480-484 Robert Street North	Update
RA-SPC-03185	Commercial Building	429 Robert Street South	Update
RA-SPC-03186	Schulz Building	450 Robert Street South	Update
RA-SPC-03187	Commercial Building	458-460 Robert Street South	Update
RA-SPC-03188	Commercial Building	464-466 Robert Street South	Update
RA-SPC-03189	Security State Bank	478 Robert Street South	Update
RA-SPC-03524	Commercial Building	551 State Street	Update
RA-SPC-03525	Rowhouse	557-567 State Street	Update
RA-SPC-05754	Commercial Building	736 Robert Street South	Update
RA-SPC-08952	Goodyear Service Center	109 9th Street East	Update
RA-SPC-08953	House	107 Annapolis Street East	Update
RA-SPC-08959	Hanft House	114 Isabel Street East	Update
RA-SPC-08961	Commercial Building	520 Robert Street North	Update
RA-SPC-08962	Commercial Building	530 Robert Street North	Update
RA-SPC-08963	Service Station	542 Robert Street North	Update
RA-SPC-08966	Commercial Building	220 Robert Street South	Update
RA-SPC-08968	Store/House	420 Robert Street South	Update
RA-SPC-08969	Commercial Building	433 Robert Street South	Update

Inventory No.	Name	Address	New or Update Form
RA-SPC-08970	Restaurant	435 Robert Street South	Update
RA-SPC-08971	Tom's Barber Shop	448 Robert Street South	Update
RA-SPC-08972	Commercial Building	459 Robert Street South	Update
RA-SPC-08996	House	688 Robert Street South	Update
RA-SPC-08997	House	694 Robert Street South	Update
RA-SPC-08998	House	698 Robert Street South	Update
RA-SPC-08999	House	699 Robert Street South	Update
RA-SPC-09000	House	705 Robert Street South	Update
RA-SPC-09001	Mechanical Hand Inc.	706 Robert Street South	Update
RA-SPC-09002	Commercial Building	708 Robert Street South	Update
RA-SPC-09003	Rosenberg House	711 Robert Street South	Update
RA-SPC-09004	Stehr House	715 Robert Street South	Update
RA-SPC-09005	Gerlitz House	721 Robert Street South	Update
RA-SPC-09006	Spiestersbach House	725 Robert Street South	Update
RA-SPC-09007	House	735 Robert Street South	Update
RA-SPC-09009	House	742 Robert Street South	Update
RA-SPC-09010	House	744 Robert Street South	Update
RA-SPC-09011	Gas Station	745 Robert Street South	Update
RA-SPC-09012	House	750 Robert Street South	Update
RA-SPC-09013	House	752 Robert Street South	Update
RA-SPC-09014	Duplex	753-755 Robert Street South	Update
RA-SPC-09015	Bowley House	756 Robert Street South	Update
RA-SPC-09016	Flynn House	760 Robert Street South	Update
RA-SPC-09017	House	761 Robert Street South	Update
RA-SPC-09018	Apartment Building	762 Robert Street South	Update
RA-SPC-09019	Duplex	764-766 Robert Street South	Update
RA-SPC-09020	House	767 Robert Street South	Update
RA-SPC-09021	Duplex	778-780 Robert Street South	Update
RA-SPC-09022	House	781 Robert Street South	Update
RA-SPC-09023	House	782 Robert Street South	Update
RA-SPC-09024	Commercial Building	786 Robert Street South	Update
RA-SPC-09025	House	787 Robert Street South	Update
RA-SPC-09037	West Side Chiropractic Clinic	854 Robert Street South	Update
RA-SPC-09038	House	866 Robert Street South	Update
RA-SPC-09039	House	726 State Street	Update
RA-SPC-09040	House	732 State Street	Update
RA-SPC-09042	Gutknecht House	102 Wyoming Street East	Update
RA-SPC-11568	Tin Cups Tavern / Shopping Center	1220 Rice Street / 121 Maryland Avenue	Update

Inventory No.	Name	Address	New or Update Form
RA-SPC-11891	Staple House	137 Page Street East	New
RA-SPC-11892	Shopping Center	1641-1675 Rice Street	New
RA-SPC-11893	American Red Cross	100 Robert Street South	New
RA-SPC-11894	Post Office	1067 Rice Street	New
RA-SPC-11895	House	109 Annapolis Street East	New
RA-SPC-11896	House	111 Congress Street East	New
RA-SPC-11897	House	113 Annapolis Street East	New
RA-SPC-11898	House	1179 Rice Street	New
RA-SPC-11899	Chateau West Apartments	119 Arlington Avenue West	New
RA-SPC-11900	Heider House	1192 Albemarle Street	New
RA-SPC-11901	Seibitschker House	1194 Albemarle Street	New
RA-SPC-11902	House	120 Wyoming Street East	New
RA-SPC-11903	Service Station	1201 Rice Street	New
RA-SPC-11904	Duplex	120-124 Page Street East	New
RA-SPC-11905	House	121 Belvidere Street East	New
RA-SPC-11906	House	121 Curtice Street East	New
RA-SPC-11908	House	122 Curtice Street East	New
RA-SPC-11909	House	1221 Rice Street	New
RA-SPC-11910	House	125 Como Avenue	New
RA-SPC-11911	House	126 Sidney Street East	New
RA-SPC-11912	House	128 Page Street East	New
RA-SPC-11913	Commercial Building	140 Cesar Chavez Street	New
RA-SPC-11914	Commercial Building	1419 Rice Street	New
RA-SPC-11915	Restaurant	1420 Rice Street	New
RA-SPC-11916	Murphy Oil Service Station	1431 Rice Street	New
RA-SPC-11917	Gas Station	1440 Rice Street	New
RA-SPC-11918	House	147 George Street East	New
RA-SPC-11920	Frank's Auto Service	150 Cesar Chavez Street	New
RA-SPC-11921	Rueben Frautschi House	151 George Street East	New
RA-SPC-11922	House	152 George Street East	New
RA-SPC-11923	House	156 Front Avenue	New
RA-SPC-11924	House	164 Arlington Avenue West	New
RA-SPC-11925	Apartment Complex	175 Charles Avenue	New
RA-SPC-11926	Concord Drug Company	176 Cesar Chavez Street	New
RA-SPC-11927	Goldberg Bros. Grocery and Meats	178 Cesar Chavez Street	New
RA-SPC-11928	Industrial Building	181 Florida Street East	New
RA-SPC-11929	Como Place Apartments	195 Edmund Avenue	New

Inventory No.	Name	Address	New or Update Form
RA-SPC-11931	Condominiums Complex	403-421 Robert Street South; 400-418 Livingston Street South	New
RA-SPC-11932	Michael's Pizza	441 Robert Street South	New
RA-SPC-11933	Commercial Building	601 Rice Street	New
RA-SPC-11934	Commercial Building	606 Rice Street	New
RA-SPC-11935	Apartment Building	675 State Street	New
RA-SPC-11936	Gray House	90 Isabel Street East	New
RA-SPC-11937	Auto Service Center	93 Annapolis Street East	New
RA-SPC-11938	Grocery Store	957 Rice Street	New
RA-SPC-11939	House	96 Wyoming Street East	New
RA-SPC-11940	George Anderson Radio and TV Repair	969 Rice Street	New
RA-SPC-11941	Grocery Store	97 Annapolis Street East	New

4.4 Post-1981 resources

A total of 72 resources in the APE were constructed after 1981 and were not included in the Phase I survey results (see Table 5).

Table 5. Post-1981 resources in the APE

Parcel ID	Address	Year Built
27037-428650001010	890 Robert Street South	2004
27037-428381101020	1224 Robert Street South	2017
27037-428381001022	1126 Robert Street South	1988
27037-428379000224	1228 Robert Street South	1985
27037-428366001010	1605 Robert Street South	2014
27037-428320001010	1140 Robert Street South	2021
27037-427110001030	2060 Robert Street South	2001
27037-427100001020	1570 Robert Street South	2010
27037-426475001011	2045 Robert Street South	2020
27037-426470001010	1571 Robert Street South	2021
27037-425870000134	1098 Robert Street South	1988
27037-425250001011	1 Mendota Road West	2001
27037-424815001053	1471 Robert Street South	2007
27037-424630001012	1795 Robert Street South	2007
27037-424160101020	1770 Robert Street South	2016
27037-424160101010	1750 Robert Street South	2005
27037-423390000305	1133 Robert Street South	1992
27037-422882001010	895 Robert Street South	2020
27037-421840101010	1472 Robert Street South	2005

Parcel ID	Address	Year Built
27037-421447501010	1820 Robert Street South	2021
27037-421410000013	1845 Robert Street South	1999
27037-420200051040	1630 Robert Street South	1999
27037-420200051032	1608 Robert Street South	2004
27037-420200041030	130 Thompson Avenue East	1995
27037-420200038072	1493 Robert Street South	1995
27037-420200038050	1503 Robert Street South	2000
27037-200291055012	4515 Robert Trail South	2002
27123-362923110064	629 Rice Street	1997
27123-312922430065	95 7th Street East	1993
27123-312922340003	550 Cedar Street	2004
27123-312922230101	580 Rice Street	1996
27123-312922230096	586 Rice Street	2019
27123-312922230095	125 Charles Avenue	1988
27123-302922320230	135 Winnipeg Avenue	2008
27123-302922320004	954 Rice Street	1992
27123-302922230200	980 Rice Street	2004
27123-252923410259	945 Rice Street	1989
27123-192922230047	1500 Rice Street	1997
27123-192922220121	1672 Rice Street	2009
27123-182922330037	1700 Rice Street	1989
27123-182922330016	1698 Rice Street	1990
27123-182922220019	2158 Rice Street	2017
27123-182922220018	100 County B West	1983
27123-132923440013	1681 Rice Street	2017
27123-132923110001	2155 Rice Street	2014
27123-122923410058	2393 Rice Street	1987
27123-122923110061	2635 Rice Street	2010
27123-082822330007	84 Curtice Street	2018
27123-082822240212	570 State Street	2005
27123-082822240209	566 State Street	2005
27123-082822240195	562 State Street	2004
27123-082822240193	568 State Street	2004
27123-082822240188	564 State Street	2004
27123-082822240185	560 State Street	2004
27123-082822220132	419 Robert Street South	1982
27123-082822220131	421 Robert Street South	1982
27123-082822220130	413 Robert Street South	1982
27123-082822220094	455 Robert Street South	1988
27123-082822220093	403 Robert Street South	1982
27123-082822220038	415 Robert Street South	1982
27123-082822220037	417 Robert Street South	1982

Parcel ID	Address	Year Built
27123-072922320051	70 County B2 West	2017
27123-072922220097	2600 Rice Street	2000
27123-072922220025	2640 Rice Street	2022
27123-062922330089	2650 Rice Street	2009
27123-062922320093	125 Little Canada Road West	2005
27123-062922320055	2860 Middle Street	2004
27123-062922230030	2872 Market Place Drive	2003
27123-062822120132	401 Robert Street North	1999
27123-052822320036	100 Fillmore Avenue Esat	2002
27123-052822230041	60 Livingston Avenue	2002
27123-0353M47300	2442 Rice Street	1994

4.5 Phase II survey results

Phase II Evaluations were conducted for three properties to determine eligibility for listing in the National Register (see Table 6). As a result of the evaluations, the North Heights School, the Isabel, and People's Park are recommended eligible for listing in the National Register.

Table 6. Phase II results

Property Name	SHPO Inventory No.	Address	Phase II Recommendation
North Heights School	RA-RVC-00063	2651 Rice Street	Eligible
The Isabel	RA-SPC-01948	109-119 Isabel Street East	Eligible
People's Park	RA-SPC-11919	149 Cesar Chavez Street	Eligible

This section contains the Phase II Evaluations. Descriptions of these properties are accompanied by photographs, maps, and historic narratives.

4.5.1 North Heights School

SHPO Inventory Number: RA-RVC-00063

Address: 2651 Rice Street

City/Township: Roseville, Ramsey County

Description Narrative

The North Heights School, now North Heights Christian Academy, is located at 2651 Rice Street in Roseville, Ramsey County. It occupies the eastern half of an approximately 8.39-acre, square-shaped parcel at the northwest corner of the intersection of Rice Street and County Road C West (see Figure 2). Paved parking lots encompass portions of the north, south, and east sides of the parcel, with entrance drives from both Rice Street and County Road C West. A series of paved sidewalks flank the eastern side of the school building and connect to both parking lots. The western portion of the parcel, enclosed by a metal chain-link fence, consists primarily of grassy lawn, with a sports field, baseball diamond, basketball court, and a ca. 2000 playground space sheltered by a cluster of large, mature trees.³² A row of four trees line a portion of the eastern edge of the parcel along Rice Street, and a line of small, newly planted trees flank the southern portion of the building. The parcel is surrounded by single-family homes to the west and south, a historically associated mid-twentieth-century church to the north, and suburban commercial development to the east along Rice Street. A metro bus stop with a small metal pavilion and an uncovered bench is located near the southeast corner of the parcel on Rice Street. The North Heights School building complex reflects several distinct phases of development from the 1930s through the mid-1970s (see Figure 3).

³² "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 2003, <https://www.historicaerials.com/viewer>.



Figure 2. Current Google Earth aerial of the North Heights School (North Heights Christian Academy) depicting the location of the school building complex and associated parking lots, playing fields, and playground.

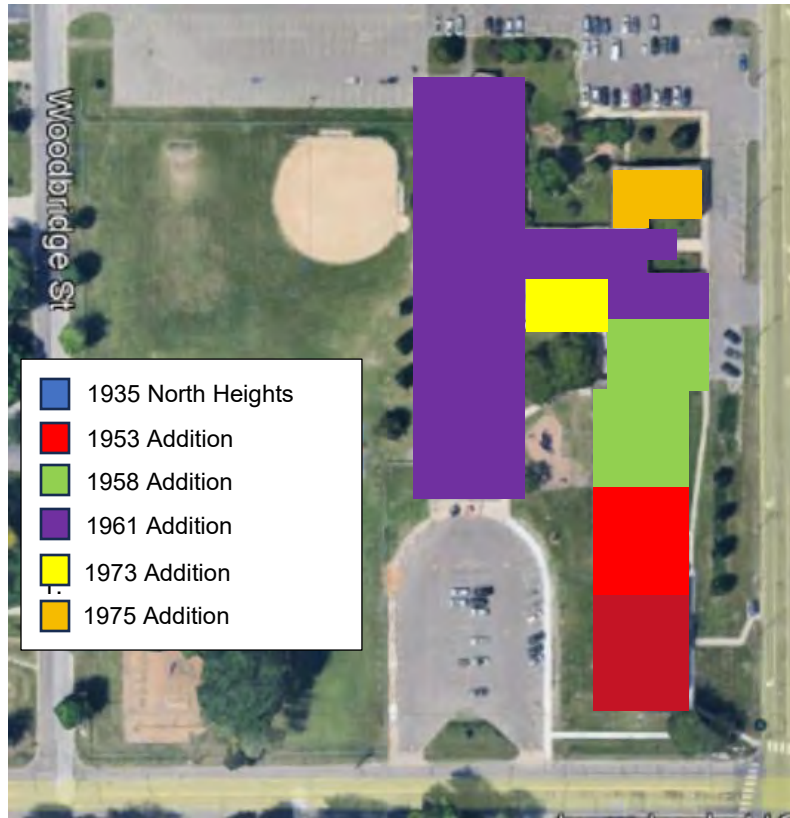


Figure 3. Original 1935 North Heights School (blue) and subsequent additions.

Original Building

The original southernmost section of the school complex, constructed in 1935, is a modest Art Deco-influenced, rectangular-plan building with a flat roof and metal-capped parapet (see Figure 4). The roof materials are not visible. The building includes a raised basement with a primary floor above grade, two at-grade entrances on the primary (east) facade, and a lower level that is partially below grade to accommodate the sloping site. Exterior walls are clad in variegated brown brick. The facade is symmetrical, with a slightly projecting central entrance bay flanked by two bays on either side with large window openings at both levels. The entrance bay includes a replacement double door, a two-light replacement metal transom, a large overhead window opening, and single window openings on either side at both floors. Windows on the primary floor are partially enclosed with metal panels in the top half of the openings and replacement horizontal sliding sash units in the lower half. The lower-level window openings are enclosed with metal panels. Window openings feature brick soldier course lintels and concrete sills. A small projection at the southern end of the building represents an original stairwell. It features a secondary at-grade entrance on the facade with a single, replacement metal door.



Figure 4. Facade of original 1935 North Heights School, view facing west.

Modest Art Deco-style elements include brown, dogtooth, soldier course brick pilasters with concrete capitals flanking the entrance and each window bay, a stepped parapet at the entrance bay, and a stepped brickwork design over the stairwell entrance at the southern end of the building. Additional brick details on the facade include brown brick soldier courses at the cornice lines of the window bays, and variegated, patterned brickwork at the cornice lines at the central entrance bay and southern projection. The foundation is not visible but includes a concrete water table. A concrete date stone etched with “1935” is located above the water table at the right side of the central entrance bay (see Figure 5 and Figure 6).



Figure 5. Front (east) facade of original 1935 North Heights School, view facing southwest.



Figure 6. Front (east) facade of original 1935 North Heights School, view facing northwest.

The side (south) elevation is devoid of fenestration but features the same brick pilasters as the primary facade. The side (north) elevation has been altered by an early 1950s addition (see Figure 7). The rear (west) elevation includes an original one-story brick projection with the same flat roof and parapet. Two large, former lower-level doors or window openings at ground level are enclosed with corrugated fiberglass panels. The rear elevation includes the same partially enclosed window openings on the upper floor with metal sliding sash units. Two of the lower-level window openings have been enclosed with metal louvers. Three rear entrances include the same replacement metal doors. One of the doors at the southern end of the rear elevation is accessed via a concrete staircase with a stone stair wall (see Figures 8 and 9).



Figure 7. Side (south) elevation of original 1935 North Heights School, view facing north.



Figure 8. Rear (west) and side (south) elevations of original 1935 North Heights School, view facing northeast.



Figure 9. Rear (west) elevation of original 1935 North Heights School with portion of 1953 addition (left), view facing east-southeast.

First Addition: 1953

At the north (side) elevation of the original 1935 building is a 1953 addition, representing the first phase of expansion (see Figures 10 and 11).³³ The addition replaced an original, small, northern projection, similar in appearance to the extant stairwell projection at the southern end of the 1935 building. The one-story addition has mottled tan brick cladding, ribbon windows, a flat roof with a deep overhang, and a large interior brick chimney. A recessed double-door entrance is located at the southern end of the front (east) facade and likely served as the school building's new primary entrance upon completion. The recessed entrance includes replacement metal and glass doors, large sidelights, and an original, exterior, metal

³³ Margaret Eubanks, *North Heights Elementary School 1886-1981: A History*, 1981.

industrial door accessing an adjacent boiler room. Immediately west of the entrance is a two-story stairwell projection connecting to the upper level of the original 1935 building. The stairwell projection features the same tan brick cladding, a flat roof, and replacement, metal, fixed-light windows (see Figure 12). The facade of the 1953 addition includes a solid brick expanse near the entrance and a single secondary entrance with a replacement metal door. A band of original, one-over-one, wood sash windows spans the remaining extent of the facade (see Figure 13). The rear (west) elevation features the same mottled tan brick cladding but includes a series of replacement, metal, three-light windows separated by brick wingwalls below the roof overhang. A shed-roof clerestory window enclosed with corrugated fiberglass panels spans the rear (west) elevation of the roof (see Figure 14).



Figure 10. Front (east) facade of 1953 addition at north end of original 1935 school building, view facing west.



Figure 11. Facade of 1953 addition, view facing northwest.



Figure 12. Facade of 1953 addition and entrance at north end of original 1935 school building, view facing west.



Figure 13. Facade of 1953 addition with original 1935 school building (left), view facing southwest.



Figure 14. Rear (west) elevation of 1953 addition, view facing northeast.

Second Addition: 1958

Immediately to the north is a second, one-story, linear addition completed in 1958 (see Figures 15-18).³⁴ It blends seamlessly with the earlier 1953 addition but represents an additional phase of expansion. The 1958 addition features the same tan brick cladding, flat roof with overhang, and three wide bays of windows spanning the front facade. The bands of windows alternate between original, wood, one-over-one and fixed-light units separated by brick wingwalls. A non-historic-age concrete-block planter extends below the window bays. The northern end of the addition includes a large, brick-clad projection with no fenestration and a single, recessed metal door. The projection represents part of the current cafeteria space. Historic-age metal lettering on the brick facade reads “North Heights School.” The rear (west) elevation of the 1958 addition mimics the 1953 addition with the same replacement, metal, three-light windows and brick wingwalls separating the bays (see Figure 18).



Figure 15. Facade of 1958 addition at north end of 1953 addition, view facing west.

³⁴ Eubanks, *North Heights Elementary School 1886-1981: A History*.



Figure 16. Facade of 1953 addition (left) and 1958 addition (center and right), view facing northwest.



Figure 17. Detail of facade of 1958 addition, view facing northwest.



Figure 18. Rear (west) elevation of 1958 addition with replacement windows, view facing northeast.

Third Addition: 1961

A large, T-shaped addition at the north end of the complex was incorporated in 1961.³⁵ It included two, linear classroom wings constructed parallel to the 1950s additions and connected by a hyphen to the north end of the 1958 addition. The hyphen encompassed a library, administrative offices, a new primary entrance, and an expansion of the original cafeteria space (see Figures 19-25). The 1961 addition features similar mottled tan brick cladding and a flat roof with a metal coping, but the roofline is tightly capped with no overhang. Windows are replacement, metal, fixed units with central hoppers and fixed transoms. A small projecting ell at the north end of the classroom wing features recessed entrances on the east and west elevations, with replacement metal and glass double-doors. The brick-clad side (south) elevation of the linear classroom addition includes a single metal door and sidelight, a former entrance enclosed with metal louvers, and two large exterior metal smokestacks (see Figure 23). The new primary entrance on the front (east) facade of the 1961 addition includes a front projection with metal doors and sidelights (see Figures 19-20). The entrance is flanked by the same replacement, metal, fixed and hopper window units, with metal panels below the window frames. A flat metal canopy with square supports shelters the entrance doors. The cafeteria addition or expansion, located south of the primary entrance at the north end of the 1958 addition, features the same replacement metal windows on the side (north elevation) and no fenestration along the front (east) facade. Evidence of the addition is visible on the facade in the slightly different brick cladding between the two halves of the cafeteria projection. Non-historic-age signage on the facade of the 1961 addition denotes “North Heights Christian Academy K-8” and “North Heights Christian Preschool & Child Care” (see Figure 19).



Figure 19. Facade of 1961 addition with cafeteria expansion (left) and new primary entrance, view facing west.

³⁵ Eubanks, *North Heights Elementary School 1886-1981: A History*.



Figure 20. Facade of 1961 addition with new primary entrance, view facing west-northwest.



Figure 21. Side (north) and rear (west) elevations of 1961 linear classroom addition, view facing southeast.



Figure 22. Rear (west) elevation of 1961 linear classroom addition, view facing northeast.



Figure 23. Side (south) elevations of 1961 linear classroom addition (left) and library hyphen addition (right), view facing north.



Figure 24. Side (north) elevation of 1961 linear classroom addition (right) and library hyphen addition (background left), view facing south.



Figure 25. Side (north) elevation of 1961 library hyphen addition, view facing south.

Library/Media Center and Gymnasium Additions: 1973 and 1975

In 1973, an addition to the existing library was incorporated along the side (south) elevation of the hyphen between the 1950s and 1960s linear sections of the complex. It features the same mottled tan brick cladding, a flat roof, and no visible window openings. The library addition was partially obstructed from view during the field survey due to the presence of a secondary playground immediately south that is enclosed by a chain-link fence (see Figure 26).

A final addition was incorporated in 1975 with the completion of a large gymnasium at the north end of the primary entrance (see Figures 27-28). The double-height gymnasium features the same tan brick cladding, a flat roof with a metal coping, and no fenestration. A one-story rear projection connects to the 1961 hyphen and includes a metal double door on the north elevation. A small hyphen extending north from the primary entrance also connects to the gymnasium. The gymnasium's front (east) facade includes a large metal cross and metal lettering depicting part of a bible scripture. The side (north) elevation features a single metal door.



Figure 26. Obstructed view of side (south) elevation of 1973 library addition, view facing north.



Figure 27. Side (south) elevation and front (east) facade of 1975 gymnasium addition (right) immediately north of 1961 addition and entrance (left), view facing northwest.



Figure 28. Side (south) elevation and front (east) facade of 1975 gymnasium addition, view facing northwest.

Interior

Historians toured portions of the building's interior during the field survey, but at the request of the school's principal, no interior photographs were taken. The original gymnasium remains in place in the lower level of the original 1935 school building. Interior sliding, metal, industrial doors separate the original building from the 1951 addition and stairwell projection. The two 1950s additions and the large 1961 addition feature double-loaded corridors with classrooms flanking either side. The interior hallways include glazed brick walls, original wooden doors with transoms, and asbestos tile floors. Some of the

hallways feature wooden cubbies with benches and coat hooks, while others are lined with metal lockers. The cafeteria is located within the facade projection immediately south of the primary entrance. The administrative offices are located adjacent to the main entrance within the hyphen connecting the 1961 linear classroom addition.

The school building complex reflects the original 1935 building and several phases of expansion from 1953 to 1975 (see Figures 29-31). Material alterations include replacement windows on the original 1935 building, on the rear elevations of the two 1950s additions, and on the 1961 addition, as well as replacement metal doors on all sections of the building.



Figure 29. Facade of original 1935 building (left), with 1953 addition (center), and 1958 addition (right), view facing southwest.



Figure 30. Facade of 1953 addition (left) and 1958 addition (right), view facing northwest.



Figure 31. Original 1935 building (far left), 1953 addition (left), 1958 addition (center), and part of 1961 addition (right), view facing southwest.

Significance Narrative

Roseville and Rose Township

Rose Township, incorporated in 1850, included today's city of Roseville, as well as portions of the current communities of Lauderdale and Falcon Heights.³⁶ Located northwest of Saint Paul in west-central Ramsey County, much of the township remained primarily undeveloped and in agricultural use through the early twentieth century. Local farming included swine, poultry, and cattle production, as well as small-acreage fruit and vegetable cultivation.³⁷

Initial commercial development of the area began in the 1930s, followed by a significant period of growth after World War II. In 1948, part of Rose Township incorporated into the Village of Roseville. Shortly thereafter, the neighboring communities of Falcon Heights and Lauderdale also incorporated, annexing the remaining portions of Rose Township.³⁸ Commercial development during this period largely occurred around existing major road corridors extending north from Saint Paul, such as Rice Street. Residential development in Roseville also skyrocketed in the 1950s, but it was more dispersed within new, large, scattered subdivisions.³⁹ In response to the rapid population growth, Roseville's housing stock doubled in the first half of the decade, with the construction of approximately 1,600 new single-family homes between 1950-1954.⁴⁰ Roseville's population reached nearly 35,000 by the early 1970s, and the village became a city in 1974.⁴¹

³⁶ "A Brief History of Roseville," *City of Roseville*, n.d., <https://www.cityofroseville.com/300/History>.

³⁷ "Historical Agriculture," *Roseville Historical Society*, 2023, <https://www.rhsmn.org/roseville-minnesota-historical-agriculture/>.

³⁸ "A Brief History of Roseville."

³⁹ City of Roseville, "Roseville 2040 Our Future Together: 2. The Land - Geographic and Development History," accessed April 23, 2024, <https://www.cityofroseville.com/DocumentCenter/View/30103/9-CH3-Community-Profile-First-Resubmittal>.

⁴⁰ "Community Pride - Roseville at 75," *City of Roseville*, accessed April 23, 2024, <https://www.cityofroseville.com/3800/Community-Pride-Roseville-at-75>.

⁴¹ Roseville Historical Society, *Roseville, Minnesota: The Story of Its Growth 1843-1988*.

Ramsey County School District Number 31

Prior to significant regional growth and development in the early to mid-twentieth century, Rose Township comprised part of Ramsey County's rural school system. The immediate vicinity encompassed part of School District 31, which organized in 1886. That same year, the school board purchased property from Emil Olsson, and a wood-frame schoolhouse was constructed near the site of the subject building at today's Rice Street and County Road C West intersection. The first classes began in 1887.⁴² A decade later, in 1897, the school board raised money "to improve the schoolhouse."⁴³ An 1898 *Plat Book of Ramsey County, Minnesota* depicts an unnamed schoolhouse at this location on a 10-acre parcel under the ownership of E. Olsson. The map identifies the surrounding area as "Sch. Dis. No. 31."⁴⁴ The school was reportedly known by multiple names, including Rice Street School, Rose Town School, and Fairchild School (the former street name of today's adjacent County Road C West).⁴⁵ In 1914, the school board voted in favor of purchasing an additional 0.5-acre parcel "for school grounds" from E. Olson [sic], who may have been the same owner from the 1886 purchase of the school site.⁴⁶ The original schoolhouse remained in use through the early twentieth century (see Figure 32).⁴⁷ Ramsey County maps depict it as an unnamed school in 1916, and as "School District No. 31" in 1931.⁴⁸ The school is first identified in city directories in 1934 as North Heights School.⁴⁹

⁴² Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁴³ Eubanks, *North Heights Elementary School 1886-1981: A History*, 2.

⁴⁴ Peter Dahl, "Rose Township Plat Map," *Plat Book of Hennepin County, Minnesota; Plat Book of Ramsey County, Minnesota* (Minneapolis: Northwestern Map Publishing Company, 1898), <https://collection.mndigital.org/catalog/mhs:1299#?c=&m=&s=&cv=97&xywh=959%2C2092%2C766%2C490>.

⁴⁵ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁴⁶ Eubanks, *North Heights Elementary School 1886-1981: A History*, 2.

⁴⁷ Eubanks, *North Heights Elementary School 1886-1981: A History*, 8.

⁴⁸ "Ramsey County, Minn Plat," *Plat Book of the State of Minnesota - Ramsey County, 1916*, University of Minnesota Libraries, https://geo.lib.umn.edu/plat_books/stateofmn1916/counties/ramsey.htm; "Rose - Section 1, T. 29, R. 23 Plat Map," *Atlas of Ramsey County, Minnesota* (St. Paul Real Estate Board, 1931), <https://historicmapworks.com/Map/US/487832/Rose+++Section+1++T++29++R++23/Ramsey+County+1931/Minnesota/>.

⁴⁹ *Saint Paul City Directories 1890-1980* (Saint Paul, Minn.: R.L. Polk & Co., n.d.), 134.



Figure 32. Undated photograph of original 1886 school (nonextant).⁵⁰

By the early 1930s, however, the aging schoolhouse could no longer accommodate the growing student population.⁵¹ Plans for a new school building developed at least partially in response to opportunities created by President Franklin D. Roosevelt's federal New Deal programs, specifically the Works Progress Administration (WPA). The WPA provided unemployment relief during the Great Depression through public works projects across the United States. The program funded and employed thousands of Americans in the construction of schools, libraries, hospitals, bridges, airfields, road repairs, and other infrastructure projects.⁵² Local newspapers in the early 1930s indicate the construction of numerous rural schools in Ramsey County during this period. An August 1935 *Minneapolis Star* article noted that, "St. Paul has over \$600,000 worth of [WPA] projects in the list approved by the president today...[including] construction of school house district No. 31."⁵³ Anticipated provisions for the new District No. 31 school building at that time included \$2,567 in federal funds and \$7,651.72 in local "sponsor's contribution."⁵⁴

A new brick school building for District 31 was constructed in 1935. Although building permit indices and research conducted to date did not identify an individual architect, the building was constructed through

⁵⁰ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁵¹ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁵² "Works Progress Administration (WPA)," *History Channel - A&E Television Networks, LLC*, 2023, <https://www.history.com/topics/great-depression/works-progress-administration>.

⁵³ "Compromise on WPA Is Drafted," *The Minneapolis Star*, August 5, 1935, 4.

⁵⁴ "Compromise on WPA Is Drafted," 4.

the efforts of the WPA. Margaret Eubank's 1981 publication, *North Heights Elementary 1886-1981: A History* provides a timeline of development and expansion of the new school. Eubank's references a *St. Paul Pioneer Press* article highlighting the dedication of the new building in March 1936. The article noted that the new "District 31 School at Rice Street and County Road C" was constructed "through the use of \$16,000 sponsor funds and \$32,000 WPA money," representing a considerably larger sum than initially anticipated in 1935.⁵⁵ The new school building included four classrooms, a combination gymnasium and auditorium in the lower level, and a 4-H clubroom.⁵⁶ An early (undated) photograph of the school building shortly after construction reveals the original multi-light windows and doors, which have since been replaced. The photograph also depicts a large flagpole near the southern end of the building and a low stone wall along the front (east) property line, both of which are nonextant (see Figure 33).⁵⁷ The original 1880s schoolhouse, referenced in the article as "one of Ramsey County's oldest landmarks," remained standing after completion of the new school building, but it was later demolished or relocated at an undetermined date.⁵⁸



Figure 33. Undated photograph of the school shortly after completion in 1935.⁵⁹

The 1935 brick school building, representing the extant Art Deco-influenced southernmost portion of the current school complex, includes a "1935" concrete date stone at the right side of the central entrance (see Figure 33). However, no WPA stone or plaque was identified on the facade or elsewhere on the building's exterior during field survey. The previously referenced undated photograph of the school building taken shortly after completion shows no evidence of a WPA plaque, although the date stone is clearly depicted. For comparison, a similar Art Deco-influenced school building is located approximately 1.4 miles south at 211 McCarrons Boulevard North (see Figure 37 below). Constructed in 1936 as the

⁵⁵ Eubank, *North Heights Elementary School 1886-1981: A History*, 5.

⁵⁶ Eubank, *North Heights Elementary School 1886-1981: A History*.

⁵⁷ "North Heights Elementary, 1935. Ramsey County School District Building," *Pinterest*, accessed April 23, 2024, <https://www.pinterest.com/pin/573505333773308410/>.

⁵⁸ Eubank, *North Heights Elementary School 1886-1981: A History*, 6.

⁵⁹ "North Heights Elementary, 1935. Ramsey County School District Building."

former Ramsey County Rural School District No. 29, it was later known as McCarrons Lake Elementary School. It features a similar inscribed date stone on the facade but includes an additional inscribed concrete plaque on the opposite side of the entrance reading, "Erected by WPA."

North Heights School and Rural District Consolidation

At the time of construction, the 1935 District Number 31 school building served a primarily rural population. Aerial imagery in 1937 depicts the solitary school building and stone wall at the front (east) edge of the property surrounded by active agricultural land (see Figure 34).⁶⁰ A small number of scattered farmsteads and houses are depicted along portions of Rice Street and County Road C. To the north, a railroad line extended generally north-south flanking the eastern side of nearby Round Lake. Additional adjacent roads visible at that time included today's Western Avenue North to the west and Little Canada Road extending east from Rice Street. Although it remained a rural district, a committee voted to officially change the school's name to North Heights in 1941.⁶¹ Numerous local newspaper articles from the 1940s, however, still refer to the building as the District 31 School.



*Figure 34. Aerial imagery in 1937 depicting the original 1935 school building (circled) and surrounding rural area.*⁶²

In 1947 imagery, the school building retains its original 1935 footprint, and the area remains largely unchanged, with only a few additional dwellings on Country Road C near the Rice Street intersection.⁶³

⁶⁰ "Aerial Image, Ramsey County, Minnesota," *University of Minnesota - Minnesota Historical Aerial Photographs Online*, 1937, https://geo.lib.umn.edu/ramsey_county/y1937/WO-1-70.jpg.

⁶¹ "North Heights Elementary, 1935. Ramsey County School District Building."

⁶² "Aerial Image, Ramsey County, Minnesota," 1937.

⁶³ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1947, <https://www.historicaerials.com/viewer>.

However, following incorporation of the Village of Roseville in 1948, increased residential and commercial development began in the vicinity. In December 1948, District 31 (North Heights) merged with eight other rural districts to form Independent School District Number 3.⁶⁴ The consolidated District 3 encompassed the Village of Roseville, the remaining portions of Rose Township, and parts of Mounds View and New Canada Townships. According to the *Minneapolis Star*, the consolidation represented “the state’s first test of the school district reorganization law passed by the 1947 legislature.”⁶⁵ District 3 would later become District 623, although research did not reveal when or why this subsequent change occurred.

After World War II, residential development that began in Saint Paul quickly spread into neighboring communities, including Roseville. By the early 1950s, the area’s growing population necessitated the first of several additions to the school, by that time known officially as North Heights Elementary. In 1950, Ramsey County proposed a \$3.2 million program for improvements to District 3 schools, including North Heights.⁶⁶ A 1953 newspaper article noted an upcoming dedication for the completion of a \$144,000 addition, representing “the sixth of seven elementary projects put into operation by Independent School District 3.”⁶⁷ The addition was designed by the Minneapolis architectural firm of Magney, Tusler, and Setter, with Davis and Davis, Inc. of Saint Paul as general contractors. The rectangular-shaped addition at the north end of the original 1935 building approximately doubled the footprint of the school. It included two classrooms and a kindergarten room, bringing the total number of school classrooms to seven.⁶⁸ The addition is visible in available 1953 aerial imagery (see Figure 35).⁶⁹

⁶⁴ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁶⁵ “9 Districts Vote Ramsey County School Merger,” *The Minneapolis Star*, December 22, 1948, 9.

⁶⁶ “\$3,200,000 Schools Project Proposed,” *The Minneapolis Star*, December 6, 1950.

⁶⁷ “North Heights Will Dedicate School Annex,” *The Minneapolis Star*, April 8, 1953, 71.

⁶⁸ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁶⁹ “Aerial Image, Ramsey County, Minnesota,” *University of Minnesota - Minnesota Historical Aerial Photographs Online*, 1953, https://geo.lib.umn.edu/ramsey_county/y1953/WO-6M-126.jpg.

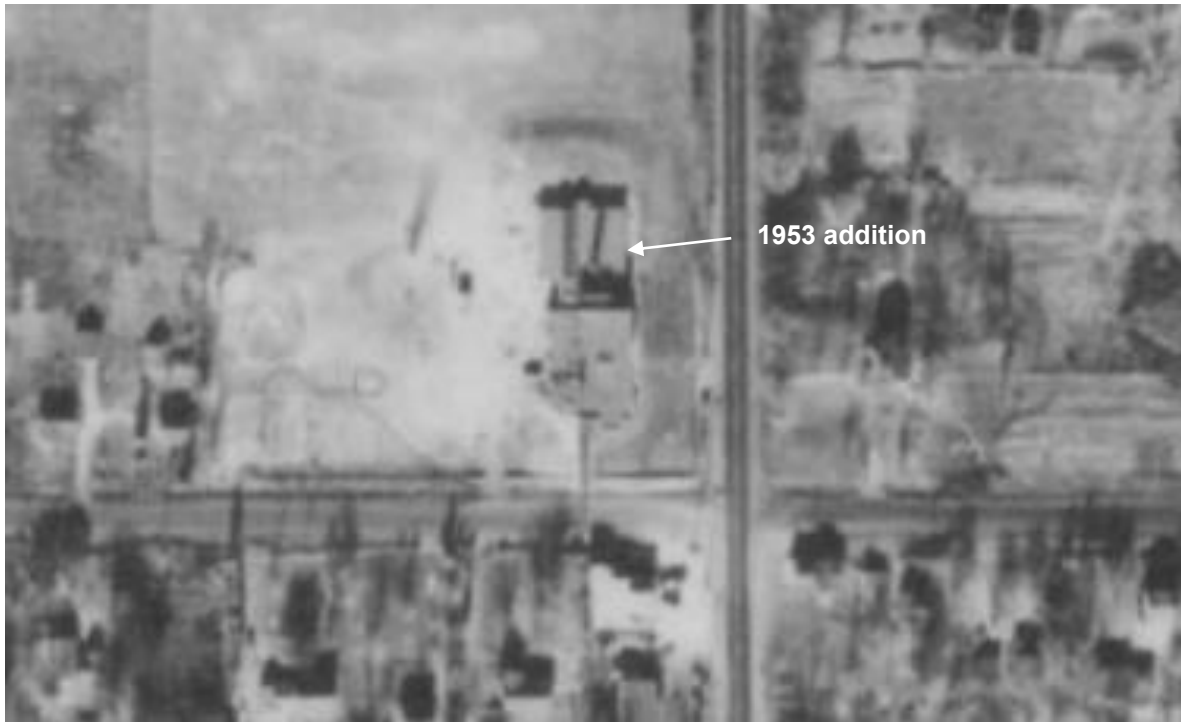


Figure 35. Aerial imagery in 1953 depicting the first (1953) addition at the north end of the original school building.⁷⁰

In 1957, aerial imagery depicts the same footprint with the 1953 addition, the original stone wall at the front (east) edge of the property, and a new baseball diamond west of the school.⁷¹ Within the broader vicinity, aerial imagery also depicts a small commercial node immediately south of the school at the southwest corner of Rice Street and County Road C, as well as additional residential and commercial development north on Rice Street and east on County Road C. Two small residential subdivisions are depicted along today's Galtier and Matilda Streets to the west, and on County Road C 2, Maple Lane, and Woodbridge Street to the north.⁷²

Mid-Twentieth-Century Growth and Expansion

Area development and population growth continued to soar through the 1950s and 1960s. Numerous local newspaper articles of the period addressed the overcrowded conditions in District 3 and other suburban school districts and reported numerous proposed school additions and new construction. According to the *Minneapolis Star* in 1955, Ramsey County's Independent School District 3 anticipated approximately 5,950 students for the 1956-1957 school year, representing an increase of almost 17 percent from 5,100 students the previous year.⁷³ In actuality, however, the total number of students reached nearly 6,400 by September 1957 and continued to grow steadily over the next decade.⁷⁴ To meet

⁷⁰ "Aerial Image, Ramsey County, Minnesota," 1953.

⁷¹ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1957, <https://www.historicaerials.com/viewer>.

⁷² "Aerial Image, Ramsey County, Minnesota," 1957.

⁷³ "Here's Where Minneapolis Area Schools Stand for This Fall," *Star Tribune*, August 26, 1956.

⁷⁴ "Suburban Schools Rolls About Equal to Cities'," *The Minneapolis Star*, September 19, 1957.

this demand, the district approved the construction of a second addition to North Heights completed in 1958. It was designed by architect John Lindstrom, a partner in the firm of Magney, Tusler, and Setter that had designed the previous 1953 addition. The large, linear addition at the north end of the school building included six classrooms, administrative offices, a lunchroom and kitchen, a nurse's room, and a faculty lounge.⁷⁵ The linear addition is not yet visible in 1957 aerial imagery.⁷⁶ Its nearly identical appearance to the adjacent 1953 addition suggests that it may have been planned as part of the original early 1950s improvements.

Enrollment at North Heights continued to rise with the ongoing suburban expansion of Roseville, and within five years, the school had outgrown its 1958 layout. The district proposed construction of another largescale addition, with completion in December 1961 at a cost of more than \$420,000.⁷⁷ The large, linear addition featured 16 classrooms and a new entrance at the north end of the 1958 addition. A library wing hyphen, completed in 1962, connected the addition to the new north end entrance.⁷⁸ The addition significantly enlarged the school's footprint, giving it its characteristic "H" shape that it retains today. Following completion of the addition, approximately 160 elementary students from at least one other area District 3 school transferred to North Heights. Enrollment peaked during the 1966-1967 school year, when North Heights represented Roseville's largest elementary school. Even with all 30 classrooms in use that year, the school's eight kindergarten classes were forced to operate in three area churches due to space constraints.⁷⁹ Aerial imagery in 1966 depicts both the second 1958 linear classroom wing addition and the larger adjacent 1961 addition and library hyphen (see Figure 36). Site changes include the incorporation of a parking lot and sidewalks at the east side of the school and a horseshoe-shaped drive at the south end of the school building. Two baseball diamonds are also depicted at the west side of the parcel. However, the original stone wall at the front of the property no longer appears to be extant. The surrounding area reflects a much larger residential neighborhood west and north of the school.⁸⁰

⁷⁵ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁷⁶ "Aerial Image, Ramsey County, Minnesota," 1957.

⁷⁷ "Opening Data on Area Schools Listed," *Star Tribune*, August 27, 1961, 2.

⁷⁸ Eubanks, *North Heights Elementary School 1886-1981: A History*; "Opening Data on Area Schools Listed."

⁷⁹ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁸⁰ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1966, <https://www.historicaerials.com/viewer>.

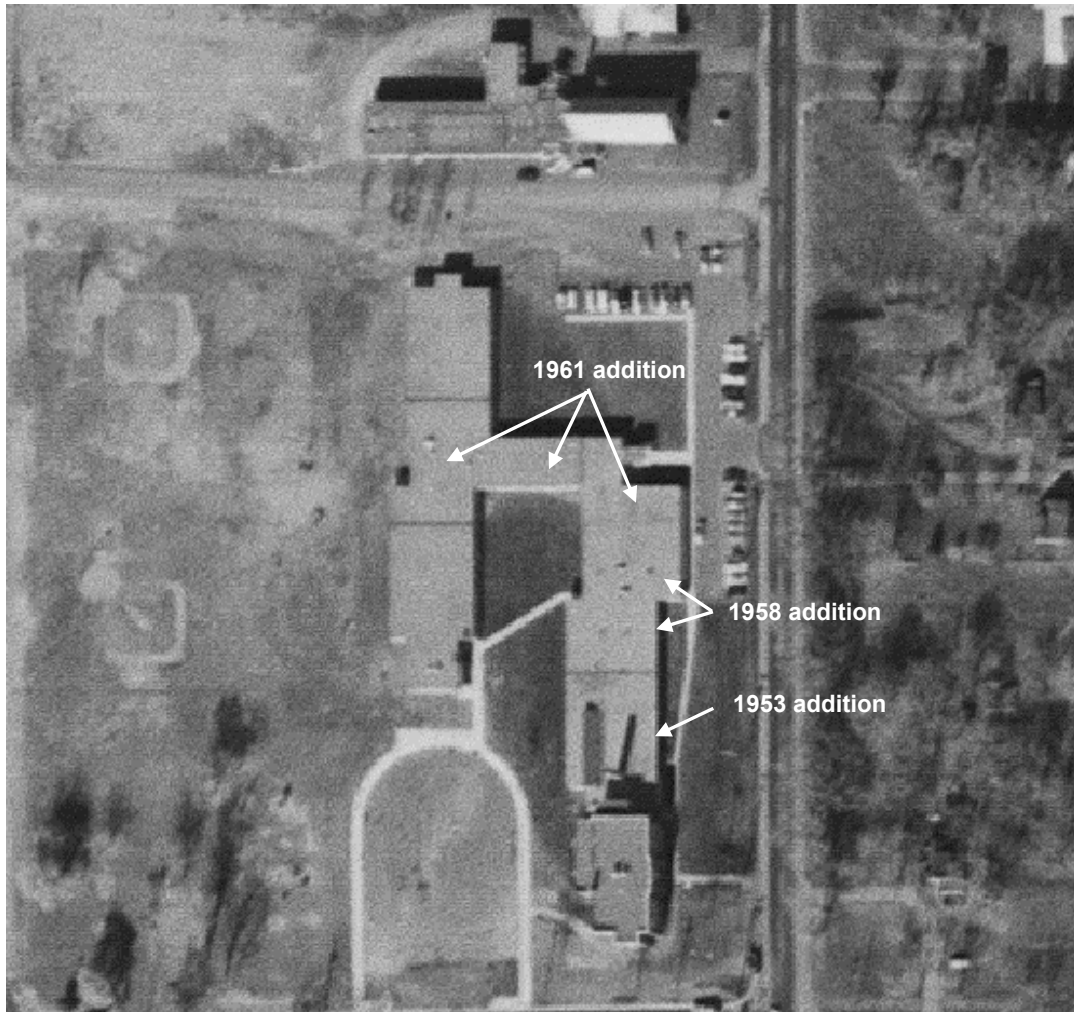


Figure 36. Aerial imagery in 1966 with original 1935 school building (southern end) with 1953, 1958, and 1961 additions.⁸¹

North Heights' enrollment fluctuated over the next decade with the construction and expansion of additional District 3 schools. Additions to the North Heights School during this period include a library and media center addition in 1973 and a new gymnasium at the north end of the main building in 1975.⁸² A 1974 newspaper article identified the proposed gymnasium as part of a \$1.5 million Roseville district building program.⁸³ Both additions are depicted in aerial imagery in 1980, along with a curved parking lot at the south end of the building.⁸⁴

⁸¹ "Aerial Image, Ramsey County, Minnesota," 1966.

⁸² Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁸³ "Roseville OKs School Plans," *The Minneapolis Star*, June 18, 1974.

⁸⁴ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1980, <https://www.historicaerials.com/viewer>.

Public School Closure and North Heights Christian Academy

North Heights officially closed as a public educational facility in June 1981.⁸⁵ However, the building did not remain empty for long. By October of that year, an adjacent Lutheran church immediately north of the school property purchased the building. Initially known as North Heights Community Lutheran, the congregation reportedly began holding services as a Sunday school class in the North Heights school building in 1946.⁸⁶ By 1951, the congregation worshipped at a basement building on the parcel immediately north of the school.⁸⁷ The extant church building was constructed ca. 1960, based on aerial imagery review. By that time, the congregation identified as North Heights Lutheran and included 3,100 members.⁸⁸ With its 1981 acquisition of the former school, the church planned to use the building for its education program.⁸⁹ City directories in 1983 identify the school building as North Heights Lutheran Church Community Center Office.⁹⁰ In 1988, the church established the North Heights Christian Academy, a private Christian school for kindergarten through eighth grade in the former public school building. The school building remains in use today as North Heights Christian Academy and North Heights Christian Preschool.⁹¹ The adjacent church is currently known as North Heights Church and is affiliated with the Alliance of Renewal Churches.⁹²

Regional Schools and the WPA

The original 1935 North Heights School was constructed with WPA funding. Established in 1935, the WPA represented one of President Roosevelt's New Deal work relief programs during the Great Depression. According to the National Register of Historic Places (National Register) Multiple Property Documentation Form "Federal Relief Construction in Minnesota, 1933-1941" (Federal Relief MPDF), educational facilities represented one of the most significant and commonly constructed building types under the WPA and other federal work-relief programs. In 1938, just three years after the establishment of the WPA, the State of Minnesota had utilized \$96 million on work relief projects, with 405 school projects undertaken statewide. This included the construction of 52 new school buildings (including North Heights), the demolition of six former schools, and repairs and additions to 347 schools. By 1943, when the WPA program officially ended, Minnesota had constructed a total of 126 new schools using WPA funds. Most of these school buildings were of brick and concrete construction.

The WPA did not specify architectural styles for projects, but often recommended simplified designs to facilitate construction by primarily unskilled WPA workers. The popular Moderne style was often employed for WPA and other work-relief program buildings due to its simplicity of design.⁹³ North Heights School represents one of the earlier WPA-funded schools in Minnesota with its construction date of 1935, the same year that the WPA program was established. Although not designed in the Moderne style, North

⁸⁵ Eubanks, *North Heights Elementary School 1886-1981: A History*.

⁸⁶ "Church Buys Back Roots in Roseville," *The Minneapolis Star*, October 1, 1981.

⁸⁷ "North Heights Community Church 200 Worship Inside," *The Minneapolis Star*, March 26, 1951.

⁸⁸ "North Heights Lutheran Church Dedication of Parish Hall," *The Minneapolis Star*, March 2, 1963.

⁸⁹ "Church Buys Back Roots in Roseville."

⁹⁰ *Saint Paul City Directories 1890-1980*, 298.

⁹¹ "Home," *North Heights Christian Academy*, 2024, <https://northheights.academy/>.

⁹² "Home," *North Heights*, accessed April 23, 2024, <https://northheights.church/>.

⁹³ National Register of Historic Places, Multiple Property Documentation Form, "Federal Relief Construction in Minnesota, 1933-1941," Statewide, Minnesota.

Heights reflects a modest, streamlined interpretation of the Art Deco style, in keeping with the WPA's general recommendation for simplicity.

Specifically within Roseville, a comprehensive list of WPA-funded schools of the 1930s and 1940s is not known. A review of current Roseville Area Schools (District 623) indicates that no WPA-era school buildings remain extant within the Roseville public school system.⁹⁴ However, as previously noted, a 1936 WPA-constructed school building similar to North Heights remains standing at 211 McCarrons Boulevard North in Roseville (see Figure 37). Built in 1936 according to the date stone, the school replaced an earlier School District No. 29 building at that location, and the parcel is identified as School District (3) 623 on a 1960 plat map.⁹⁵ The building was later known as McCarrons Lake School or McCarrons Lake Elementary. Today it operates as Hand in Hand Christian Montessori School. Concrete plaques on the facade denote the building date of 1936 and state "Erected by WPA."



Figure 37. McCarrons Lake School (Hand in Hand Christian Montessori School) with recent facade alterations, view facing northwest.

A review of Google Street View imagery indicates that through ca. 2019, the 1936 Art Deco-influenced McCarrons Lake School building resembled North Heights with its variegated brick construction, areas of patterned brickwork, brick pilasters with concrete caps, stepped central entrance, original paired window openings on both levels of the facade, and a raised basement with the primary entrance at ground level and the lower level partially below grade. The original McCarrons Lake School building featured a square plan that has since been wrapped on both side (east and west) and rear (north) elevations with several

⁹⁴ "Roseville Area Schools," accessed April 23, 2024, <https://www.isd623.org/>.

⁹⁵ "Plate 263 (Ramsey County)," Ramsey, Dakota, Washington Counties and St. Paul (Carson Map Company, 1960), <https://historicmapworks.com/Map/US/487582/Plate263/Ramsey+-+Dakota+-+Washington+-+Counties+and+St+Paul+1960/Minnesota/>.

large additions from ca. 1955 through ca. 2005.⁹⁶ Today, the front (south) facade has been extensively altered. The brick cladding has been painted a single color, concealing the original patterned brickwork, pilasters, and concrete caps. Furthermore, all original window openings on the facade have been enlarged into three single openings spanning both levels, and infilled with large, replacement, vinyl, fixed windows with faux muntins. The front entrance door has also been replaced with a new metal and glass double door. The extent of facade alterations and the series of large additions that have wrapped the original school building on three sides have compromised its integrity as an intact or significant example of a WPA-constructed school in Roseville.

Research efforts identified an additional WPA-funded, 1930s-era school constructed in Roseville that is nonextant. Depicted as the School District No. 32 on historic plat maps, it was constructed in 1936 on the north side of today's County Road B West slightly east of the Snelling Avenue intersection. The brick school building featured similar Art Deco influences, such as a stepped facade, patterned brickwork, and concrete and brick pilasters flanking the entrance (see Figure 38). Following a series of additions, the school was demolished in the 1970s.⁹⁷



Figure 38. Former WPA-constructed School District No. 32 School in Roseville (nonextant).⁹⁸

Although other WPA-funded schools may have been constructed in Roseville, the North Heights and McCannon Lake school buildings remain the only identified extant examples within the community.

⁹⁶ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 2008, <https://www.historicaerials.com/viewer>.

⁹⁷ Joe Reimringer, "Reimringer Family History as Told by Joe Reimringer in 1985" (Roseville Historical Society, February 2023), <https://www.rhsmn.org/wp-content/uploads/2023/02/Newsletter-Feb.-2023.pdf>.

⁹⁸ Reimringer, "Reimringer Family History as Told by Joe Reimringer in 1985."

Evaluation

The North Heights School was evaluated for the National Register under *Criteria A, B, and C*. The Federal Relief MPDF provided part of the historic context within which the school building was evaluated.

Criterion A

To be eligible under *Criterion A: History*, a property must be associated with a significant event or pattern of history, in this case specifically within Roseville, Ramsey County, or Minnesota. According to the Federal Relief MPDF, to be eligible under *Criterion A* for its association with federal relief programs of the Great Depression, an educational facility must have been financed through federal funds, completed by the end of 1941, and should “represent a contribution to the community by providing a new and modern building which offered programs, community services, etc. that were previously not available.”⁹⁹ Additionally, per the MPDF, the building should “represent the only known example of a particular category of resource...or one of the few remaining buildings associated with a specific work program.”¹⁰⁰ Lastly, the MPDF notes that “original materials and prominent features should remain intact, and any alterations should be modest in scale without impacting or obscuring major facades, elements, or design features.”¹⁰¹

The Ramsey County School District Number 31 proposed construction of the North Heights School to replace an earlier 1880s school building that was outdated and no longer adequately served the rural student population. The North Heights School was constructed through WPA funding in 1935 and opened in 1936, representing an early example of a WPA-funded school built during the federal program's initial year of operation. The school building provided new amenities to the community, including a combination gymnasium and auditorium, a 4-H clubroom, and four classrooms.¹⁰² The North Heights School represents one of only two known extant WPA-constructed school buildings within the city of Roseville. The other previously noted example, the former McCarrons Lake School (now a Christian Montessori school), has been extensively altered by facade changes and additions that have enveloped the original school building on three sides, and it no longer conveys its historical significance as a WPA-constructed school building. In contrast, at the North Heights School, the linear configuration of post-World War II (postwar) additions in 1953, 1958, 1961, 1973, and 1975 has largely preserved the original massing and design of the WPA-constructed school. The main block of the original building remains intact and clearly distinguished from the subsequent additions. The original building's front (east) facade and side (south) and rear (west) elevations are largely unaltered, with original brick design features and the original configuration of window and door openings. As such, the original 1935 building continues to convey its significance as a small, WPA-constructed, rural school.

⁹⁹ National Register of Historic Places, Multiple Property Documentation Form, “Federal Relief Construction in Minnesota, 1933-1941,” F14-15.

¹⁰⁰ National Register of Historic Places, Multiple Property Documentation Form, “Federal Relief Construction in Minnesota, 1933-1941,” F14-15.

¹⁰¹ National Register of Historic Places, Multiple Property Documentation Form, “Federal Relief Construction in Minnesota, 1933-1941,” F15.

¹⁰² Eubanks, *North Heights Elementary School 1886-1981: A History*.

North Heights School initially encompassed part of Ramsey County's rural school district system serving a primarily undeveloped agricultural portion of Rose Township. However, the school played an important role in both local education and the growth and suburbanization of Roseville throughout the mid-to-late twentieth century. As the surrounding area transformed with extensive postwar residential and commercial development, the school evolved through a series of linear additions to meet the needs of a growing community. The distinct phases of expansion clearly reflect the property's evolution from a small, rural, WPA-constructed school to the largest elementary school in Roseville (1966-1967) in response to unprecedented regional growth.¹⁰³ Collectively, the original 1935 school building and series of additions visually demonstrate changes in educational needs over the mid-to-late twentieth century and convey the school's longstanding contribution to local primary education.

Therefore, the North Heights School meets the Federal Relief MPDF registration requirements and possesses significance under *Criterion A* for its association with the WPA federal work-relief program of the Great Depression as the most intact extant example of a WPA-constructed school in Roseville. Additionally, the North Heights School possesses local significance under *Criterion A* in the areas of Education and Community Planning and Development in Roseville throughout the mid-to-late twentieth century. The period of significance extends from 1935 to 1981, from the initial WPA-funded construction, through subsequent additions and its continued operation as a local elementary school, to its final closure as a public school.

Criterion B

To be eligible under *Criterion B: Significant Person*, the property must be associated with a person who individually made an important contribution within the subject property's associated historic contexts of history, education, or politics/government. Research did not reveal an association with individuals significant in the history of Roseville, Ramsey County, Minnesota, the field of education, or the WPA federal relief program. As such, the North Heights School does not possess significance under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, the property must represent the work of a master, possess high artistic value, or embody the distinctive characteristics of a type, period, or method of construction. Specifically, under the requirements of the Federal Relief MPDF, for an educational facility to be eligible under *Criterion C*, "this criterion may be met if a building is constructed with...a distinctive construction method often associated with specific federal work programs such as the Works Progress Administration."¹⁰⁴

The original 1935 North Heights School at the southern end of the complex represents a largely intact example of a modest Art Deco-influenced school building constructed through WPA funding. This somewhat streamlined version of the popular Art Deco style was commonly applied to WPA-constructed school buildings of the 1930s for its design simplicity and ease of construction by largely unskilled WPA

¹⁰³ Eubanks, *North Heights Elementary School 1886-1981: A History*.

¹⁰⁴ National Register of Historic Places, Multiple Property Documentation Form, "Federal Relief Construction in Minnesota, 1933-1941," F15.

workers. Distinctive, intact Art Deco design elements include the dogtooth, soldier course, brick pilasters with concrete capitals flanking the facade; the stepped parapet at the entrance bay; and the stepped brickwork design over the stairwell entrance at the southern end of the building. The 1935 building represents one of only two identified WPA-constructed schools remaining in Roseville. However, the other example (the former McCarron Lake School) has been significantly altered through facade changes and a series of large additions that have wrapped around three sides of the building. Despite replacement windows and doors and a linear series of postwar additions at the side (north) elevation, the original 1935 North Heights School building retains many of its character-defining features, including original brick detailing and the original configuration of window and door openings. The linear alignment of the additions has preserved the original massing and footprint of the 1935 school building, and the additions, although large, do not obscure the original facade or design features in accordance with the Federal Relief MDPF requirements.

The additions of 1953, 1958, 1961, 1973, and 1975 represent utilitarian examples of mid-twentieth-century school designs commonly seen throughout Roseville and the state that do not individually possess high artistic value or represent the work of a master. However, they each clearly embody the distinctive characteristics of their individual periods of construction. Collectively, the additions convey significant changes in educational needs from the mid-to-late twentieth century. Both the original 1935 school building and the series of distinct linear additions retain most of their character-defining features. The complex visually and architecturally tells the story of its evolution from a small, rural school to a large, suburban, educational facility.

As such, the North Heights School possesses significance under *Criterion C: Architecture* as both a largely intact example of a 1930s Art Deco-influenced rural school constructed with WPA funding, and in its entirety, as an embodiment of changing trends in educational design over the course of the twentieth century. Under *Criterion C*, the period of significance extends from 1935 to 1975, from initial WPA construction through the subsequent series of mid- to late-twentieth-century additions.

The property was not assessed under *Criterion D* as part of this evaluation. This property was considered for its potential to contribute to a historic district, but no potential district was identified.

Integrity

Under the requirements of the Federal Relief MDPF, “a building should possess integrity of location, design, materials, workmanship, and association, and should be without substantial alterations.”¹⁰⁵ The North Heights School remains in its original location and at the site of an earlier 1880s District 31 schoolhouse. Although the original rural setting at the time of construction has changed, suburban development of the surrounding area began by the late 1940s and continued well into the twentieth century. The school’s period of significance in the areas of Education and Community Planning and Development extends to 1981 and includes this period of suburban development and change as the school expanded in response to area growth. Therefore, the building retains integrity of location and setting. The feeling and association of the building, initially as a 1935 WPA-constructed school, and later

¹⁰⁵ National Register of Historic Places, Multiple Property Documentation Form, “Federal Relief Construction in Minnesota, 1933-1941,” F15.

through multiple additions as a large, suburban educational facility, has not changed, and the building remains in educational use as a private Christian school.

For the original 1935 WPA-constructed school building, as a property possessing significance under *Criterion C*, the design, materials, and workmanship are the most important aspects of integrity to convey its historic significance. Although the building no longer retains its original windows or doors, the integrity of the overall design and workmanship of the WPA-era, Art Deco-influenced school building has not been significantly affected. The window and door openings have not been altered in size or shape, and the building retains its austere, symmetrical facade and original Art Deco-influenced design elements, including the brick pilasters across the facade, the stepped parapet at the entrance bay, and the stepped patterned brickwork over the secondary entrance. The series of large, linear, postwar additions extend from the side (north) elevation of the original building and are distinctly separate both in materials and massing from the 1935 school building and from one another. Despite the size of the additions, they do not obscure the 1935 school building's historic facade or side (south) and rear (west) elevations. Although the North Heights School has been altered, it remains the better of only two identified remaining WPA-constructed school buildings in Roseville. Additionally, the additions generally retain integrity of original design, materials, and workmanship, despite primarily replacement windows, and they continue to convey their distinct periods of significance from the mid-to-late twentieth century.

Recommendation

The North Heights School is recommended eligible for the National Register under *Criterion A* in the areas of Education, Community Planning and Development, and Politics/Government for its association with federal work-relief programs of the Great Depression. Under *Criterion A*, the period of significance begins in 1935, the year of WPA construction, and extends to 1981 with the final closure of the public school. The property is also recommended eligible for the National Register under *Criterion C* in the area of Architecture as the most intact remaining example of a WPA-constructed school building in Roseville and as a cohesive complex reflecting the changing trends in educational design over the course of the twentieth century. Under *Criterion C*, the period of significance extends from 1935 to 1975, from initial WPA construction through completion of the series of mid- to late-twentieth-century additions.

Map



Figure 39a. North Heights School location map.



Figure 39b. Proposed G Line platform locations in the vicinity of the North Heights School.

4.5.2 The Isabel

SHPO Inventory Number: RA-SPC-01948

Address: 109-119 Isabel Street East

City/Township: Saint Paul, Ramsey County

Description Narrative

Built in 1904, the Isabel, also known as the Isabel Rowhouse or Isabel Flats, is a multi-family rowhouse located at 109-119 Isabel Street East in the West Side neighborhood of Saint Paul, Ramsey County.¹⁰⁶ It is a modest interpretation of the Neoclassical style with features including porch columns, quoins, and a decorative cornice. The Isabel is situated approximately one mile southeast of the Mississippi River, which divides the West Side from Downtown Saint Paul. It is one block north of the intersection of Cesar Chavez Street (previously Concord Street) and Robert Street South. It occupies the central portion of the block between Robert Street South and Clinton Avenue South. It is flanked to the west by an asphalt parking lot belonging to the commercial property at 420 Robert Street South and to the east by a residential property (see Figure 40). An asphalt driveway on each side of the building leads to a paved parking area at the rear. A grassy terrace with mature trees is situated behind the Isabel Street curb. Hedges are located along the back of the sidewalk with small, shallow lawns behind the hedges. Concrete walkways lead from the sidewalk to each porch.

¹⁰⁶ S. Granger, "Minnesota Individual Property Inventory Form, RA-SPC-01948," June 30, 1981, 01948, Minnesota State Historic Preservation Office.

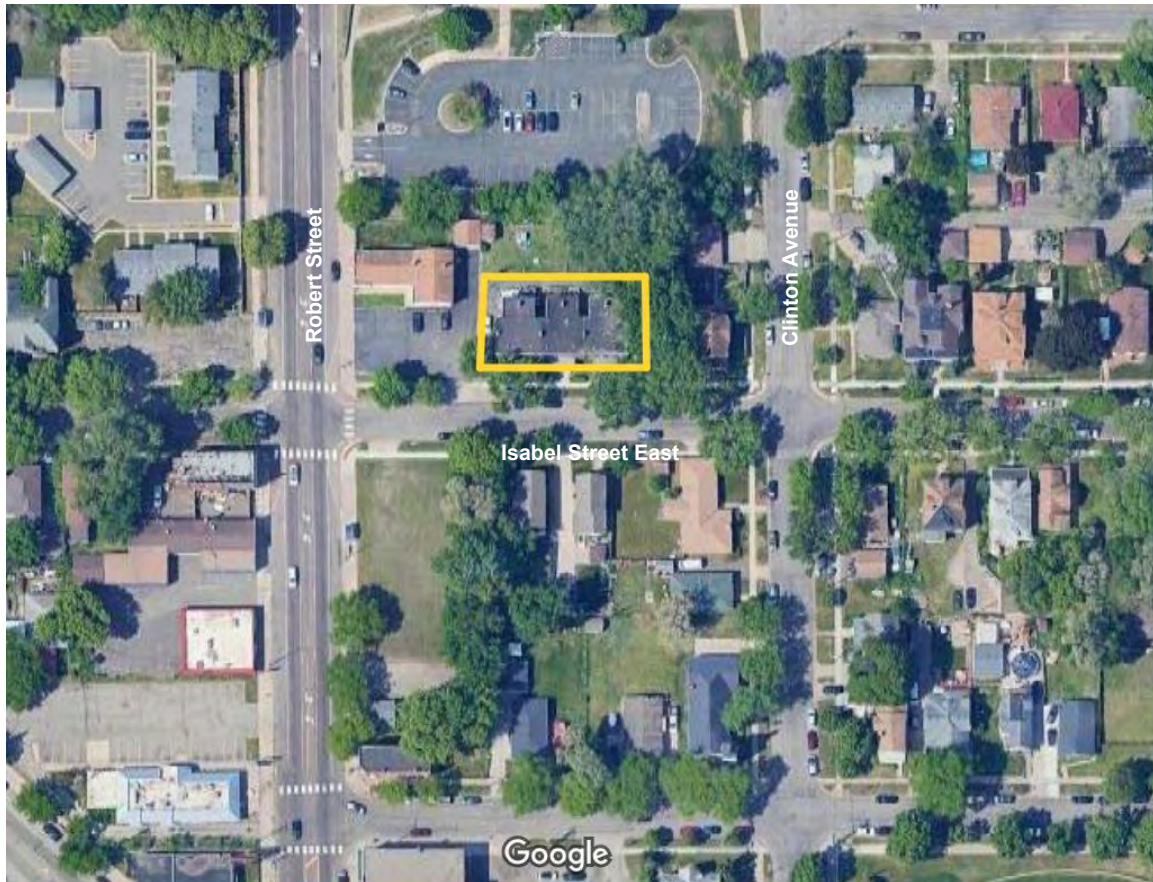


Figure 40. Google aerial image with the Isabel indicated in yellow, 2023.

The Isabel has a rectangular plan, stone foundation, brick cladding with red brick featured on the front (south) facade, and flat roof with parapet. The building has a symmetrical facade and is organized into three bays with two residential units contained in each. The central bay slightly projects and has a stone nameplate inscribed “The Isabel” (see Figures 41-43). Quoins with stone capitals are located at the corners of each bay. Three hip-roof porches with wood columns on brick bases and simple wood railings on either side are evenly spaced across the facade. Each porch includes two primary entrances; some doors are original, and some are replaced. Each has a transom. Each unit has a large, fixed sash window with a transom on the first story. Some of the window transoms retain original leaded glass (see Figure 44). The cornice features brickwork and a terra cotta stringcourse with a decorative motif (see Figure 45). Second-story windows on the front (south) facade are one-over-one replacement units and feature stone sills. The windows in the central bay feature rounded arches, while those in the flanking bays have segmental arches.

The side (east and west) elevations feature one-over-one sash replacement windows with segmental arches and brick sills as well as basement windows with segmental arches (see Figure 46). Three projecting wings are located on the rear (north) elevation (see Figure 47).¹⁰⁷ Each wing has one-over-one sash replacement windows with segmental arches and additional entrance doors with transoms. Interior

¹⁰⁷ Granger, “Minnesota Individual Property Inventory Form, RA-SPC-01948,” 01948.

brick chimneys are also visible from the rear. Modern wood decks have been added to the rear elevation of each wing.

Based on available real estate listings, each unit likely has three second-story bedrooms and kitchens placed at the rear of the first story. They originally had hardwood floors and simple door and window surrounds. Some of the units retain the original wood floor and finishes, including the door and window surrounds (see Figure 48). Each unit is individually owned and has experienced different alterations over the years.



Figure 41. Front (south) facade and side (east) elevation, view toward northwest.



Figure 42. Front (south) facade and side (west) elevation, view toward northeast.



Figure 43. Front (south) facade, view toward north.



Figure 44. Detail view of stained-glass transom above an entrance door, view toward north.



Figure 45. Detail view of molded band motif, stone capital, and brick work, view toward northwest.



Figure 46. Side (west) elevation, view toward east.



Figure 47. Rear (north) elevation and side (east) elevation, view toward southwest.



Figure 48. Interior of 115 Isabel Street East, note the wood floors, leaded glass windows, and interior finishes.¹⁰⁸

Significance Narrative

Building permits indicate the Isabel was constructed in 1904 and originally owned by Dwight H. Watson, who worked at the Noyes Brothers and Cutler Wholesale Drug Company in various capacities from the late 1870s to 1920.¹⁰⁹ The contractor for the building was N.P. Fransen & Company, which was named after owner Nels Peter Fransen. He was born in Denmark in 1858 and lived and worked in Saint Paul as a contractor and carpenter until at least 1930.¹¹⁰ Architect Louis F. Lockwood designed the Isabel and worked in Saint Paul from 1892 until his death in 1908.¹¹¹

Origins of the West Side and Early Transportation and Development

French-Canadians first settled in the area known as the West Side along the Mississippi River in the 1850s following an 1851 treaty with the Dakota people, who originally inhabited the land. German, Irish,

¹⁰⁸ "115 Isabel St E," *Zillow*, n.d., https://www.zillow.com/homedetails/115-Isabel-St-E-Saint-Paul-MN-55107/2057131_zpid/

¹⁰⁹ St. Paul Pioneer Press Co., "U.S., City Directories, 1822-1995" (W.M. Campbell, 1878), https://www.ancestry.com/discoveryui-content/view/881555393:2469?tid=&pid=&queryId=9c266f4d-1509-44fe-8dfd-7f75a42dc8f2&_phsrc=old1043&_phstart=successSource. "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1920), https://www.ancestry.com/discoveryui-content/view/784897715:2469?tid=&pid=&queryId=ecaa668b-9cda-4e03-87dc-c83eacf5e3c6&_phsrc=old1045&_phstart=successSource.

¹¹⁰ Department of Commerce - Bureau of the Census, "1930 United States Federal Census," *Ancestry*, 1930, 1930 United States Federal Census - Ancestry.com.

¹¹¹ Louis C. Sudheimer, "Vienna and Earl Apartment Buildings" (United States Department of the Interior National Park Service, February 28, 1984), <https://catalog.archives.gov/id/93202734>.

and Eastern-European Jewish immigrants then settled in the area by the 1880s.¹¹² Transportation between Downtown Saint Paul and the West Side increased in the late nineteenth century. In 1872, Saint Paul began running horse-drawn streetcars throughout the city, which included lines across the river.¹¹³ Saint Paul officially annexed the West Side in 1874.¹¹⁴ The Robert Street Bridge, constructed in 1885 (nonextant), became a major crossing between Downtown and the West Side. In 1891, the Twin Cities Rapid Transit Company electrified the streetcar lines, further contributing to streetcar use.¹¹⁵ By 1920, the Robert Street Bridge carried 2,730 vehicles and 400 streetcars every 12 hours.¹¹⁶ Increasing vehicular traffic between Downtown and the West Side prompted the City of Saint Paul and Ramsey County to demolish the original Robert Street Bridge and construct a new structure in 1924 (RA-SPC-03177).¹¹⁷

Streetcar lines influenced commercial and residential development in the West Side and allowed residents to easily connect to commercial nodes. The main lines through the West Side started at the Robert Street and Wabasha Street Bridges and extended through the area immediately south of the river known as the West Side Flats. The Wabasha Street line then turned west into the West Side Heights residential area, while the Robert Street line turned onto Concord Street (now Cesar Chavez Street). A smaller spur on State Street intersected with Concord Street, where a commercial node emerged approximately one-quarter mile south of the Isabel (see Figure 49). Commercial development along rail lines was common during the streetcar era (roughly 1890 to the 1920s), signifying interactions between commuters and the communities through which the streetcar travelled.¹¹⁸ Smaller streetcar spurs, such as State Street, allowed easier access from the residential areas on either side of Concord Street to commercial nodes along the corridor. Rowhouses, such as the Isabel, were common in residential areas near the streetcar lines. In addition to the Isabel, other rowhouses in the West Side included the buildings at 77-83 Isabel Street East (1887, RA-SPC-01946), 559-567 State Street South (1890, RA-SPC-03525), and the Grady Flats at 46-52 Delos Street West (1891, RA-SPC-01044).¹¹⁹ These buildings are located within a five-block radius of each other and are situated within two blocks to the north and south of Cesar Chavez Street (Concord Street), confirming a broader relationship between multi-family residences and streetcar lines in the West Side.

¹¹² Paul Nelson and Lisa Lyons, "Tour St. Paul: West Side" (Historic Saint Paul, n.d.).

¹¹³ Kathleen Huynh, "Twin Cities Streetcars - The Rise and Fall," *Minnesota Digital Library*, 2020, <https://mndigital.org/projects/primary-source-sets/twin-cities-streetcars-rise-and-fall>.

¹¹⁴ Paul Nelson, "West Side Flats, St. Paul," *MNOPEDIA*, March 30, 2015, <https://www.mnopedia.org/place/west-side-flats-st-paul>.

¹¹⁵ Huynh, "Twin Cities Streetcars - The Rise and Fall." Mead & Hunt, Inc., *Phase I Architecture/History Survey for the Trunk Highway 5 / 7th Street West Improvements Project, Saint Paul, Ramsey County, Minnesota* (prepared for the Minnesota Department of Transportation, Cultural Resources Unit, May 2024).

¹¹⁶ Minnesota Historical Society, "Robert Street Bridge," *Internet Archive*, January 5, 2006, <https://web.archive.org/web/20060105160317/http://www.mnhs.org/places/nationalregister/bridges/nrrarsb/nrrarobe.html>.

¹¹⁷ Minnesota Historical Society, "Robert Street Bridge."

¹¹⁸ Mead & Hunt, Inc., *Phase I Architecture/History Survey for the Trunk Highway 5 / 7th Street West Improvements Project, Saint Paul, Ramsey County, Minnesota*.

¹¹⁹ A. Katata, "46-52 W. Delos Street" (Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 9, 1981). M. McGrath, "77-83 E. Isabel Street" (Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 13, 1981). G. Whitney, "559-567 S. State Street" (Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 1, 1981).



Figure 49. Map of the Twin Cities Rapid Transit Company streetcar lines, 1915.¹²⁰ Note the Isabel indicated in pink, and the intersection of Robert St./Concord line and State St. spur indicated in red.

Residents of the Isabel and West Side Neighborhood

The Isabel has maintained its original use as an early-twentieth-century, multi-family rowhouse to the present day. Sanborn maps of the Isabel confirm other multi-family and single-family residences in the immediate vicinity. Small businesses and public service buildings, such as a filling station, auto repair shop, undertaker, lumber company, sausage and fish companies, a school, synagogue, and fire station are also visible on Sanborn maps and reflect a working-class environment of the neighborhood in the early to mid-twentieth century (see Figure 50).

¹²⁰ A.W. Warnock, "The Twin Cities and Surroundings, Minneapolis and St. Paul, Minnesota," *Minnesota Digital Library*, 1915, <https://collection.mndigital.org/catalog/mps:317#?c=&m=&s=&cv=&xywh=2801%2C1059%2C4237%2C2641>.



Figure 50. Sanborn map from Saint Paul, Ramsey County, Minnesota, revised 1939. The Isabel is indicated in blue.¹²¹

City directories from the first half of the twentieth century reveal working-class individuals and families housed at the Isabel. The first occupants are indicated in the 1905 and 1906 Saint Paul city directories. Many of the residents from the early twentieth century had American-born parents, apart from a few Irish, English, and Canadian descendants. Residents from the Isabel's construction to the early 1930s worked in various local roles, such as firefighter, barber, grocer, clerk, bookkeeper, and driver, while others worked for larger companies including Swift & Company, Armour & Company, and the Chicago Great Western Railroad.¹²² City directories did not reveal many residents of the Isabel beyond the early 1930s, besides a couple of families who lived at 113 Isabel Street East. Members of these families also worked

¹²¹ "Sanborn Fire Insurance Map from Saint Paul, Ramsey County, Minnesota. Vol. 5" (Sanborn Map Company, 1904), 5, Library of Congress, Geography and Map Division, Image 20 of Sanborn Fire Insurance Map from Saint Paul, Ramsey County, Minnesota. | Library of Congress (loc.gov).

¹²² "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1905), https://www.ancestry.com/discoveryui-content/view/997677450:2469?tid=&pid=&queryId=b245bbf4-9fd4-466b-b567-6f1c6131724f&_phsrc=old1076&_phstart=successSource. "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1906), https://www.ancestry.com/discoveryui-content/view/791387776:2469?tid=&pid=&queryId=71519f35-4b96-4394-a921-8d976815a4b9&_phsrc=old1079&_phstart=successSource. "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1915), <https://www.ancestry.com/imageviewer/collections/2469/images/12859251?ssrc=&backlabel=Return>. "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1927), <https://www.ancestry.com/imageviewer/collections/2469/images/14914015?ssrc=&backlabel=Return>. "U.S., City Directories, 1822-1995" (R.L. Polk & Co., 1932), https://www.ancestry.com/discoveryui-content/view/922258872:2469?tid=&pid=&queryId=14ec1256-4438-4685-9f4b-c04cb117b952&_phsrc=old1465&_phstart=successSource.

for Swift & Company in various capacities in the late 1930s to mid-1940s.¹²³ Swift & Co. and Armour & Co. were part of the Saint Paul Union Stockyards complex in South Saint Paul, located approximately 4 miles south of the Isabel along the Concord Street streetcar line. The complex employed over 6,000 employees at its peak between the 1930s and 1960s.¹²⁴ The Chicago Great Western Railroad owned a collection of repair shops along Concord Street.¹²⁵ The proximity of the Isabel and the stockyard and railroad facilities to the Concord streetcar line suggests that residents of the Isabel may have utilized the streetcar for travel to and from their places of employment in addition to reaching nearby commercial nodes.

Concord Street continued to operate as a commercial corridor into the second half of the twentieth century despite the removal of the streetcar lines in 1954.¹²⁶ In 1952, a flood devastated the nearby West Side Flats, which prompted the city to relocate residents further south along Concord Street in closer proximity to the Isabel (see Figure 51).¹²⁷ The Flats represented a diverse ethnic enclave originally made up of French Canadians, Germans, Irish, and Russian and Eastern European Jewish immigrants, and later Mexican immigrants, who arrived there as early as World War I in search of migrant work.¹²⁸ The influx of new residents sustained commercial activity along Concord Street near the Isabel, especially during the 1960s and 1970s when the West Side emerged as an active area for the Chicano movement.¹²⁹

Known today as “District del Sol,” the neighborhood has newer businesses such as Boca Chica Restaurante (11 Cesar Chavez Street, 1964, not previously surveyed) and El Burrito Mercado (175 Cesar Chavez Street, 1979, not previously surveyed) that continue to drive commercial activity near the main intersections along Cesar Chavez Street.¹³⁰ Despite the emergence of Chicano culture in the West Side, city directories and other sources ultimately did not indicate any direct ethnic association with the Isabel.

¹²³ “U.S., City Directories, 1822-1995” (R.L. Polk & Co., 1937), https://www.ancestry.com/discoveryui-content/view/1178776704:2469?tid=&pid=&queryId=bc1b087d-a231-4fc4-8128-244f13c082e0&_phsrc=old1469&_phstart=successSource. “U.S., City Directories, 1822-1995” (R.L. Polk & Co., 1944), https://www.ancestry.com/discoveryui-content/view/803807252:2469?tid=&pid=&queryId=bc1b087d-a231-4fc4-8128-244f13c082e0&_phsrc=old1469&_phstart=successSource.

¹²⁴ Historic Twin Cities, “Armour Gates,” *Historic Twin Cities*, December 12, 2019, <http://www.historictwincities.com/2019/12/12/armour-gates/#PhotoGallery>.

¹²⁵ “Streetcar on Concord Street, South St. Paul, Minnesota,” *Minnesota Digital Library*, 1910-1905, <https://collection.mndigital.org/catalog/msn:2607?#?c=&m=&s=&cv=&xywh=-975%2C-321%2C5909%2C3684>.

¹²⁶ Huynh, “Twin Cities Streetcars - The Rise and Fall.”

¹²⁷ Vicki Adame, “Former West Side Flats Residents Have Mixed Memories about Their Old Neighborhood,” *North Star Journey*, March 30, 2022, <https://www.mprnews.org/story/2022/03/30/former-west-side-flats-residents-have-mixed-memories-about-their-old-neighborhood>.

¹²⁸ Nelson, “West Side Flats, St. Paul.”

¹²⁹ St. Paul Planning Commission, “The District Del Sol Plan: An Addendum to the St. Paul Comprehensive Plan,” August 2012.

¹³⁰ Nelson and Lyons, “Tour St. Paul: West Side.”



Figure 51. Historic aerial of West Side, Saint Paul, 1940, prior to construction of the Riverview Industrial Park.¹³¹

Louis F. Lockwood and Architecture of the Isabel

The Isabel architect, Louis F. Lockwood, was born in London, England, in 1854 and graduated from King's College in Cambridge in 1884. He started his career in London before moving to the west coast of the United States, where he worked in Portland, Seattle, and San Francisco between 1889 and 1892. Lockwood moved to Saint Paul in 1892 and worked in the city for the next 15 years. Lockwood designed several residential properties in Saint Paul including the Vienna and Earl Apartment Buildings (RA-SPC-01822), Saint Anthony Flats (RA-SPC-07138), at least seven contributing single-family houses within the West Summit Avenue Historic District (RA-SPC-04583), and at least five contributing single-family houses within the Historic Hill District (RA-SPC-04581). The Vienna and Earl Apartments and Saint Anthony Flats represent Renaissance Revival-style residential apartment buildings in Saint Paul at the turn of the century.¹³²

¹³¹ John R. Borchert, "St. Paul Aerial" (University of Minnesota Libraries, June 11, 1940), <https://apps.lib.umn.edu/mhapo/>.

¹³² Sudheimer, "Vienna and Earl Apartment Buildings." Roberts Dr. Norene A., "West Summit Avenue Historic District" (United States Department of the Interior National Park Service, March 1992),

Rowhouses, such as the Isabel, represent the earliest type of extant multi-family housing found in Saint Paul. Rowhouses are one- to three-story dwellings of simple rectangular massing where each living unit is joined to another by a party wall and does not have another dwelling above and below.¹³³ Rowhouses first appeared in both Minneapolis and Saint Paul in the 1880s but gradually declined as other types of multi-family, attached buildings were constructed.¹³⁴ The other extant late-nineteenth-century examples of rowhouses in the West Side have been highly altered. These alterations include replacement front porches and garages at Grady Flats (RA-SPC-01044); replacement front porches and stucco cladding at 77-83 Isabel Street East (RA-SPC-01946); and a removed cornice, infilled transoms, and altered porch at 559-567 State Street South (RA-SPC-03525).¹³⁵ Although the Isabel does not display a fully formed architectural style, it represents a highly intact example of a multi-family rowhouse in the West Side with Neoclassical influences.

Evaluation

The Isabel building was evaluated for the National Register under *Criteria A, B, and C*.

Criterion A

To be eligible under *Criterion A: History*, a property must be associated with a significant event or broad pattern(s) of history. It must also demonstrate that the event or pattern of history was important at the local, state, or national level, specifically, in the case of this property, to the history or development of Saint Paul, Ramsey County, or Minnesota. The Isabel is located near former streetcar lines in the West Side that connected to Downtown Saint Paul. Residents of the Isabel likely utilized the streetcar lines for transportation purposes. Its early twentieth century construction date of 1904 also aligns with many commercial buildings in the area, which suggests that its construction was partly influenced by the development and electrification of streetcar lines. However, these patterns are seen citywide and are not unique to the West Side area or the Isabel.¹³⁶ Although the West Side as a whole experienced an influx of different ethnic groups, there is no indication of any ethnic association with residents of the Isabel throughout the twentieth century. As such, the Isabel does not possess significance under *Criterion A*.

Criterion B

To be eligible under *Criterion B: Significant Person*, the property must be associated with a person who individually made an important contribution within the subject property's associated historic context of history or education. Dwight H. Watson, the original owner of the building, does not appear to have

<https://catalog.archives.gov/id/93202738>. Charles W. Nelson and Susan Zeik, "Historic Hill District" (United States Department of the Interior National Park Service, June 7, 1976), <https://catalog.archives.gov/id/93202626>.

¹³³ Mead & Hunt, Inc., *Phase I Architecture/History Survey for the Trunk Highway 5 / 7th Street West Improvements Project, Saint Paul, Ramsey County, Minnesota*.

¹³⁴ Garneth O. Peterson, *Historic Context of the Riverview Modern Streetcar Corridor in Saint Paul, 1850-1980* (prepared by the Minnesota Department of Transportation Cultural Resources Unit for the Ramsey County Regional Railroad Authority, May 2020).

¹³⁵ A. Kataba, "Grady Flats" (Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 9, 1981). McGrath, "77-83 E. Isabel Street." Whitney, "559-567 S. State Street."

¹³⁶ Mead & Hunt, Inc., *Phase I Architecture/History Survey for the Trunk Highway 5 / 7th Street West Improvements Project, Saint Paul, Ramsey County, Minnesota*.

played a significant role in the history of the West Side neighborhood or Saint Paul. As such, the Isabel does not possess significance under *Criterion B*.

Criterion C

To be eligible under *Criterion C: Architecture*, the property must represent the work of a master, possess high artistic value, or embody the distinctive characteristics of a type, period, or method of construction. Louis Lockwood was a prolific area architect, but he is not considered a master. Although the Isabel retains its porch columns, quoins, and a decorative cornice, it is a modest interpretation of the Neoclassical style and is not significant for high artistic value.

However, the Isabel is a good representative example of a turn-of-the-century, multi-family rowhouse in Saint Paul's West Side. It retains its modest Neoclassical ornamentation along with the character-defining features of a rowhouse including individual living units with porches and shared party walls. Other West Side rowhouses from the late nineteenth and early twentieth centuries have been highly altered and no longer represent the period in which they were constructed. Therefore, as an intact remaining rowhouse, the Isabel possesses significance under *Criterion C: Architecture*.

Integrity

The Isabel remains in its original location at 109-119 Isabel Street East. The streetcar system in the West Side has been removed since the building's original period of construction; however, Robert Street South and Cesar Chavez Street (Concord Street) remain as the main transportation corridors through the West Side neighborhood. The Isabel is still easily accessible to the commercial node at the nearby intersection with State Street. Therefore, the Isabel retains integrity of location and setting.

The Isabel has undergone minimal exterior alterations. Changes are limited to replacement of most windows, although some original leaded glass transoms are intact. Wood decks have been added at the rear of each unit but are not visible from the right of way. The building retains its overall massing, form, and cladding, as well as architectural details such as the porch columns, quoins, decorative cornice, and window arches. Therefore, the Isabel retains integrity of design, materials, and workmanship.

The Isabel retains its original form and architectural features. The exterior maintains the attributes that reflect its historical association with a multi-family rowhouse. The area retains a collection of late-nineteenth- and early-twentieth-century properties amidst modern infill. As such, the Isabel expresses the historical sense of the West Side and links the building to distinctive trends in the construction of rowhouses at the turn-of-the-century. Therefore, it retains integrity of feeling and association.

Recommendation

The Isabel is recommended eligible for the National Register under *Criterion C: Architecture* as an intact example of an early-twentieth-century, multi-family rowhouse in the West Side of Saint Paul. The period of significance coincides with its date of construction: 1904. The Isabel's character-defining features include porches with individual entrances, living units joined by a party wall, quoins, a decorative cornice, and its two-story rectangular massing. The historic boundary is the legal parcel.

Map



Figure 52a. The Isabel location map.



Figure 52b. Proposed G Line platform locations in the vicinity of the Isabel.

4.5.3 People's Park

SHPO Inventory Number: RA-SPC-11919

Address: 149 Cesar Chavez Street

City/Township: City of Saint Paul

Description Narrative

People's Park, currently known as Parque Castillo, is an approximately one-acre public park at 149 Cesar Chavez Street, owned and maintained by the City of Saint Paul (see Figure 53).¹³⁷ The park is nestled within the District del Sol, previously known as Concord Terrace, in Saint Paul's West Side, between Cesar Chavez Street and Clinton Avenue South. The square-shaped property has a paved sidewalk to the southwest along Cesar Chavez Street and a paved sidewalk to the northeast along Clinton Avenue South. A parking lot for an adjacent health center delineates the park's southeastern border, and a metal chain-link fence delineates the northwestern border. Parque Castillo is surrounded by a community health center to its southeast, a recreation and community organization and ball field to the northeast, and commercial buildings and two-story townhomes to the northwest.



Figure 53. Google aerial image with Parque Castillo indicated in red, 2023.

Mature deciduous trees occupy the western section of the property. Two curvilinear paved paths lined with mature trees and two park benches lead from Cesar Chavez Street to the modern play area and splashpad located at the north side of the property. Two additional curvilinear paved paths lead from Clinton Avenue South to the play area and splashpad, which feature picnic tables, benches, outdoor grills, and a flagpole. Near the center of the property is a raised, circular, concrete platform used for

¹³⁷ People's Park will be referred to by its current name, Parque Castillo, throughout this evaluation.

cultural celebrations and dances. It is surrounded by green space used for community gatherings and events. In the southeastern corner is a concrete and stone public art piece erected in 2018 in memory of Nicolas Castillo, a community activist for whom the park was renamed in 1988.¹³⁸ Two free-standing metal signs that read “Parque Castillo: Dedicated in Honor of Nicolas Castillo, Sr. May 7, 1988” (Figure 58) are located behind the sidewalk near the walkways.

The neighborhood has been occupied by predominantly Mexican American families since the mid-twentieth century. The community began using the park area ca. 1970; however, the City of Saint Paul officially established it as People’s Park ca. 1980 and renamed it Parque Castillo in 1988.¹³⁹ Between 2004 and 2008, the park’s southeastern border changed, which expanded its parcel boundary giving the park its square shape.¹⁴⁰ Parque Castillo was redesigned in 2018 to include the play area, splashpad, art piece, and landscaping and walkway improvements (see Figures 54-57).¹⁴¹



Figure 54. Overview of Parque Castillo, view facing northeast. Note the walkway, sign, and play area.

¹³⁸ Frederick Melo, “99-Year-Old Widow Cuts Ribbon, Reopens Park Named for St. Paul Musician, Activist,” *Pioneer Press*, October 26, 2018, <https://www.twincities.com/2018/10/26/99-year-old-widow-cuts-ribbon-reopens-park-named-for-st-paul-musician-activist/>.

¹³⁹ “Parque De Castillo,” *Saint Paul Minnesota*, accessed March 12, 2024, <https://www.stpaul.gov/facilities/parque-de-castillo>; “Aerial Image, Ramsey County, Minnesota,” *Historic Aerials by NETROnline*, 1975, <https://www.historicaerials.com/viewer>; David Knutson, “St. Paul’s West Side Paque Castillo to Undergo Renovations,” *Pioneer Press*, May 18, 2018, <https://www.twincities.com/2018/05/18/st-pauls-west-side-parque-castillo-to-undergo-renovations/>. Although the Saint Paul city website names the park as Parque De Castillo, its correct name is Parque Castillo.

¹⁴⁰ “Aerial Image, Ramsey County, Minnesota,” *Historic Aerials by NETROnline*, 2004, <https://www.historicaerials.com/viewer>; “Aerial Image, Ramsey County, Minnesota,” 2008.

¹⁴¹ “Parque De Castillo.”



Figure 55. Overview of Parque Castillo, view facing east. Note the public art behind the bench.



Figure 56. Parque Castillo with the public art piece on the left and play area at the center, view facing north.



Figure 57. Parque Castillo play area and center stage at the far right, view facing north.



Figure 58. Parque Castillo sign located behind the Cesar Chavez Street sidewalk, view facing northeast.

Significance Narrative

Property History

Parque Castillo is located in the District del Sol neighborhood (previously known as Concord Terrace) between Cesar Chavez Street and Clinton Avenue South. It was established as People's Park in response to the City of Saint Paul's displacement of West Side Flats residents in the early 1960s. The West Side Flats (Flats) neighborhood once occupied the lowlands just south of and across the Mississippi River from downtown Saint Paul, and less than one mile north of present-day Parque Castillo (see Figure 59). Due to their displacement, Flats residents, who by 1960 were comprised primarily of Mexicans and Mexican Americans, moved to the Concord Terrace area located less than one mile to the south.

The influx of residents into Concord Terrace created new housing demands. As a result, Mexicans and Mexican Americans advocated for the Concord Terrace Renewal Project (CTRP) in the mid-1960s. This project called for beautification of their new neighborhood along with the rehabilitation of existing housing. As part of the CTRP project, buildings that once stood at the present-day site of Parque Castillo were demolished, and the property became an open green area. In the late 1960s and early 1970s, Nicolas Castillo and other community members began using this green area as a recreational space.

Nicolas Castillo and his family were displaced Flats residents. Castillo and his wife, Tomasa Castillo, were well-known leaders in the Flats neighborhood. Castillo led the fight to formally establish People's Park in the 1970s when the City of Saint Paul attempted to sell the community's green space to developers. Castillo's activism and dedication to his community helped make People's Park a center for community engagement and kinship before its official ca. 1980 establishment. The park was renamed Parque Castillo in 1988 in memory and honor of Castillo.¹⁴²

¹⁴² "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1972, <https://www.historicaerials.com/viewer>; "Aerial Image, Ramsey County, Minnesota," 1966. Kate Parry, "Chicano Activist Chronicled St. Paul's West Side in Song," *Star Tribune*, May 1, 1988, Newspapers.com, <https://www.newspapers.com/image/195178722/?terms=nicolas%20castillo>.



Figure 59. 1940 aerial view of Saint Paul's West Side, showing the location of the Flats and its proximity to today's Parque Castillo.

The West Side Flats, Mexicans, and Mexican Americans

The Flats neighborhood was once located less than one mile north of present-day Parque Castillo.¹⁴³ From the mid-nineteenth to early-twentieth century Eastern European Jews, German, Irish, Polish, Lebanese, Syrians, Greeks, Italians, African Americans, and Scandinavians made the Flats their home.¹⁴⁴ The neighborhood was a place where new immigrants and low-income families could make their temporary home until they had the opportunity to better their situation. As these early immigrants left the Flats in the 1920s and 1930s, they were replaced by Mexicans and Mexican Americans.¹⁴⁵ By 1920,

¹⁴³ Nelson, "West Side Flats, St. Paul."

¹⁴⁴ Jane McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past," *Ramsey County History* 27, no. 3 (Fall 1992): 4–12.

¹⁴⁵ McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

about 240 Mexicans lived in Minnesota with about 70 in Saint Paul.¹⁴⁶ By 1930, about 860 people of Mexican heritage lived in the Flats.¹⁴⁷

The 1930s proved to be a difficult time for Mexicans and Mexican Americans in Saint Paul. Job scarcity, prejudice, and racism led to some employers discriminating against them. In 1934, the city of Saint Paul became one of the first major cities in the United States to deport Mexicans and Mexican Americans in an effort to remove people who were not naturalized citizens; however, of the 328 children and adults deported to Mexico, most were, in fact, United States citizens.¹⁴⁸ The City of Saint Paul's attempt to eliminate Mexicans and Mexican-Americans from Saint Paul failed as many continued to migrate to Minnesota and establish roots in Saint Paul, especially in the Flats.¹⁴⁹ The Flats were a place where, according to a former West Side Flats resident, "Everyone knew each other, you took care of each other. Jewish kids played with Mexican kids, Italian kids, Black kids, all kinds of nationalities, all kinds of people."¹⁵⁰ Residents of the Flats were bound by their common socio-economic status, unique cultures, and sense of pride in their own roots. Although still diverse, the Flats had become a predominantly Mexican, Mexican American, and Jewish neighborhood by the 1950s.¹⁵¹

Flooding of the West Side Flats and Displacement

Since its establishment, the Flats residents were no strangers to the fierce and mighty waters of the nearby Mississippi River during the spring flood season. The flood of 1952 damaged hundreds of homes, including many in the Flats, causing 2,641 residents to evacuate.¹⁵² Repeated flooding made houses in the Flats uninhabitable and despite this, the city never constructed a levee to protect residents.¹⁵³ However, community members rebuilt their houses and occupied them after each flood.

In 1956, the Flats became a target for urban renewal when the Saint Paul Port Authority announced the Riverview Industrial District Project. Subsequently, the flood of 1957 provided city officials with an excuse to force people out of the Flats with the promise of compensation for their lost homes and the assurance

¹⁴⁶ McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

¹⁴⁷ McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

¹⁴⁸ McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

¹⁴⁹ Jeff Kolnick, "Minnesotanos: Latino Journeys in Minnesota," *MNOPEDIA*, March 7, 2016, <https://www.mnopedia.org/minnesotanos-latino-journeys-minnesota>.

¹⁵⁰ "Gallery: Stories from the Flats," *West Side Community Organization*, accessed April 30, 2024, <https://www.wsco.org/wsflatgallery>.

¹⁵¹ Kolnick, "Minnesotanos: Latino Journeys in Minnesota"; Nelson, "West Side Flats, St. Paul"; McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

¹⁵² Shirley Saldivar, "Chicano Movement in Westside St. Paul," *MNOPEDIA*, May 15, 2019, <https://www.mnopedia.org/thing/chicano-movement-westside-st-paul#:~:text=When%20migrant%20workers%20from%20Mexico%20began%20to%20look,and%201970s%20as%20a%20means%20to%20that%20end>.

¹⁵³ "West Siders Call for Acknowledgement of Historic Displacement," *West Side Community Organization*, November 4, 2022, <https://www.wsco.org/westsidedisplacement>.

of a job at the industrial plant. However, many were not compensated or given fair compensation for their homes.¹⁵⁴

The city destroyed around 480 buildings and homes and displaced 2,147 people.¹⁵⁵ By the end of 1963, no residents remained in the Flats. By 1964, the construction of the \$9 million industrial district was complete with \$4 million spent on forced-relocation costs.¹⁵⁶ Although the city had guaranteed some Flats residents jobs at the industrial district upon its completion, “the jobs didn’t come in the quantity promised.”¹⁵⁷ Additionally, the city built a flood wall only after the residents had left the Flats to “protect their investments,” which many former Flats residents felt emphasized the injustice committed against a low-income and ethnically diverse community.¹⁵⁸ Additionally, in 1965 U.S. Highway 52 was routed through the former Flats.¹⁵⁹ The City of Saint Paul and the Saint Paul Port Authority had demolished and destroyed the West Side Flats neighborhood while forcibly displacing its residents.¹⁶⁰

Concord Terrace and the Concord Terrace Renewal Project (CTRP)

Due to their forced displacement, some families moved far away, others relocated to the East Side of Saint Paul; however, the majority resettled in Concord Terrace, an area less than one mile south of the Flats neighborhood in the West Side of Saint Paul.¹⁶¹ Despite deep opposition and racist sentiments from Concord Terrace’s white residents towards former Flats residents, 1,074 people found housing in Concord Terrace by early 1963, with that number increasing by the end of the year.¹⁶² Concord Terrace became a predominantly Mexican and Mexican American neighborhood.

With the influx of people to Concord Terrace, housing demands increased, which paved the way for the CTRP. The CTRP used federal funds to “rehabilitate existing housing” and “engage in neighborhood beautification” by eliminating older buildings and reducing “commercial and industrial zoning to provide more space for new single and multifamily dwellings.”¹⁶³ In addition to housing needs, the project also attempted to address the social needs of the West Side community. Around 1966, Mexicans and Mexican-Americans successfully encouraged the Saint Paul city council to approve the CTRP in an effort to provide more affordable housing for many in the area. Additionally, in the late 1960s, the ball field (still extant) on the north side of South Clinton Avenue South was established in conjunction with a new

¹⁵⁴ Vicki Adame, “Former West Side Flats Residents Have Mixed Memories About Their Old Neighborhood,” *MPR News*, March 30, 2022, <https://www.mprnews.org/story/2022/03/30/former-west-side-flats-residents-have-mixed-memories-about-their-old-neighborhood>.

¹⁵⁵ “The West Side Flats”; Saldivar, “Chicano Movement in Westside St. Paul.”

¹⁵⁶ Saldivar, “Chicano Movement in Westside St. Paul”; “The West Side Flats.”

¹⁵⁷ Saldivar, “Chicano Movement in Westside St. Paul”; “The West Side Flats.”

¹⁵⁸ Cathy Wurzer and Matthew Alvarez, “The ‘Ellis Island’ of St. Paul Was Razed in the 1960s, but West Side Residents Haven’t Forgotten,” *MPR News*, February 9, 2024, <https://www.mprnews.org/story/2024/02/09/the-ellis-island-of-st-paul-was-razed-in-the-1960s-but-west-side-residents-havent-forgotten>.

¹⁵⁹ “West Siders Call for Acknowledgement of Historic Displacement”; Ania Salcedo, “Interview: Linda Castillo,” *West Side Community Organization*, 2021, <https://www.wsko.org/lindacastillointerview>.

¹⁶⁰ “The West Side Flats.”

¹⁶¹ Dionicio Nodín Valdés, *Barrios Norteños: St. Paul and Midwestern Mexican Communities in the Twentieth Century* (University of Texas Press Austin, 2000); Salcedo, “Interview: Linda Castillo.”

¹⁶² Valdés, *Barrios Norteños: St. Paul and Midwestern Mexican Communities in the Twentieth Century*.

¹⁶³ Valdés, *Barrios Norteños: St. Paul and Midwestern Mexican Communities in the Twentieth Century*.

community service building that was proposed by the Neighborhood House—a social services organization created to serve immigrant communities in the Flats.¹⁶⁴ The building, located at 179 Robie Street East, became the Neighborhood House headquarters and operated jointly with the Saint Paul Department of Public Parks, Recreation and Public Buildings.¹⁶⁵

Directly south of the Neighborhood House and ball field, across South Clinton and Robie Streets, was a small, grassy area lined with trees that would eventually become People's Park (later renamed Parque Castillo). In the mid-twentieth century, the grassy area was comprised of three separate blocks with mostly frame and brick buildings, some of which were dwellings, and others were apartments, flats, automobile garages, and stores (see Figures 60 and 61). Between 1970 and 1972, most of the buildings on the blocks had been demolished as part of the CTRP.¹⁶⁶ During this time, the Concord Terrace area was a predominantly Mexican and Mexican American neighborhood, with the majority concentrated between the nearby Our Lady of Guadalupe Church and this small, grassy area.¹⁶⁷ Thanks to Nicolas Castillo's efforts, this grassy area would become an official city park intended to fulfill the needs of the Mexican and Mexican American residents in the Concord Terrace area.

¹⁶⁴ "St. Paul Park Backers Win Twice, Lose Once," *The Minneapolis Star*, January 28, 1967, Newspapers.com, <https://www.newspapers.com/image/188225407/?match=1&terms=%22Concord%20Terrace%20Renewal%20Project%22>; "Playground Plan Studied in St. Paul," *Star Tribune*, July 19, 1966, Newspapers.com, <https://www.newspapers.com/image/187971870/?match=1&terms=%22Concord%20Terrace%22%20%22West%20Side%22>.

¹⁶⁵ "St. Paul Park Backers Win Twice, Lose Once"; "Playground Plan Studied in St. Paul."

¹⁶⁶ Salcedo, "Interview: Linda Castillo"; "Aerial Image, Ramsey County, Minnesota," 1972; "Aerial Image, Ramsey County, Minnesota," 1966; "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1979, <https://www.historicaerials.com/viewer>; "Aerial Image, Ramsey County, Minnesota," 1980. Peter Vaughan, "Robie St. Trees To Go Down Drain," *Star Tribune*, September 11, 1970, Newspapers.com, <https://www.newspapers.com/image/189770280/?match=1&terms=%22Concord%20Terrace%22%20%22West%20Side%22>.

¹⁶⁷ Valdés, *Barrios Norteños: St. Paul and Midwestern Mexican Communities in the Twentieth Century*.



Figure 60. 1950 Sanborn Fire Insurance Map. Blocks 71, 70, and 90 were combined and portions of Robie Street East and Clinton Avenue South closed between the blocks. Parque Castillo is located mostly on block 70.¹⁶⁸

¹⁶⁸ "Sanborn Fire Insurance Map, Saint Paul" (Saint Paul, Minnesota: Sanborn Map & Publishing Company, 1950), Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA, https://www.loc.gov/item/sanborn04379_023/.



Figure 61. 1962 aerial image of the blocks where Parque Castillo is now situated.¹⁶⁹

Nicolas Castillo and the Establishment of People's Park

Nicolas Castillo was born in Dolores, Texas, in 1912, into a Mexican American family that migrated to the Midwest to work in the sugar beet fields during the summer months, eventually settling down in Minnesota.¹⁷⁰ Castillo moved to the West Side of Saint Paul in his early twenties and worked in construction and the railroad yards. In his late twenties, he met Tomasa Isadora Perez, a Mexican American from Hampton, Iowa, before being drafted during World War II. He served in the U.S. Army during the war and was awarded the Purple Heart.¹⁷¹ Upon his return to Minnesota, he married Perez and together they went on to settle in the Flats neighborhood in the early 1940s and have six children (see Figure 62).¹⁷² The Castillos quickly became a staple of the community and were known for feeding

¹⁶⁹ "Aerial Image, West St. Paul, Ramsey County, Minnesota" (Minnesota Historical Aerial Photographs Online, 1962), John R. Borchert Map Library, University of Minnesota, https://geo.lib.umn.edu/Hennepin_County/y1962/AA-15-153.jpg.

¹⁷⁰ U.S. Census Office, *Seventeenth Census of the United States, 1950, St. Paul, Ramsey, Minnesota* (Washington, D.C: National Archives and Records Administration, 1950), https://www.ancestry.com/discoveryui-content/view/92239505:62308?queryId=8347ceda660b494e8cf131a03ce9f1e1&_phsrc=AuE486&_phstart=successSource; "Nicolas C. Castillo, 76, Dies; Wrote Chicano St. Paul Songs," *Star Tribune*, October 29, 1987, Newspapers.com, <https://www.newspapers.com/image/191136428/?terms=nicolas%20castillo&match=1>.

¹⁷¹ "Nicolas C. Castillo, 76, Dies; Wrote Chicano St. Paul Songs."

¹⁷² Parry, "Chicano Activist Chronicled St. Paul's West Side in Song." Salcedo, "Interview: Linda Castillo"; McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past."

children in the neighborhood. According to their daughter, Linda Castillo, her parents “never chased any kids away.”¹⁷³ The Castillo family was one of the families forcibly displaced in the early 1960s.



*Figure 62. Nicolas Castillo with his children after a flood in 1951, April 22, 1951, Star Tribune.*¹⁷⁴

Linda remembers her family’s displacement, “Port Authorities came in 1959 and they told us they were going to buy up the land because the land was no good, and they were going to move us up the hill, and they were going to pay us for the houses, which they didn’t. My mom and dad went back to our house and they already had the bulldozer in the middle of the house.”¹⁷⁵ The Castillo family moved to Concord Terrace, and by the late 1960s, Castillo purchased a house on Oakdale Avenue.¹⁷⁶ Despite the hardships Castillo and his family faced before and after the displacement, they became pillars of the new Mexican and Mexican American community that formed in Saint Paul’s West Side.

From the late 1960s into the early 1970s, Castillo began frequenting the grassy area that would become People’s Park. It was a “grove of trees across from the neighborhood baseball diamond” where Castillo would take his children to play because there were no other parks around (see Figure 63).¹⁷⁷ Knowing that the area had once accommodated houses, Castillo kept the area clean, played music with other Mexican men and elders, and continued to feed community members.¹⁷⁸ Castillo built community at this

¹⁷³ Salcedo, “Interview: Linda Castillo.”

¹⁷⁴ “The Flood Means Trouble, No Matter How You Say It,” *Star Tribune*, April 22, 1951, Newspapers.com, <https://www.newspapers.com/image/183470173/?match=1>. The names in the article are incorrect, however, based on genealogy records, the address given in the newspaper, and the picture, the article reports on the Nicolas and his family.

¹⁷⁵ Salcedo, “Interview: Linda Castillo.”

¹⁷⁶ Salcedo, “Interview: Linda Castillo.”

¹⁷⁷ Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song.”

¹⁷⁸ Salcedo, “Interview: Linda Castillo.”

grassy area through cultural music and food, and Mexicans and Mexican Americans in the area had a new place to call home.



*Figure 63. 1972 Aerial image of Parque Castillo and the ball field across the street.*¹⁷⁹

In 1972, as part of the CTRP, the City of Saint Paul attempted to sell the land that served as a prominent gathering area for the community. An advertisement printed in the *Star Tribune* in February of 1972 informed developers the area was up for sale and ripe for commercial and residential development.¹⁸⁰ If the sale went through, the community-established park would cease to exist. Heavily influenced and inspired by the 1960s and 1970s national and local Chicano Movement, Castillo lobbied and advocated for the community gathering area at city council meetings.¹⁸¹ This effort proved to be fruitful, and the space was not sold to developers, halting the city's redevelopment plans. Shortly after, it became an official park known as People's Park.¹⁸²

According to Tomasa, People's Park "was a place where migrant workers coming for a weekend in the city could take a picnic lunch and sit under the trees. It was a place where the kids could play without cars

¹⁷⁹ "Aerial Image, West St. Paul, Ramsey County, Minnesota" (Minnesota Historical Aerial Photographs Online, 1970), John R. Borchert Map Library, University of Minnesota, https://geo.lib.umn.edu/Dakota_County/y1970/WK-1LL-228.jpg.

¹⁸⁰ "Opportunity for Commercial Development," *Star Tribune*, February 6, 1972, Newspapers.com, <https://www.newspapers.com/image/185143684/?match=1&terms=%22Concord%20Terrace%20Renewal%22%20%22trees%22>.

¹⁸¹ Joe Kimball, "Around St. Paul," *Star Tribune*, March 10, 1988, Newspapers.com, <https://www.newspapers.com/image/191292397/?terms=parque%20castillo&match=1>. Parry, "Chicano Activist Chronicled St. Paul's West Side in Song."

¹⁸² Kimball, "Around St. Paul."

screeching by. [Castillo] lobbied for and got water, toilets, a platform for musicians, and picnic tables.”¹⁸³ Castillo spent hours at the park engaging with friends, building community pride, and encouraging involvement.¹⁸⁴ Aerial imagery shows that in 1980 and 1991, the park continued to have trees and grassy areas, and three paths were paved and led to a central playground (see Figure 64).¹⁸⁵



Figure 64. 1991 aerial image of Parque Castillo with paved paths and a playground.¹⁸⁶

Castillo’s advocacy for his community did not end with the establishment of People’s Park. As a devotee and supporter of the Chicano Movement, Castillo was committed to documenting the community’s struggles in addition to advocating for Chicano rights.¹⁸⁷ Castillo wrote hundreds of “corridos” or Mexican ballads that recount the ongoings of a specific geographic area.¹⁸⁸ In the corridos, Castillo depicted “the life style, culture, sufferings, and political fights of the Chicanos in St. Paul.”¹⁸⁹ Castillo also wrote songs

¹⁸³ Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song.”

¹⁸⁴ Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song.”

¹⁸⁵ “Aerial Image, Ramsey County, Minnesota,” 1980.

¹⁸⁶ “Aerial Image: Parque Castillo, West Saint Paul, MN” (Google Earth, April 1991).

¹⁸⁷ Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song”; Saldivar, “Chicano Movement in Westside St. Paul”; McClure, “A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul’s Past.”

¹⁸⁸ Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song”; “Nicolas C. Castillo, 76, Dies; Wrote Chicano St. Paul Songs.”

¹⁸⁹ “Nicolas C. Castillo, 76, Dies; Wrote Chicano St. Paul Songs.” Parry, “Chicano Activist Chronicled St. Paul’s West Side in Song.”

about the Fourth of July celebrations on Harriet Island, local Chicanos fighting in Vietnam, West Side bars and women, and community issues with the police.¹⁹⁰ Some of his songs paid homage to the old Flats neighborhood and community. Additionally, in the 1970s, he fought alongside fellow Chicano activists for the creation of the Chicano Studies Department at the University of Minnesota. Along with his wife, Tomasa, Castillo paved the way for the eventual establishment of Spanish immersion schools in the West Side.¹⁹¹ Access to healthcare was also an important subject to the Castillo family. In 1971, he and Tomasa helped establish the community health clinic, La Clinica (The Clinic), to provide low-cost healthcare to uninsured, non-English speakers.¹⁹² This clinic continues to serve the community and is now located at 153 Cesar Chavez Street, directly southeast of present-day Parque Castillo.

Parque Castillo and Continued Use

Castillo continued to advocate for Mexican American/Chicano rights and wellbeing until his death, which prompted the renaming of People's Park. In October 1987, Castillo passed away from a heart attack at the age of 76 leaving a deep mark within the community. Sometime in 1988, the City of Saint Paul, West Side Community Organization, and the governor Minnesota honored the Castillo family and renamed the park Parque Castillo.¹⁹³

Parque Castillo has continued to function not only as a recreational space, but as a gathering space for cultural celebrations and as a space to address community concerns. Starting at least in 1985, annual Cinco de Mayo celebrations, which commemorate Mexico's defeat of the French in the 1862 Battle of Puebla, have occurred in District del Sol (formerly Concord Terrace) with performances and various activities happening at Parque Castillo.¹⁹⁴ Aerial imagery shows that by 1991, the raised, circular concrete platform was present at the park, presumably for performance purposes.¹⁹⁵ Also in the 1990s, Parque Castillo was used as a venue to address community concerns over violence in the neighborhood, particularly gang violence. In May 1993, West Side community leaders and residents met with the Saint Paul Police at Parque Castillo to address gang shootings that had been increasingly occurring in the area and at the

¹⁹⁰ Parry, "Chicano Activist Chronicled St. Paul's West Side in Song."

¹⁹¹ Parry, "Chicano Activist Chronicled St. Paul's West Side in Song"; Saldivar, "Chicano Movement in Westside St. Paul"; McClure, "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past"; Salcedo, "Interview: Linda Castillo."

¹⁹² Salcedo, "Interview: Linda Castillo."

¹⁹³ Salcedo, "Interview: Linda Castillo"; Parry, "Chicano Activist Chronicled St. Paul's West Side in Song."

¹⁹⁴ Parry, "Chicano Activist Chronicled St. Paul's West Side in Song"; Ginger Pinson, "Cinco de Mayo Celebrates 33rd Year On St. Paul's West Side," *Pioneer Press*, May 6, 2018, <https://www.twincities.com/2018/05/05/cinco-de-mayo-celebrates-33rd-year-on-st-pauls-west-side/>; Paul Nelson, "District Del Sol," *Saint Paul Historical*, accessed March 20, 2024, <https://saintpaulhistorical.com/items/show/129>. Nelson, "West Side Flats, St. Paul." Cinco de Mayo celebrations have occurred in the West Side of St. Paul since the late-1930s.

¹⁹⁵ "Aerial Image, Ramsey County, Minnesota," *Historic Aerials by NETROnline*, 1991, <https://www.historicaerials.com/viewer>.

park.¹⁹⁶ The park has also been used for concerts, special events, movie nights, art festivals, as a distributing place for free produce from neighborhood gardens, and much more.¹⁹⁷

In 2018, Parque Castillo underwent a five-month renovation to ensure that it continued to serve as a “community landmark and gathering space,” according to former Saint Paul Parks and Recreation director Mike Hahm.¹⁹⁸ After completion, the park featured play areas, a splashpad, improved landscaping and walkways, and a public art piece honoring Nicolas Castillo. The raised, circular concrete platform remained in place for annual Cinco de Mayo performances.¹⁹⁹ Tomasa cut the ribbon at the ceremonial re-opening of the park in October 2018, on the 31st anniversary of Castillo’s death (Figure 65). One of Castillo’s daughters expressed how meaningful the park was to her family, “My dad is smiling with joy over this park, and I know that he would love the fact that it is packed with little kids and families from the West Side...October 26 is the anniversary of my father’s death, so it is a perfect time of year to celebrate the renovation of the park that means so much to our family.”²⁰⁰ Today, the public park continues to serve the community as a neighborhood recreational space that hosts a variety of Cinco de Mayo festivities, celebrations, markets, free farm stands, and events—all which are integral to the vibrant West Side community.



*Figure 65. 99-year-old Tomasa Castillo cutting the ribbon at the newly renovated Parque Castillo, surrounded by family, community, and local officials. October 25, 2018.*²⁰¹

¹⁹⁶ Tim Steller, “Angry West Side Residents Unite To Fight Neighborhood Violence,” *Star Tribune*, May 28, 1993, Newspapers.com, <https://www.newspapers.com/image/193250982/?terms=parque%20castillo&match=1>; Chris Graves, “West Side Bands Together Against Crime,” *Star Tribune*, April 17, 1994, Newspapers.com, <https://www.newspapers.com/image/192854393/?terms=parque%20castillo&match=1>.

¹⁹⁷ “Grows,” *West Side Community Organization*, accessed March 20, 2024, <https://www.wsko.org/grows>; Horgen Tom, “Music & Movies in District Del Sol,” *Star Tribune*, June 30, 2006, Newspapers.com, <https://www.newspapers.com/image/250364366/?terms=%22parque%20castillo%20%22&match=1>; “River Rats,” *Star Tribune*, July 26, 1997, Newspapers.com, <https://www.newspapers.com/image/195316429/?terms=parque%20castillo&match=1>. “West Side Best Side! Neighborhood Art Fair & Cultural Market,” *West Side Community Organization*, accessed May 28, 2024, <https://www.wsko.org/artfair>. “West Side Juneteenth,” *West Side Community Organization*, accessed May 28, 2024, <https://www.wsko.org/wsjuneteenth>.

¹⁹⁸ Knutson, “St. Paul’s West Side Paque Castillo to Undergo Renovations.”

¹⁹⁹ Melo, “99-Year-Old Widow Cuts Ribbon, Reopens Park Named for St. Paul Musician, Activist.”

²⁰⁰ Melo, “99-Year-Old Widow Cuts Ribbon, Reopens Park Named for St. Paul Musician, Activist.”

²⁰¹ Melo, “99-Year-Old Widow Cuts Ribbon, Reopens Park Named for St. Paul Musician, Activist.”

Evaluation

Parque Castillo was evaluated for the National Register under *Criteria A, B, and C*.

Criterion A

To be eligible under *Criterion A: History*, a property must be associated with a significant event or broad pattern(s) of history. It must also demonstrate that the event or pattern of history was important to the history or development of Saint Paul, Ramsey County, or Minnesota.

Parque Castillo was a community park established contingent upon and in response to the 1960s forced displacement of the majority of Mexican and Mexican American residents of the West Side Flats. By ca. 1970, this area functioned as an informal gathering place for the Mexican and Mexican American community. The City of Saint Paul officially established it as People's Park ca. 1980 thanks to efforts of Mexican and Mexican American community members, including community activist Nicolas Castillo. Since then, the park has served as an epicenter of recreation, cultural celebration, and community building. It serves as a physical reminder of Mexican and Mexican American resilience, activism, and political organization in the face of systemic oppression. It is the only park known to have been established by Mexicans and Mexican-Americans in Saint Paul's West Side and the only known park with direct ties to the 1960s displacement of the West Side Flats. This park ensured Mexicans and Mexican-Americans in Saint Paul had a place to celebrate their heritage and preserve their cultural identity. Parque Castillo is recommended eligible under *Criterion A: Ethnic Heritage (Hispanic)*.

Criterion B

To be eligible under *Criterion B: Significant Person*, a property must be associated with a person who made an important contribution in history. Nicolas Castillo was an important figure within the West Side Mexican American community for the establishment of Parque Castillo, and for his contribution to founding of Spanish immersion schools and the community health clinic. Heavily inspired by the Chicano movement of the 1960s and 1970s, Nicolas Castillo led the fight to officially establish Parque Castillo and continued to promote the park's use and improvement until his death, with the park closely and directly representing Castillo's significance. Although La Clinica is an extant resource that was established during Castillo's productive years in the West Side, La Clinica has evolved and changed over time. Therefore, Parque Castillo is the best extant resource that illustrates Castillo's important achievements from the late 1960s to the late 1980s, which contributed to the development of West Side Saint Paul as a prominent Mexican American area. Therefore, Parque Castillo is recommended eligible under *Criterion B: Significant Person* for its association with Nicolas Castillo.

Criterion C

To be eligible under *Criterion C: Landscape Architecture*, the property must represent the work of a master, possess high artistic value, or embody the distinctive characteristics of a designed park or garden associated with a particular landscape design philosophy, type, period, or method of construction. The park is a small area with modern play areas, walkways, and public art. It is not noted as an early example of its type or for innovative design, construction, or use. It follows a typical design intent for a small community park and does not possess significance under *Criterion C: Landscape Architecture*.

Integrity

Parque Castillo remains in the original location where it became an informal gathering space for the Mexican and Mexican American community ca. 1970. Its location conveys the transplanting of community that took place in response to the West Side Flats displacement. The park's relationship to the ball field created as part of the CTRP, the Neighborhood House, and La Clinica reflects the community's intention to use this space for kinship. Although the park expanded between 2004 and 2008, it is still recognizable as Parque Castillo. Therefore, Parque Castillo retains integrity of location and setting. The park continues to express the historic sense of a ca. 1970 gathering area as a central, open green space with mature trees and pedestrian paths. The park remains sufficiently intact to read as a recreational and gathering space; therefore, Parque Castillo retains integrity of feeling and association.

This park was redesigned in 2018 with play areas, a splashpad, art piece, and landscaping and walkway improvements. However, the park's spatial organization, with prominent open green space occupying most of the parcel, is similar to its original spatial design as community gathering space rather than a formally established park with a formal conceptual design and infrastructure. The park's curvilinear pedestrian paths, open green space, trees, and its concrete circular platform remain intact to convey the merger of nature and culture. Recent park renovations did not change the informal nature of the park, nor did they obscure any open greenspace or add any considerable infrastructure to park grounds. The renovations do not detract from the park's original intent as a gathering space; rather, they enhance the park and convey the importance of the space to the community. Therefore, the Parque Castillo retains integrity of design, materials, and workmanship.

Recommendation

The People's Park (Parque Castillo) is recommended eligible for the National Register under *Criterion A* under the theme of *Ethnic Heritage: Hispanic* and *Criterion B: Significant Person*. The character-defining features of the park include its open green space, trees, curvilinear paths, and circular raised performance platform. The period of significance extends from ca. 1970, when Nicolas Castillo and community members began using this area in response to their displacement, to Castillo's death in 1987. The park's historic boundary corresponds to the current park boundaries.

Map



Figure 66a. People's Park map.



Figure 66b. Proposed G-line platform locations in vicinity.

4.6 Recommendations

The following properties within the APE are listed in or recommended eligible for listing in the National Register. An assessment of effects is recommended for these properties.

- North Heights School (RA-RVC-00063)
- The Isabel (RA-SPC-01948)
- Saint Paul Gas Light Company Service Station (RA-SPC-03066)
- Arvidson Block (RA-SPC-03067)
- Manhattan Building (RA-SPC-03170)
- Foot Schulze & Company (RA-SPC-03174)
- First National Bank (RA-SPC-04645)
- Endicott Arcade Addition (RA-SPC-06903)
- Saint Paul Urban Renewal Historic District (RA-SPC-08364)
- Sears Retail Store and Auto Center (RA-SPC-08898)
- Minnesota State Capitol Mall Historic District (RA-SPC-11132)
- People's Park (RA-SPC-11919)

No further work is recommended for the remaining properties in the Survey Area.

Bibliography

- "\$3,200,000 Schools Project Proposed." *The Minneapolis Star*. December 6, 1950.
- "9 Districts Vote Ramsey County School Merger." *The Minneapolis Star*. December 22, 1948.
- "115 Isabel St E." *Zillow*, n.d. https://www.zillow.com/homedetails/115-Isabel-St-E-Saint-Paul-MN-55107/2057131_zpid/
- "A Brief History of Roseville." *City of Roseville*, n.d. <https://www.cityofroseville.com/300/History>.
- Adame, Vicki. "Former West Side Flats Residents Have Mixed Memories about Their Old Neighborhood." *North Star Journey*, March 30, 2022. <https://www.mprnews.org/story/2022/03/30/former-west-side-flats-residents-have-mixed-memories-about-their-old-neighborhood>.
- . "Former West Side Flats Residents Have Mixed Memories About Their Old Neighborhood." *MPR News*, March 30, 2022. <https://www.mprnews.org/story/2022/03/30/former-west-side-flats-residents-have-mixed-memories-about-their-old-neighborhood>.
- Adomeit, Nancy. "Minnesota State Fair." *Roseville Historical Society MEMO*. September 2021. Roseville Historical Society. <https://www.rhsmn.org/wp-content/uploads/2022/02/Newsletter-Sept-2021-1.pdf>.
- "Aerial Image: Parque Castillo, West Saint Paul, MN." Google Earth, April 1991.
- "Aerial Image, Ramsey County, Minnesota." *University of Minnesota - Minnesota Historical Aerial Photographs Online*, 1937. https://geo.lib.umn.edu/ramsey_county/y1937/WO-1-70.jpg.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1947. <https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *University of Minnesota - Minnesota Historical Aerial Photographs Online*, 1953. https://geo.lib.umn.edu/ramsey_county/y1953/WO-6M-126.jpg.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1957. <https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1966. <https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1972. <https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1975. <https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1979. <https://www.historicaerials.com/viewer>.

- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1980.
<https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 1991.
<https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 2003.
<https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 2004.
<https://www.historicaerials.com/viewer>.
- "Aerial Image, Ramsey County, Minnesota." *Historic Aerials by NETROnline*, 2008.
<https://www.historicaerials.com/viewer>.
- "Aerial Image, West St. Paul, Ramsey County, Minnesota." Minnesota Historical Aerial Photographs Online, 1962. John R. Borchert Map Library, University of Minnesota.
https://geo.lib.umn.edu/Hennepin_County/y1962/AA-15-153.jpg.
- "Aerial Image, West St. Paul, Ramsey County, Minnesota." Minnesota Historical Aerial Photographs Online, 1970. John R. Borchert Map Library, University of Minnesota.
https://geo.lib.umn.edu/Dakota_County/y1970/WK-1LL-228.jpg.
- Barnes, Renee. "Phase I and II Architecture/History Survey, Rice Street (CSAH 49) Reconstruction (S.P. 062-649-055), Saint Paul, Ramsey County, Minnesota." Bolton & Menk, Inc., October 2023.
- "Blaine Council Turns Down New Trailer Park." *The Minneapolis Star*. April 7, 1964.
- Borchert, John R. "St. Paul Aerial." University of Minnesota Libraries, June 11, 1940.
<https://apps.lib.umn.edu/mhapo/>.
- Boulay, Pete. *The Lost City of Gladstone*. Maplewood, Minn.: P.J. Boulay, 1997.
- "Church Buys Back Roots in Roseville." *The Minneapolis Star*. October 1, 1981.
- City of Roseville. "Roseville 2040 Our Future Together: 2. The Land - Geographic and Development History." Accessed April 23, 2024.
<https://www.cityofroseville.com/DocumentCenter/View/30103/9-CH3-Community-Profile-First-Resubmittal>.
- "Community Pride - Roseville at 75." *City of Roseville*. Accessed April 23, 2024.
<https://www.cityofroseville.com/3800/Community-Pride-Roseville-at-75>.
- "Compromise on WPA Is Drafted." *The Minneapolis Star*. August 5, 1935.
- Dahl, Peter. "Rose Township Plat Map." Plat Book of Hennepin County, Minnesota; Plat Book of Ramsey County, Minnesota. Minneapolis: Northwestern Map Publishing Company, 1898.

<https://collection.mndigital.org/catalog/mhs:1299#c=&m=&s=&cv=97&xywh=959%2C2092%2C766%2C490>.

Department of Commerce - Bureau of the Census. "1930 United States Federal Census." *Ancestry*, 1930.

Dr. Norene A., Roberts. "West Summit Avenue Historic District." United States Department of the Interior National Park Service, March 1992. <https://catalog.archives.gov/id/93202738>.

Eubanks, Margaret. *North Heights Elementary School 1886-1981: A History*, 1981.

"Gallery: Stories from the Flats." *West Side Community Organization*. Accessed April 30, 2024. <https://www.wsco.org/wsflatsgallery>.

Granger, S. "Minnesota Individual Property Inventory Form, RA-SPC-01948," June 30, 1981. Minnesota State Historic Preservation Office.

Graves, Chris. "West Side Bands Together Against Crime." *Star Tribune*, April 17, 1994. Newspapers.com. <https://www.newspapers.com/image/192854393/?terms=parque%20castillo&match=1>.

"Grows." *West Side Community Organization*. Accessed March 20, 2024. <https://www.wsco.org/grows>.

"Here's Where Minneapolis Area Schools Stand for This Fall." *Star Tribune*. August 26, 1956.

Herrold, George H. "The Story of Planning St. Paul from the Beginnings to 1953," 1958. P2667. Minnesota Historical Society, Gale Family Library, Saint Paul, Minn.

Historic Twin Cities. "Armour Gates." *Historic Twin Cities*, December 12, 2019. <http://www.historictwincities.com/2019/12/12/armour-gates/#PhotoGallery>.

"Historical Agriculture." *Roseville Historical Society*, 2023. <https://www.rhsmn.org/roseville-minnesota-historical-agriculture/>.

"History of Maplewood." *Maplewood Minnesota*, n.d. <https://maplewoodmn.gov/525/History-of-Maplewood#:~:text=The%20written%20history%20of%20Maplewood%20begins%20about%20165,oak%20and%20prairie%20with%20many%20wetlands%20and%20lakes>.

"Home." *North Heights Christian Academy*, 2024. <https://northheights.academy/>.

"Home." *North Heights*. Accessed April 23, 2024. <https://northheights.church/>.

Huynh, Kathleen. "Twin Cities Streetcars - The Rise and Fall." *Minnesota Digital Library*, 2020. <https://mndigital.org/projects/primary-source-sets/twin-cities-streetcars-rise-and-fall>.

Kataba, A. "Grady Flats." Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 9, 1981.

Katata, A. "46-52 W. Delos Street." Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 9, 1981.

- Keith M. Wendt and Barbara A. Coffin. *Natural Vegetation of Minnesota At the Time of the Public Land Survey 1847-1907*. Biological. Minnesota Department of Natural Resources, 1988.
https://files.dnr.state.mn.us/eco/mcbs/natural_vegetation_of_mn.pdf.
- Kimball, Joe. "Around St. Paul." *Star Tribune*, March 10, 1988. Newspapers.com.
<https://www.newspapers.com/image/191292397/?terms=parque%20castillo&match=1>.
- Knutson, David. "St. Paul's West Side Parque Castillo to Undergo Renovations." *Pioneer Press*, May 18, 2018. <https://www.twincities.com/2018/05/18/st-pauls-west-side-parque-castillo-to-undergo-renovations/>.
- Kolnick, Jeff. "Minnesotanos: Latino Journeys in Minnesota." *MNOPEDIA*, March 7, 2016.
<https://www.mnopedia.org/minnesotanos-latino-journeys-minnesota>.
- Kuehn, Robert. *A History of West St. Paul*. West St. Paul Bank, 1962.
- "Little Canada's History." *City of Little Canada*, n.d. <http://www.ci.little-canada.mn.us/284/Little-Canadas-History>.
- Maplewood Planning Commission. *Plan for Maplewood: Maplewood Comprehensive Plan*. Maplewood Village Council, September 21, 1972. City of Maplewood, Maplewood, Minn.
- McClure, Jane. "A Story of Change, Pride, and Perseverance: The Mexican-Americans and Their Roots in St. Paul's Past." *Ramsey County History* 27, no. 3 (Fall 1992): 4–12.
- McGrath, M. "77-83 E. Isabel Street." Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 13, 1981.
- Mead & Hunt, Inc. *Architecture History/History Background Research Report: Riverview Modern Streetcar Project*. Hennepin County, Minnesota: Minnesota Department of Transportation, Cultural Resources Unit, March 2021.
- . *Phase I Architecture/History Survey and Phase II Evaluation for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota*. Prepared for the Ramsey County Regional Rail Authority, June 2020.
- . *Phase I Architecture/History Survey and Phase II Evaluation for Trunk Highway 149*. Prepared for Minnesota Department of Transportation, March 2017.
- . *Phase I Architecture/History Survey for the Trunk Highway 5 / 7th Street West Improvements Project, Saint Paul, Ramsey County, Minnesota*. prepared for the Minnesota Department of Transportation, Cultural Resources Unit, May 2024.
- . *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.

Melo, Frederick. "99-Year-Old Widow Cuts Ribbon, Reopens Park Named for St. Paul Musician, Activist." *Pioneer Press*, October 26, 2018. <https://www.twincities.com/2018/10/26/99-year-old-widow-cuts-ribbon-reopens-park-named-for-st-paul-musician-activist/>.

Metro Gold Line Bus Rapid Transit Project - Supplement Report 1 Phases I and II Investigation: Architecture/History, January 2020.

Metropolitan Council. "About Us - Who We Are: The Twin Cities Region." Accessed January 22, 2019. <https://metro council.org/About-Us/Who-We-Are/The-Twin-Cities-region.aspx>.

Minnesota Historical Society. "Robert Street Bridge." *Internet Archive*, January 5, 2006. <https://web.archive.org/web/20060105160317/http://www.mnhs.org/places/nationalregister/bridges/nrrarsb/nrrarobe.html>.

National Register of Historic Places, Multiple Property Documentation Form. "Federal Relief Construction in Minnesota, 1933-1941." Statewide, Minnesota.

Nelson, Charles W., and Susan Zeik. "Historic Hill District." United States Department of the Interior National Park Service, June 7, 1976. <https://catalog.archives.gov/id/93202626>.

Nelson, Paul. "District Del Sol." *Saint Paul Historical*. Accessed March 20, 2024. <https://saintpaulhistorical.com/items/show/129>.

———. "West Side Flats, St. Paul." *MNOPEDIA*, March 30, 2015. <https://www.mnopedia.org/place/west-side-flats-st-paul>.

Nelson, Paul, and Lisa Lyons. "Tour St. Paul: West Side." Historic Saint Paul, n.d.

"Nicolas C. Castillo, 76, Dies; Wrote Chicano St. Paul Songs." *Star Tribune*, October 29, 1987. Newspapers.com. <https://www.newspapers.com/image/191136428/?terms=nicolas%20castillo&match=1>.

"North Heights Community Church 200 Worship Inside." *The Minneapolis Star*. March 26, 1951.

"North Heights Elementary, 1935. Ramsey County School District Building." *Pinterest*. Accessed April 23, 2024. <https://www.pinterest.com/pin/573505333773308410/>.

"North Heights Lutheran Church Dedication of Parish Hall." *The Minneapolis Star*. March 2, 1963.

"North Heights Will Dedicate School Annex." *The Minneapolis Star*. April 8, 1953.

"Opening Data on Area Schools Listed." *Star Tribune*. August 27, 1961.

"Opportunity for Commercial Development." *Star Tribune*, February 6, 1972. Newspapers.com. <https://www.newspapers.com/image/185143684/?match=1&terms=%22Concord%20Terrace%20Renewal%22%20%22trees%22>.

"Parque De Castillo." *Saint Paul Minnesota*. Accessed March 12, 2024. <https://www.stpaul.gov/facilities/parque-de-castillo>.

- Parry, Kate. "Chicano Activist Chronicled St. Paul's West Side in Song." *Star Tribune*, May 1, 1988. Newspapers.com. <https://www.newspapers.com/image/195178722/?terms=nicolas%20castillo>.
- Peterson, Garneth O. *Historic Context of the Riverview Modern Streetcar Corridor in Saint Paul, 1850-1980*. prepared by the Minnesota Department of Transportation Cultural Resources Unit for the Ramsey County Regional Railroad Authority, May 2020.
- Pinson, Ginger. "Cinco de Mayo Celebrates 33rd Year On St. Paul's West Side." *Pioneer Press*, May 6, 2018. <https://www.twincities.com/2018/05/05/cinco-de-mayo-celebrates-33rd-year-on-st-pauls-west-side/>.
- "Plate 263 (Ramsey County)." Ramsey, Dakota, Washington Counties and St. Paul. Carson Map Company, 1960. <https://historicmapworks.com/Map/US/487582/Plate263/Ramsey+-+Dakota+-+Washington++Counties+and+St+Paul+1960/Minnesota/>.
- "Playground Plan Studied in St. Paul." *Star Tribune*. July 19, 1966. Newspapers.com. <https://www.newspapers.com/image/187971870/?match=1&terms=%22Concord%20Terrace%22%20%22West%20Side%22>.
- "Ramsey County, Minn Plat." Plat Book of the State of Minnesota - Ramsey County, 1916. University of Minnesota Libraries. https://geo.lib.umn.edu/plat_books/stateofmn1916/counties/ramsey.htm.
- Reimringer, Joe. "Reimringer Family History as Told by Joe Reimringer in 1985." Roseville Historical Society, February 2023. <https://www.rhsmn.org/wp-content/uploads/2023/02/Newsletter-Feb.-2023.pdf>.
- "River Rats." *Star Tribune*, July 26, 1997. Newspapers.com. <https://www.newspapers.com/image/195316429/?terms=parque%20castillo&match=1>.
- "Rose - Section 1, T. 29, R. 23 Plat Map." Atlas of Ramsey County, Minnesota. St. Paul Real Estate Board, 1931. <https://historicmapworks.com/Map/US/487832/Rose+++Section+1++T++29++R++23/Ramsey+County+1931/Minnesota/>.
- "Roseville Area Schools." Accessed April 23, 2024. <https://www.isd623.org/>.
- Roseville Historical Society. *Roseville, Minnesota: The Story of Its Growth 1843-1988*, 1988.
- "Roseville OKs School Plans." *The Minneapolis Star*. June 18, 1974.
- Rudberg, Brenda. "Truck Farming in Maplewood." *Maplewood, Minnesota Official Website*. Accessed January 16, 2019. <https://maplewoodmn.gov/1640/Truck-Farming-in-Maplewood>.
- Saint Paul City Directories 1890-1980*. Saint Paul, Minn.: R.L. Polk & Co., n.d.
- Salcedo, Ania. "Interview: Linda Castillo." *West Side Community Organization*, 2021. <https://www.wsco.org/lindacastillointerview>.

- Saldivar, Shirley. "Chicano Movement in Westside St. Paul." *MNOPEDIA*, May 15, 2019.
<https://www.mnopedia.org/thing/chicano-movement-westside-st-paul#:~:text=When%20migrant%20workers%20from%20Mexico%20began%20to%20look,and%201970s%20as%20a%20means%20to%20that%20end.>
- "Sanborn Fire Insurance Map from Saint Paul, Ramsey County, Minnesota. Vol. 5." Sanborn Map Company, 1904. Library of Congress, Geography and Map Division.
https://www.loc.gov/item/sanborn04379_008/.
- "Sanborn Fire Insurance Map, Saint Paul." Saint Paul, Minnesota: Sanborn Map & Publishing Company, 1950. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA.
https://www.loc.gov/item/sanborn04379_023/.
- "St. Paul Park Backers Win Twice, Lose Once." *The Minneapolis Star*, January 28, 1967. Newspapers.com.
<https://www.newspapers.com/image/188225407/?match=1&terms=%22Concord%20Terrace%20Renewal%20Project%22.>
- St. Paul Pioneer Press Co. "U.S., City Directories, 1822-1995." W.M. Campbell, 1878.
https://www.ancestry.com/discoveryui-content/view/881555393:2469?tid=&pid=&queryId=9c266f4d-1509-44fe-8dfd-7f75a42dc8f2&_phsrc=old1043&_phstart=successSource.
- St. Paul Planning Commission. "The District Del Sol Plan: An Addendum to the St. Paul Comprehensive Plan," August 2012.
- Steller, Tim. "Angry West Side Residents Unite To Fight Neighborhood Violence." *Star Tribune*, May 28, 1993. Newspapers.com.
<https://www.newspapers.com/image/193250982/?terms=parque%20castillo&match=1.>
- Streamline Associates. *Architecture-History Studies for the Robert Street (US952A) Improvements Project, St. Paul, Ramsey County, Minnesota*. Minneapolis, 2018.
- "Streetcar on Concord Street, South St. Paul, Minnesota." *Minnesota Digital Library*, 1910 1905.
<https://collection.mndigital.org/catalog/msn:2607#?c=&m=&s=&cv=&xywh=-975%2C-321%2C5909%2C3684.>
- "Suburban Schools Rolls About Equal to Cities'." *The Minneapolis Star*. September 19, 1957.
- Sudheimer, Louis C. "Vienna and Earl Apartment Buildings." United States Department of the Interior National Park Service, February 28, 1984. <https://catalog.archives.gov/id/93202734.>
- "The Flood Means Trouble, No Matter How You Say It." *Star Tribune*, April 22, 1951. Newspapers.com.
<https://www.newspapers.com/image/183470173/?match=1.>
- "The West Side Flats." *West Side Community Organization*, https://www.wSCO.org/west_side_flats.

Thomas R. Zahn & Associates. *City of Maplewood Historic Context Study*. City of Maplewood Heritage Preservation Commission, August 2014.

Tom, Horgen. "Music & Movies in District Del Sol." *Star Tribune*, June 30, 2006. Newspapers.com. <https://www.newspapers.com/image/250364366/?terms=%22parque%20castillo%20%22&match=1>.

Unknown. "National Register of Historic Places Registration Form, St. Paul Urban Renewal Historic District," 2020. Minnesota State Historic Preservation Office.

U.S. Census Office. *Seventeenth Census of the United States, 1950, St. Paul, Ramsey, Minnesota*. Washington, D.C: National Archives and Records Administration, 1950. https://www.ancestry.com/discoveryui-content/view/92239505:62308?queryId=8347ceda660b494e8cf131a03ce9f1e1&_phsrc=AuE486&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1905. https://www.ancestry.com/discoveryui-content/view/997677450:2469?tid=&pid=&queryId=b245bbf4-9fd4-466b-b567-6f1c6131724f&_phsrc=old1076&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1906. https://www.ancestry.com/discoveryui-content/view/791387776:2469?tid=&pid=&queryId=71519f35-4b96-4394-a921-8d976815a4b9&_phsrc=old1079&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1915. <https://www.ancestry.com/imageviewer/collections/2469/images/12859251?ssrc=&backlabel=Return>.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1920. https://www.ancestry.com/discoveryui-content/view/784897715:2469?tid=&pid=&queryId=ecaa668b-9cda-4e03-87dc-c83eac5e3c6&_phsrc=old1045&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1927. <https://www.ancestry.com/imageviewer/collections/2469/images/14914015?ssrc=&backlabel=Return>.

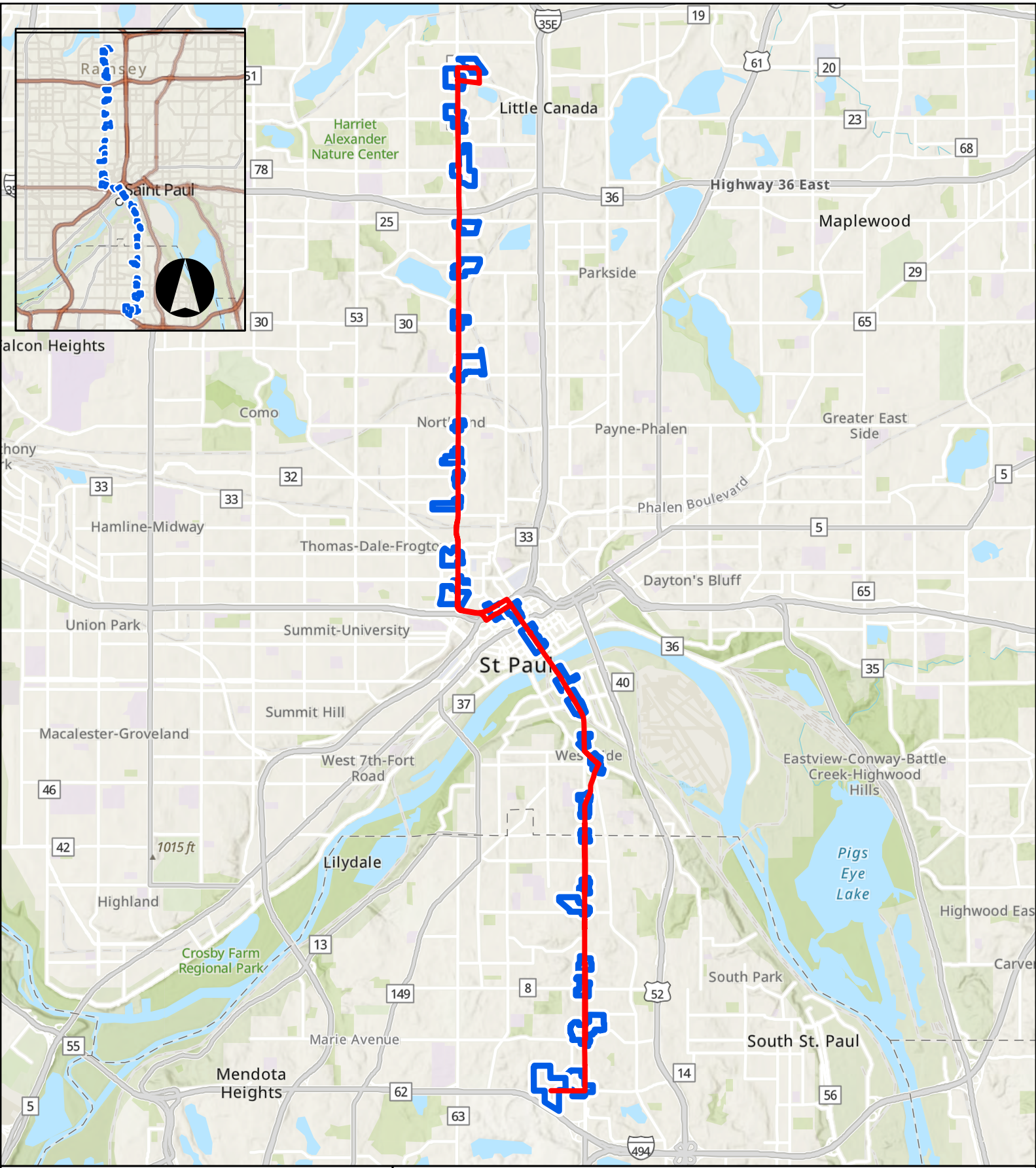
"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1932. https://www.ancestry.com/discoveryui-content/view/922258872:2469?tid=&pid=&queryId=14ec1256-4438-4685-9f4b-c04cb117b952&_phsrc=old1465&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1937. https://www.ancestry.com/discoveryui-content/view/1178776704:2469?tid=&pid=&queryId=bc1b087d-a231-4fc4-8128-244f13c082e0&_phsrc=old1469&_phstart=successSource.

"U.S., City Directories, 1822-1995." R.L. Polk & Co., 1944. https://www.ancestry.com/discoveryui-content/view/803807252:2469?tid=&pid=&queryId=bc1b087d-a231-4fc4-8128-244f13c082e0&_phsrc=old1469&_phstart=successSource.

- Valdés, Dionicio Nodín. *Barrios Norteños: St. Paul and Midwestern Mexican Communities in the Twentieth Century*. University of Texas Press Austin, 2000.
- Vaughan, Peter. "Robie St. Trees To Go Down Drain." *Star Tribune*. September 11, 1970. Newspapers.com. <https://www.newspapers.com/image/189770280/?match=1&terms=%22Concord%20Terrace%22%20%22West%20Side%22>.
- Warnock, A.W. "The Twin Cities and Surroundings, Minneapolis and St. Paul, Minnesota." *Minnesota Digital Library*, 1915. <https://collection.mndigital.org/catalog/mppls:317#?c=&m=&s=&cv=&xywh=2801%2C1059%2C4237%2C2641>.
- "West Side Best Side! Neighborhood Art Fair & Cultural Market." *West Side Community Organization*. Accessed May 28, 2024. <https://www.wsco.org/artfair>.
- "West Side Juneteenth." *West Side Community Organization*. Accessed May 28, 2024. <https://www.wsco.org/wsjuneteenth>.
- "West Siders Call for Acknowledgement of Historic Displacement." *West Side Community Organization*, November 4, 2022. <https://www.wsco.org/westsidedisplacement>.
- Whitney, G. "559-567 S. State Street." Ramsey County Historical Society, Saint Paul Heritage Preservation Commission, July 1, 1981.
- Williams, J. Fletcher. *A History of the City of Saint Paul to 1875*. Saint Paul, Minn.: Minnesota Historical Society Press, 1983.
- Wingerd, Mary Lethert. *North Country: The Making of Minnesota*. Minneapolis: University of Minnesota Press, 2010.
- "Works Progress Administration (WPA)." *History Channel - A&E Television Networks, LLC*, 2023. <https://www.history.com/topics/great-depression/works-progress-administration>.
- Wurzer, Cathy, and Matthew Alvarex. "The 'Ellis Island' of St. Paul Was Razed in the 1960s, but West Side Residents Haven't Forgotten." *MPR News*, February 9, 2024. <https://www.mprnews.org/story/2024/02/09/the-ellis-island-of-st-paul-was-razed-in-the-1960s-but-west-side-residents-havent-forgotten>.
- Zellie, Carol, and Garneth O. Peterson. *St. Paul Historic Context Study, Neighborhood Commercial Centers: 1874-1960*. Historic Context. St. Paul, Minn.: Prepared by Landscape Research for the Saint Paul Heritage Preservation Commission, 2001.

Appendix A. Area of Potential Effect and Survey Results Maps



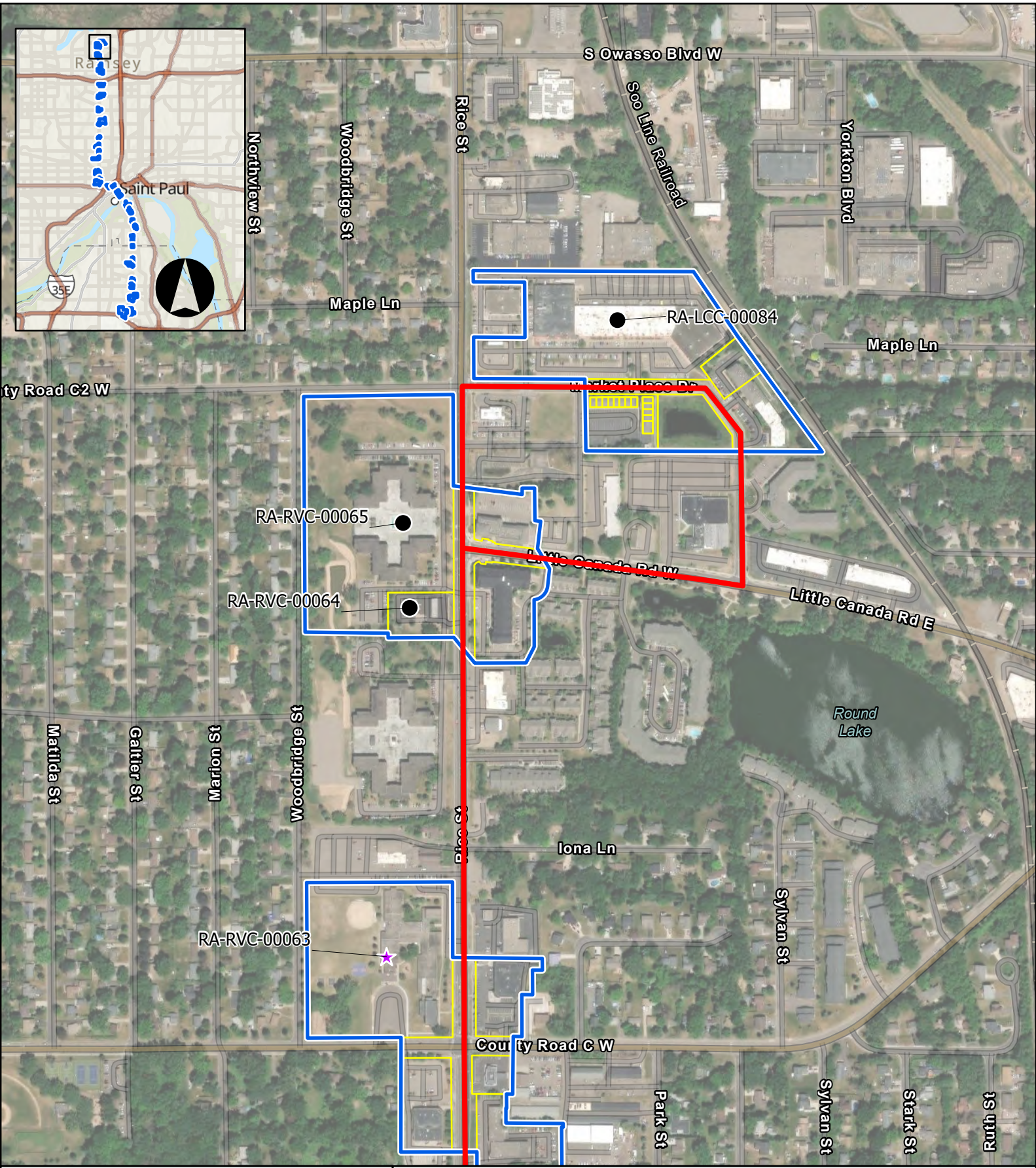
**G Line Bus Rapid Transit (BRT)
Architecture/History Overview Map
Ramsey and Dakota Counties, Minnesota**

Legend

-  Architecture/History APE
-  G Line BRT Alignment

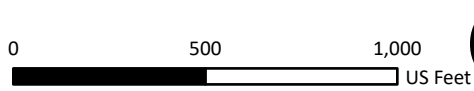
0 5,000 10,000
US Feet





**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

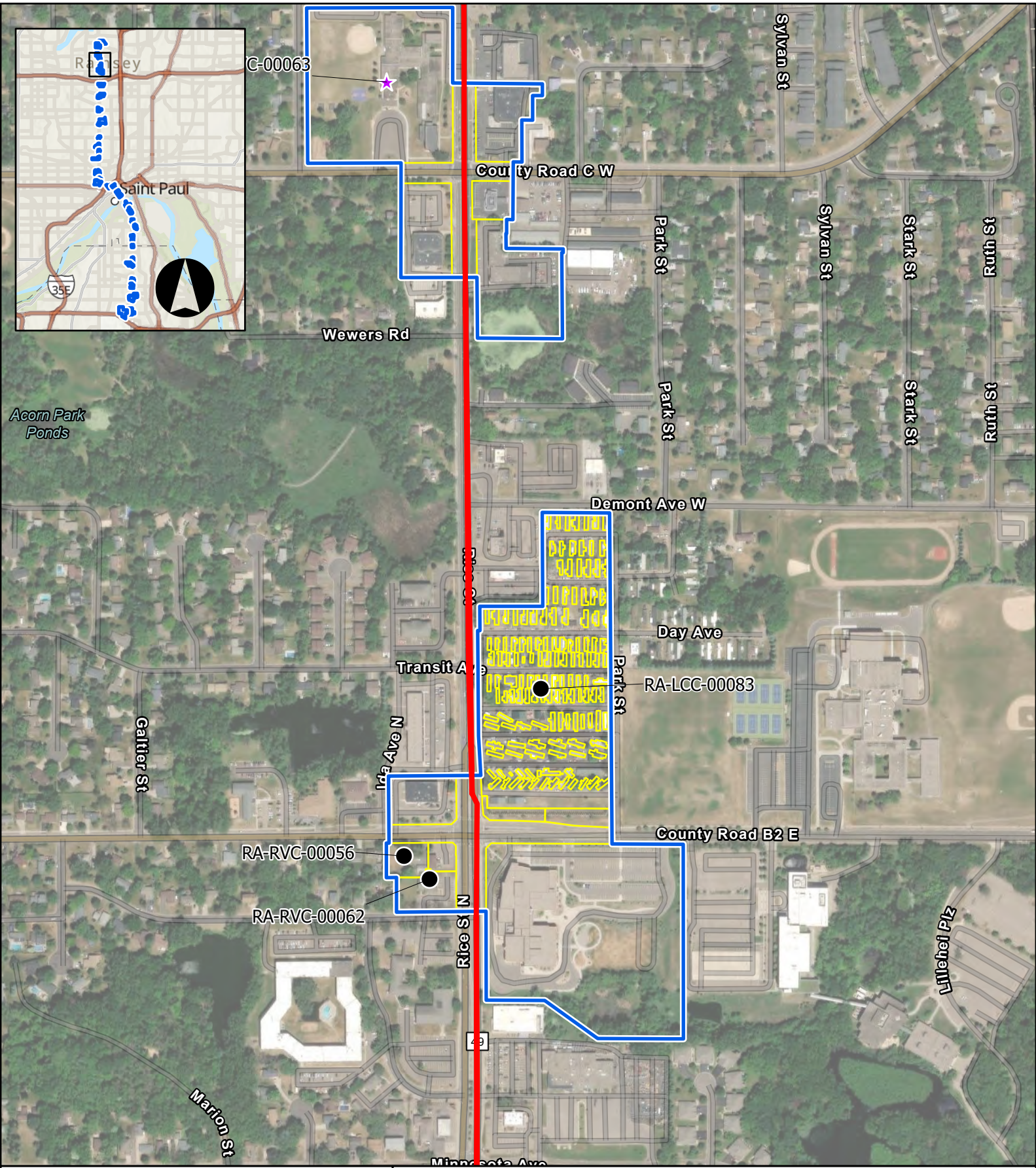
Page 1 of 18



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- Phase I/National Register Eligible
- Phase II/National Register Eligible



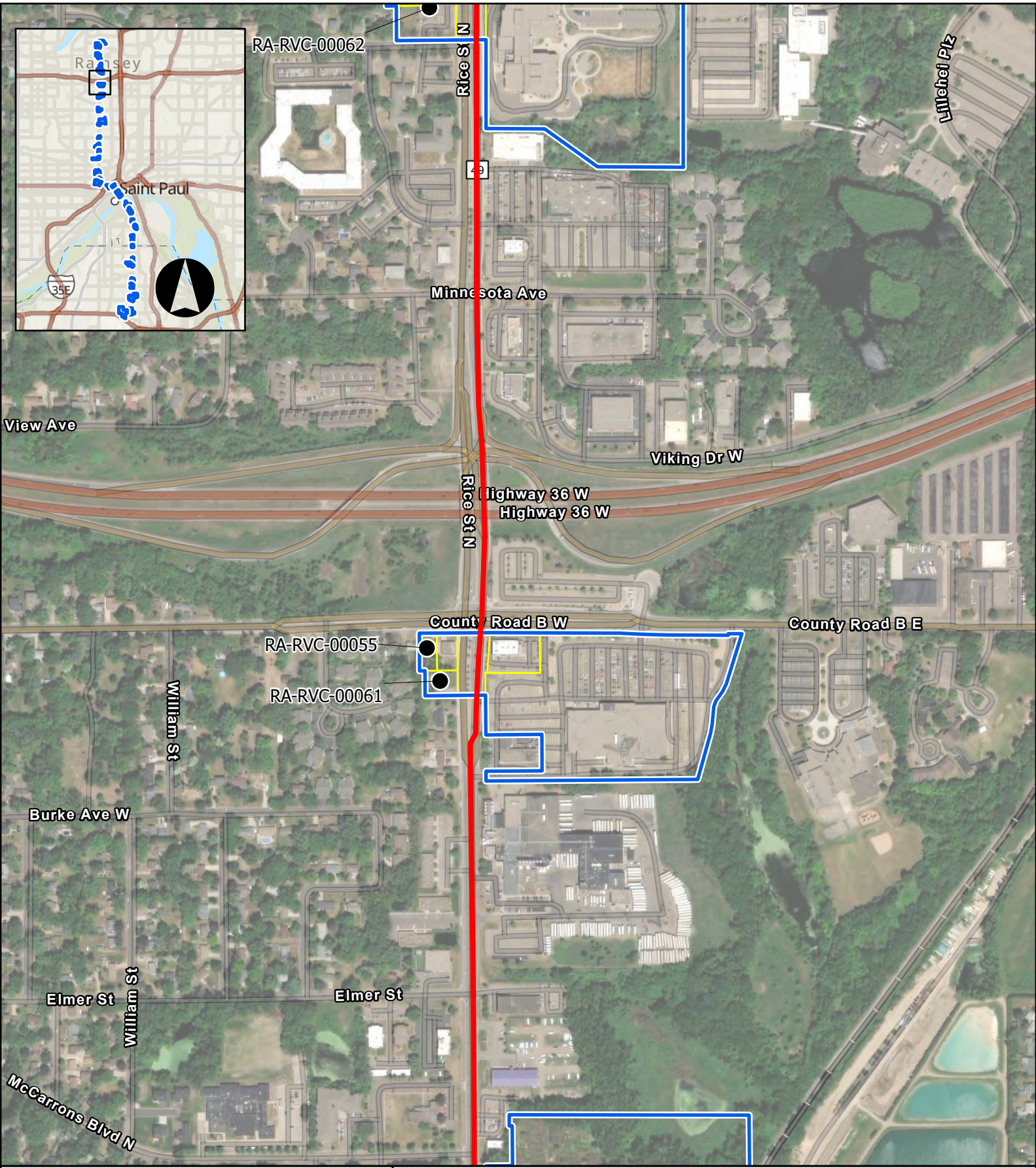
**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 2 of 18



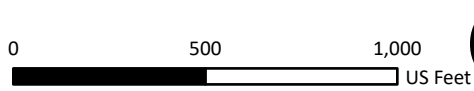
Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment
- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

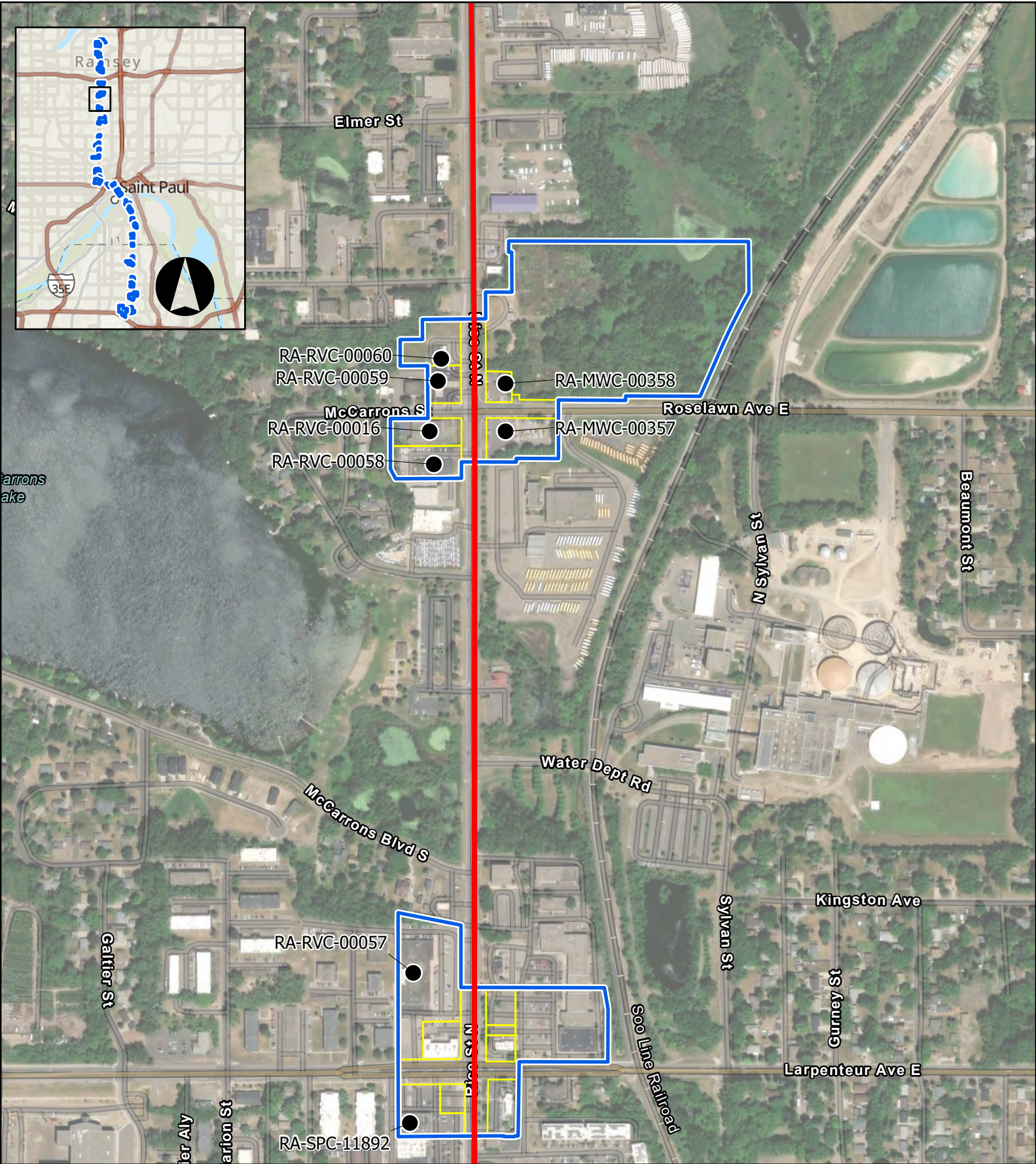
Page 3 of 18



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- Phase I/National Register Eligible
- Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 4 of 18

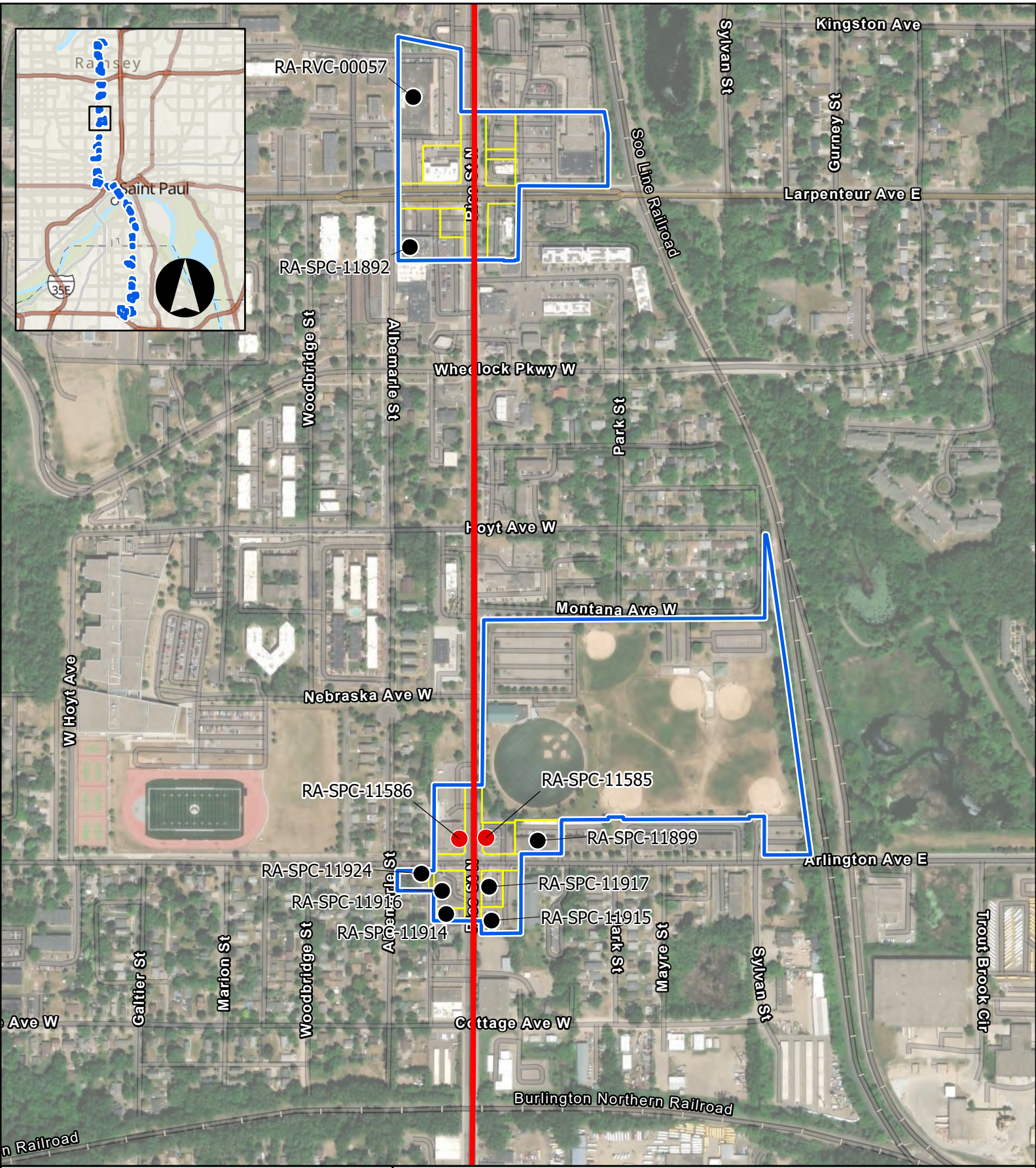
0 500 1,000
US Feet



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonexistant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 5 of 18

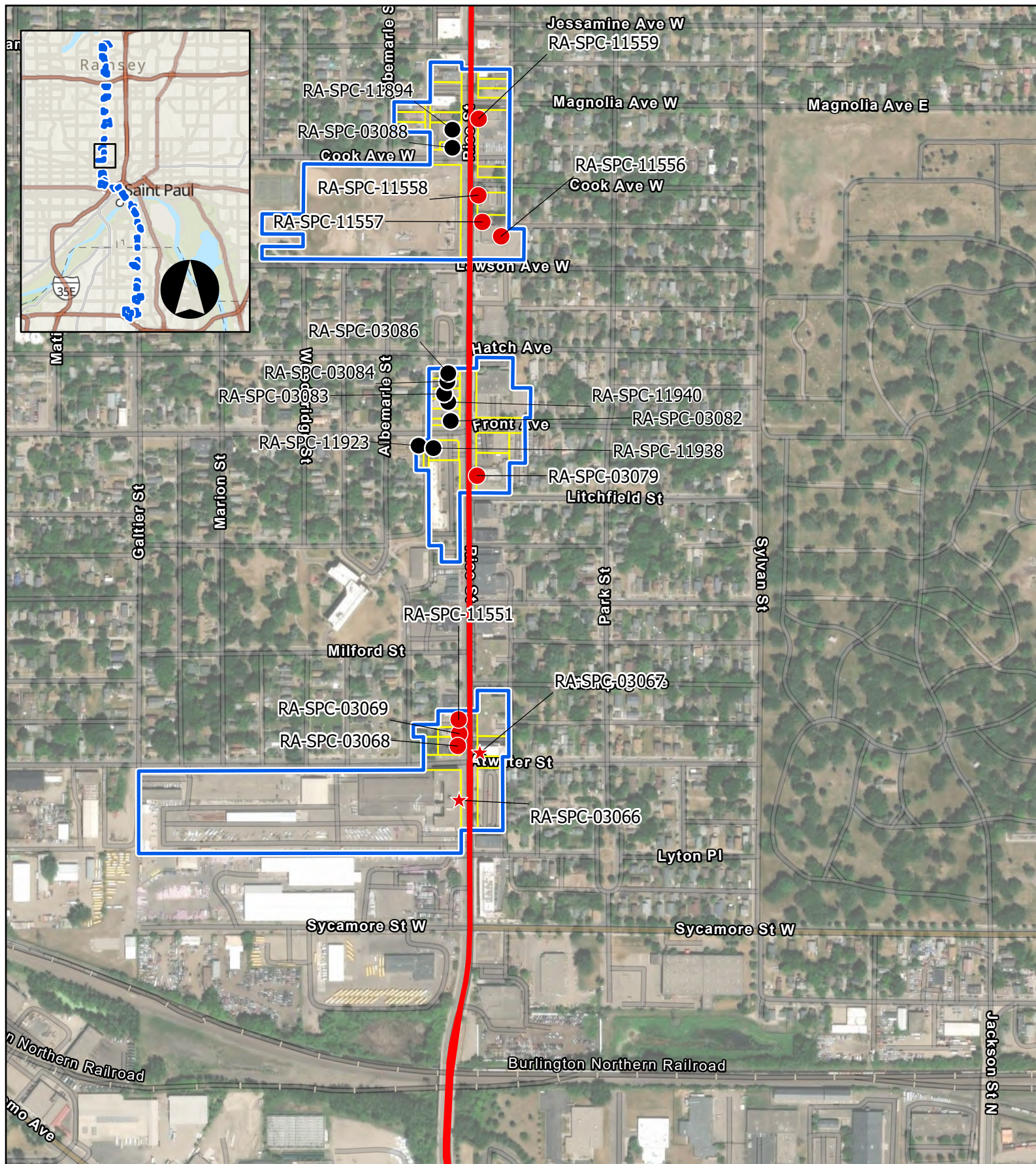
0 500 1,000
US Feet



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- ★ Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

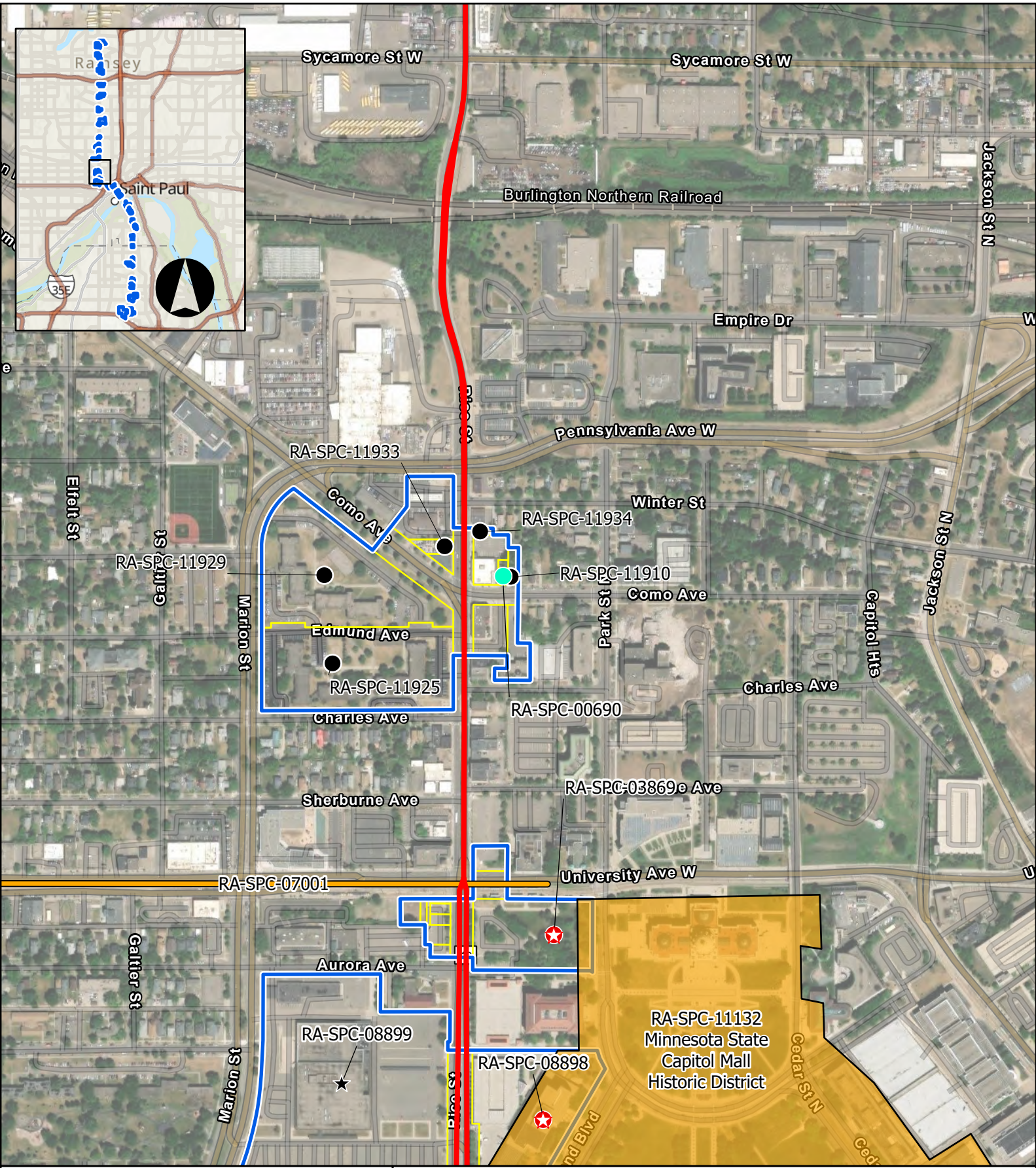
Page 7 of 18

0 500 1,000
US Feet

Legend

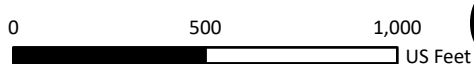
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

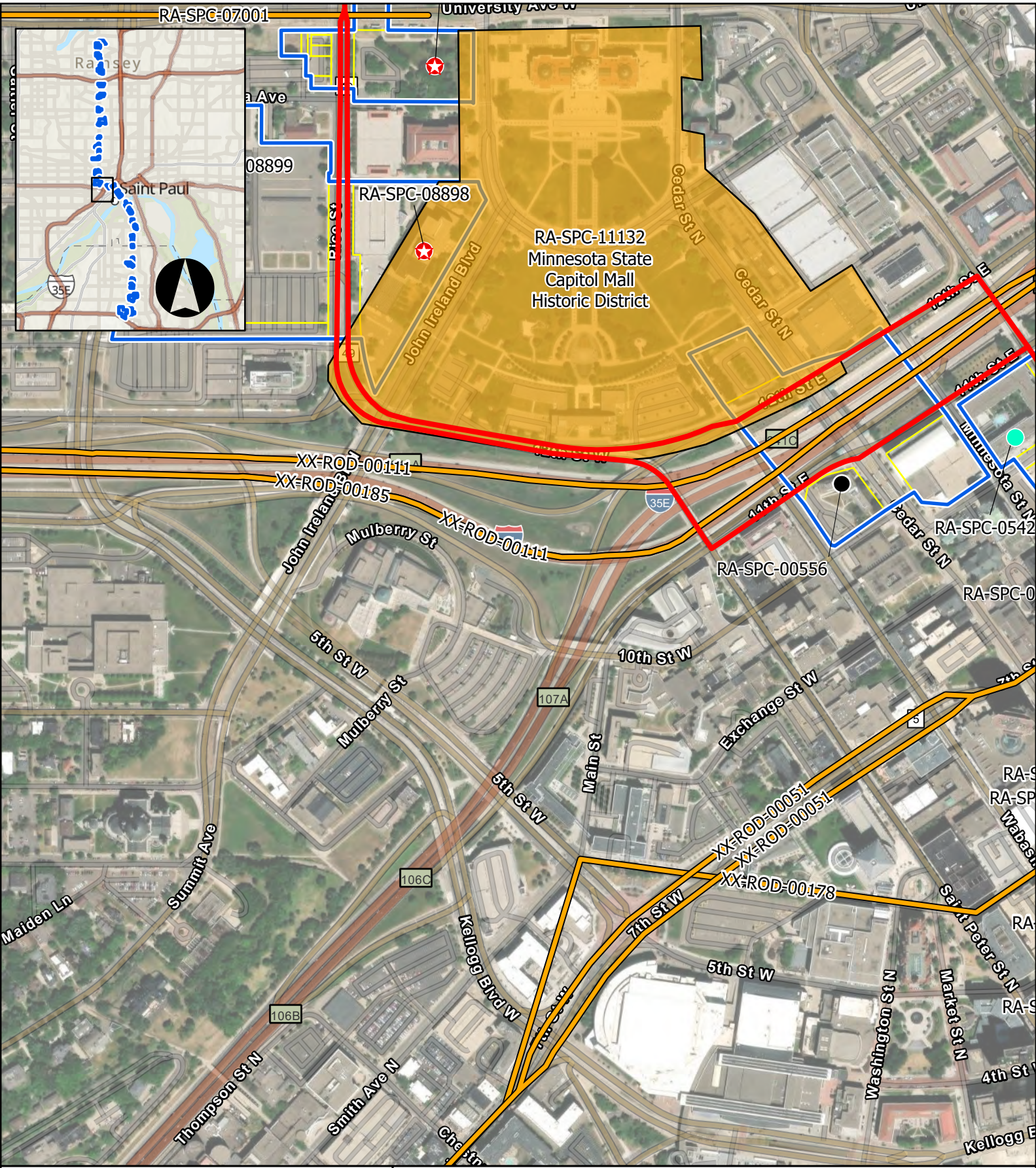
Page 8 of 18



Legend

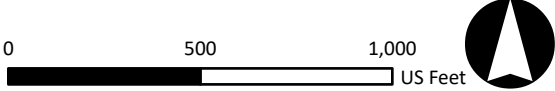
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



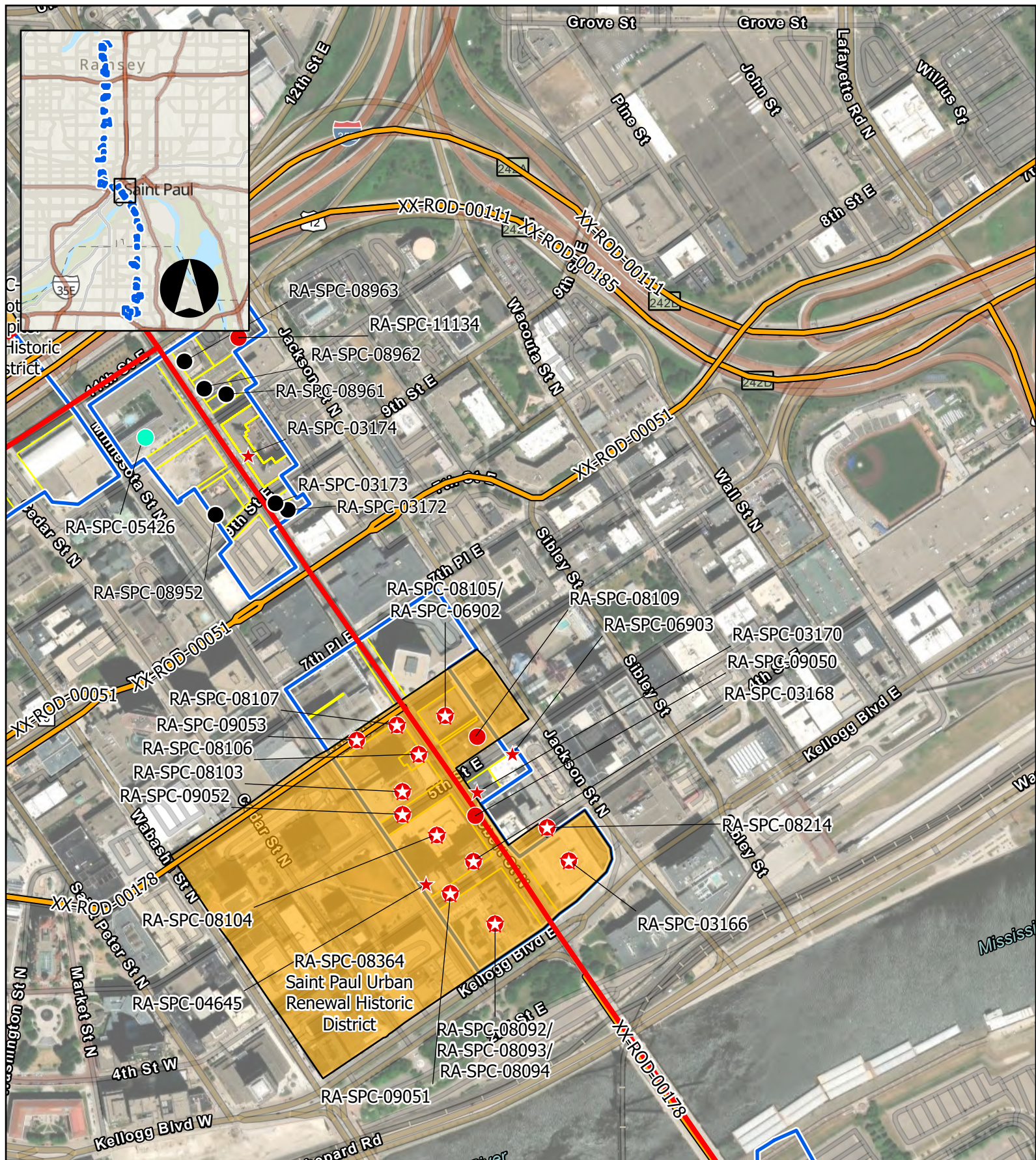
**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 9 of 18



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment
- Property Surveyed w/in 10 years/No Update Form
- Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- Phase I/National Register Eligible
- Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 10 of 18

0 500 1,000
US Feet

Legend

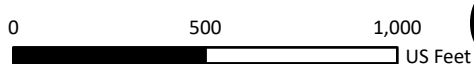
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonexistant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

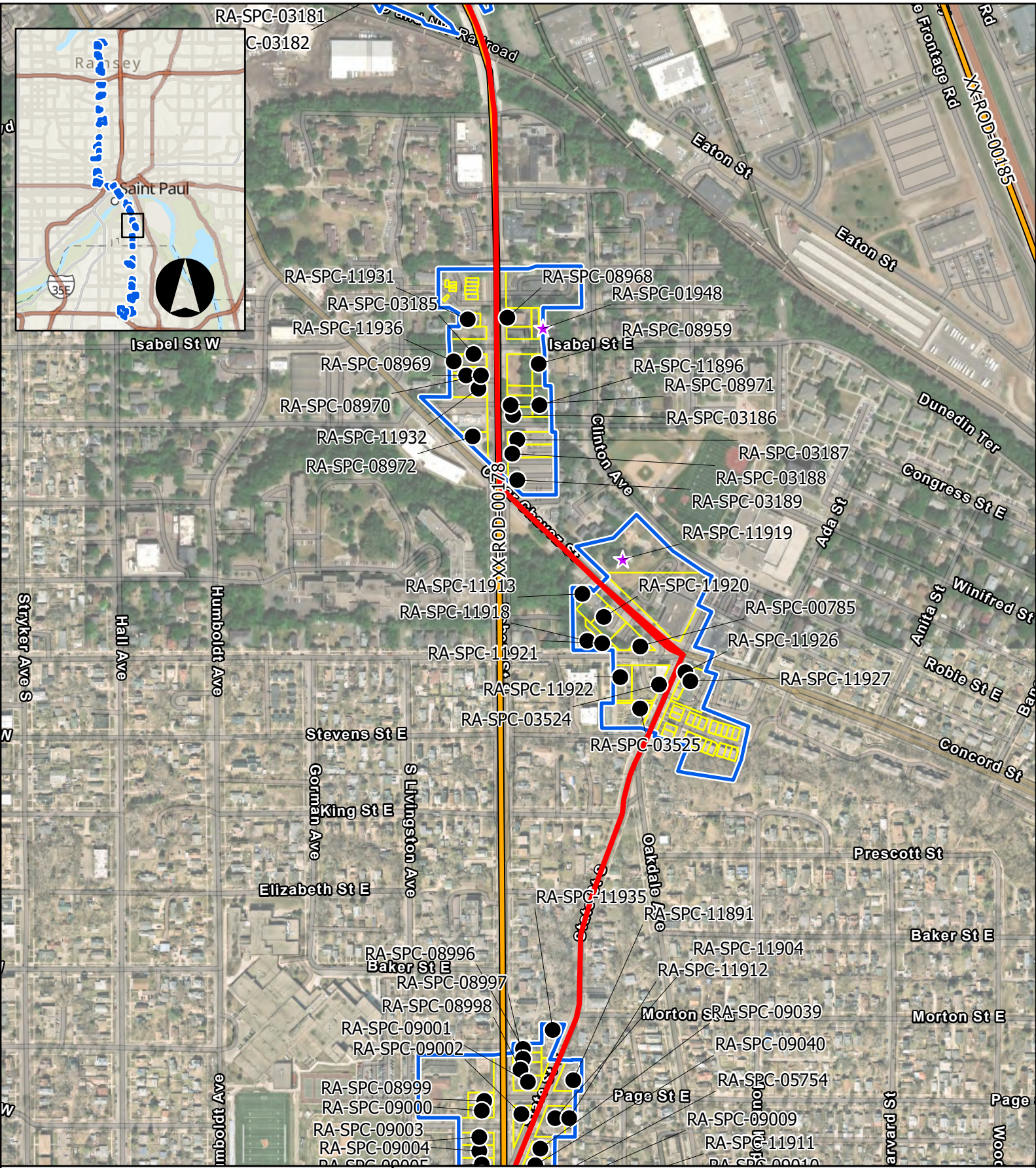
Page 11 of 18



Legend

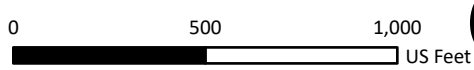
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- Phase I/National Register Eligible
- Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

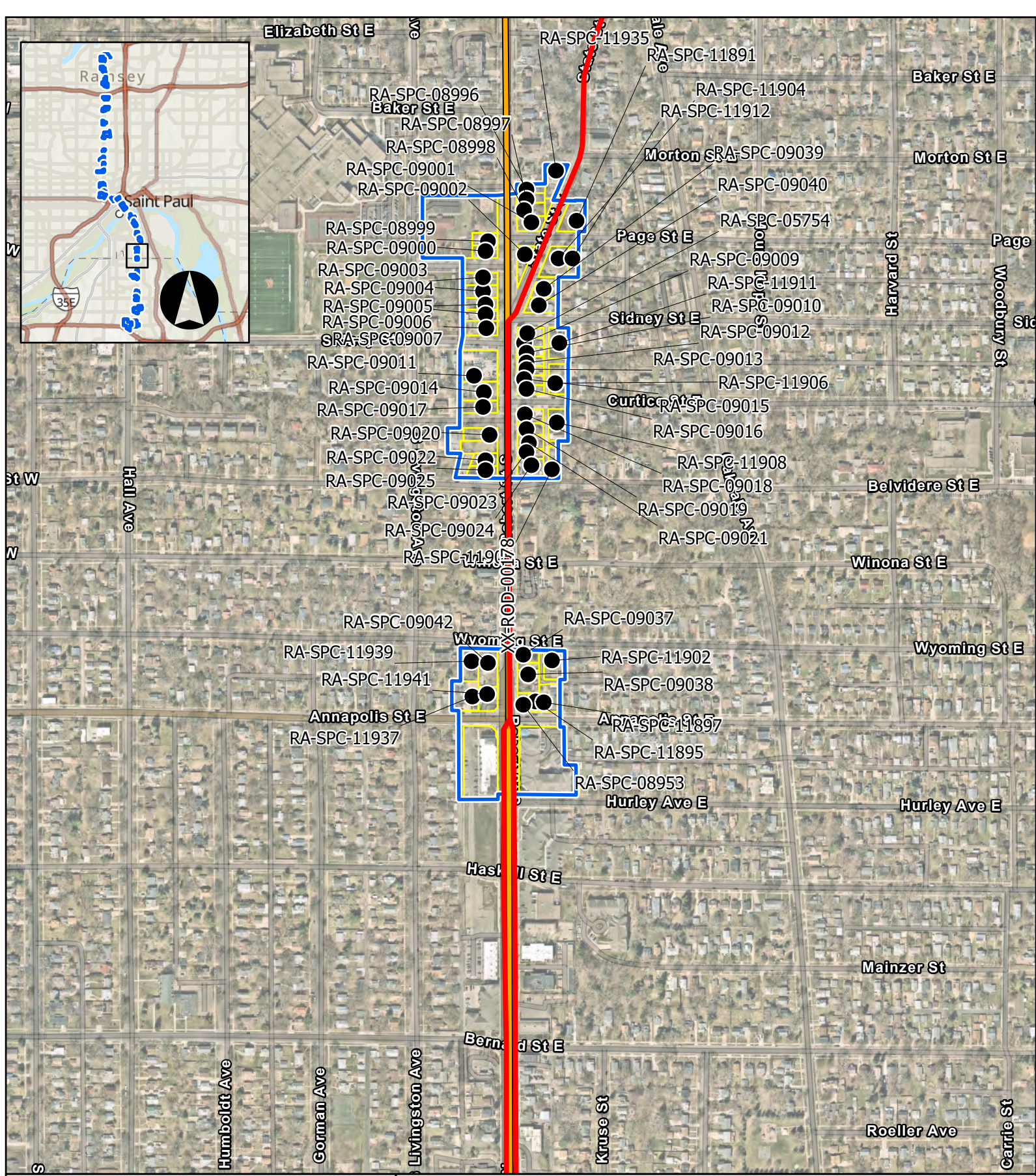
Page 12 of 18



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- Phase I/National Register Eligible
- Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 13 of 18

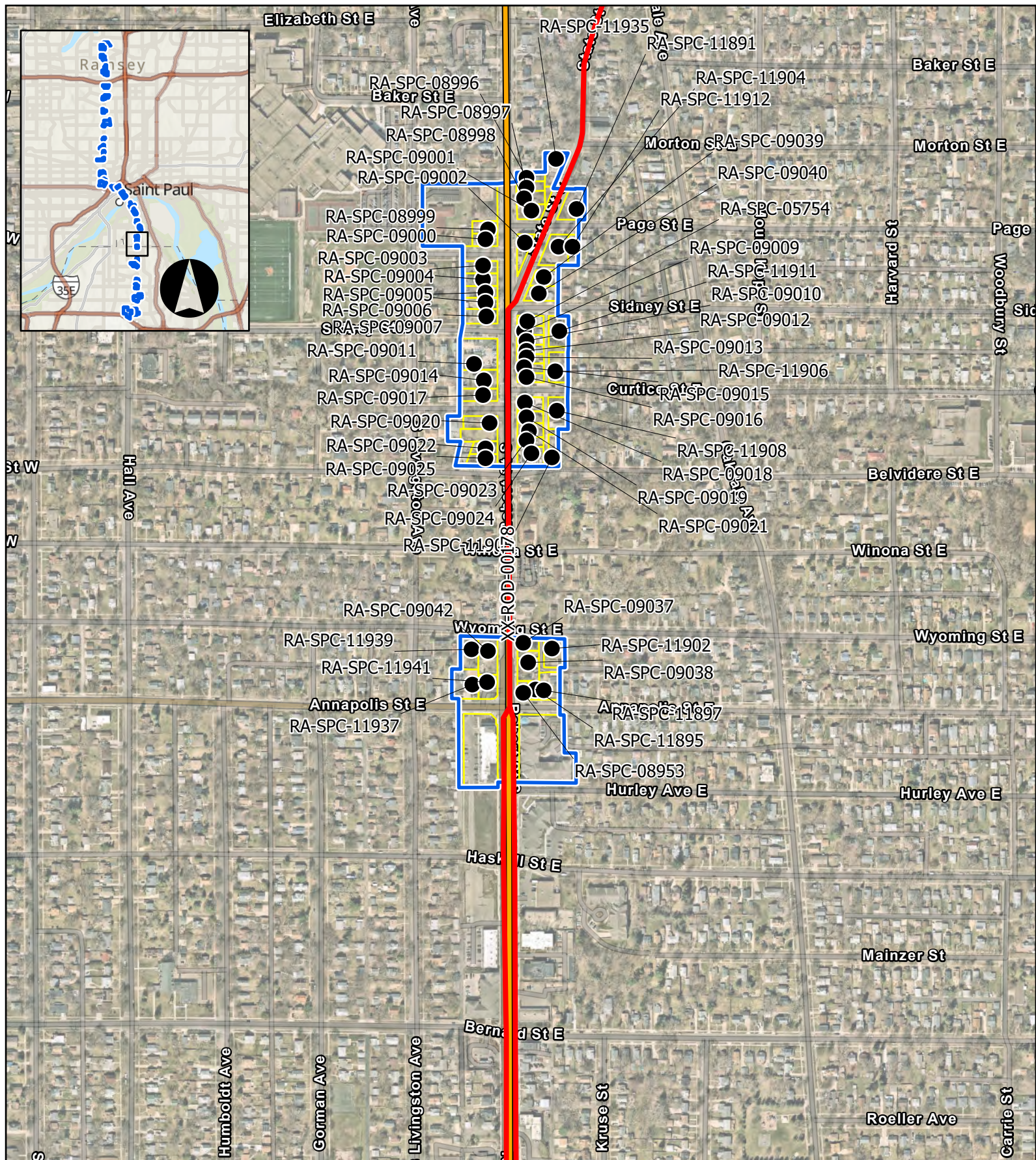
0 500 1,000
US Feet



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota

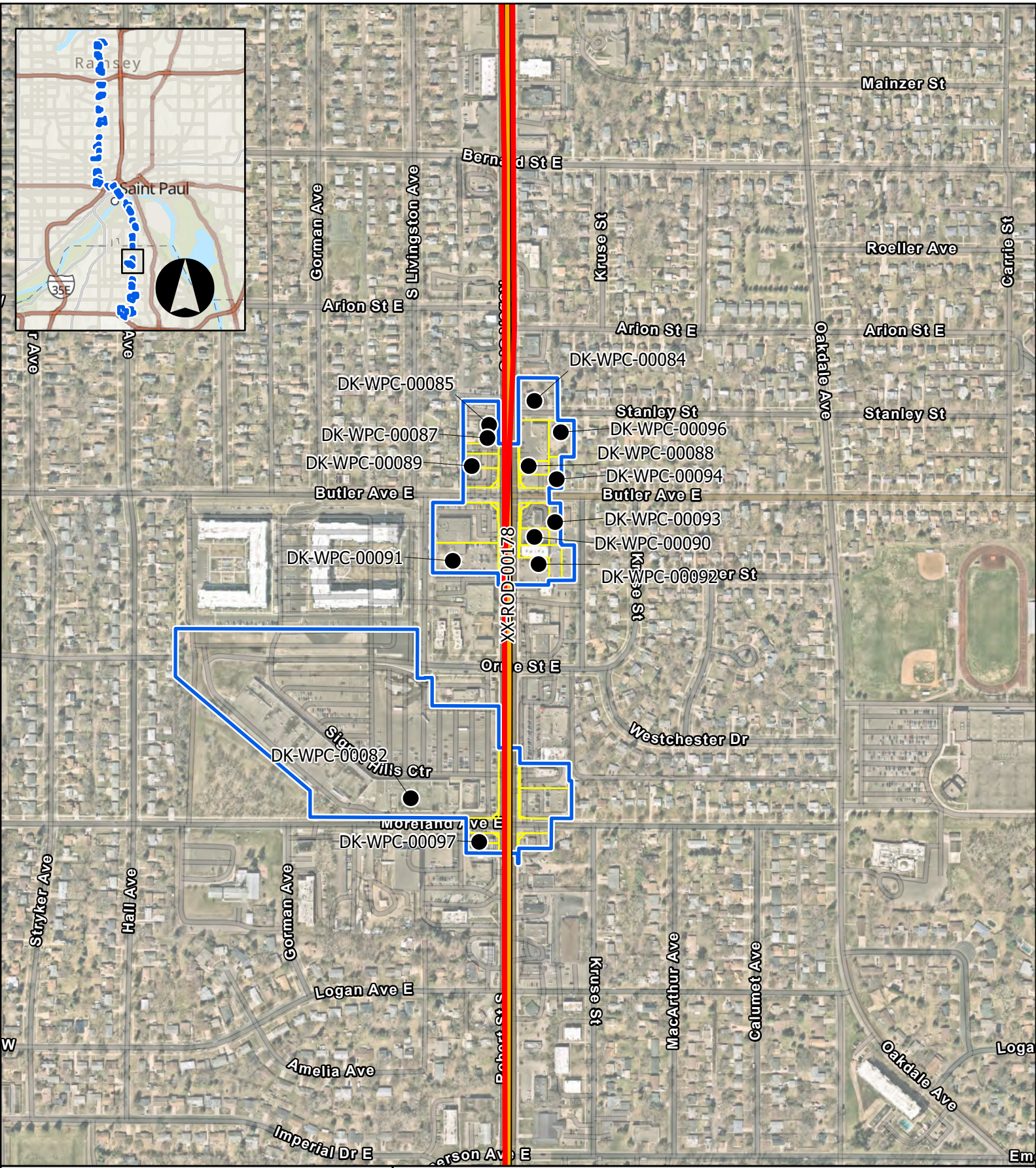
Page 14 of 18

0 500 1,000
 US Feet

Legend

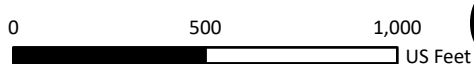
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

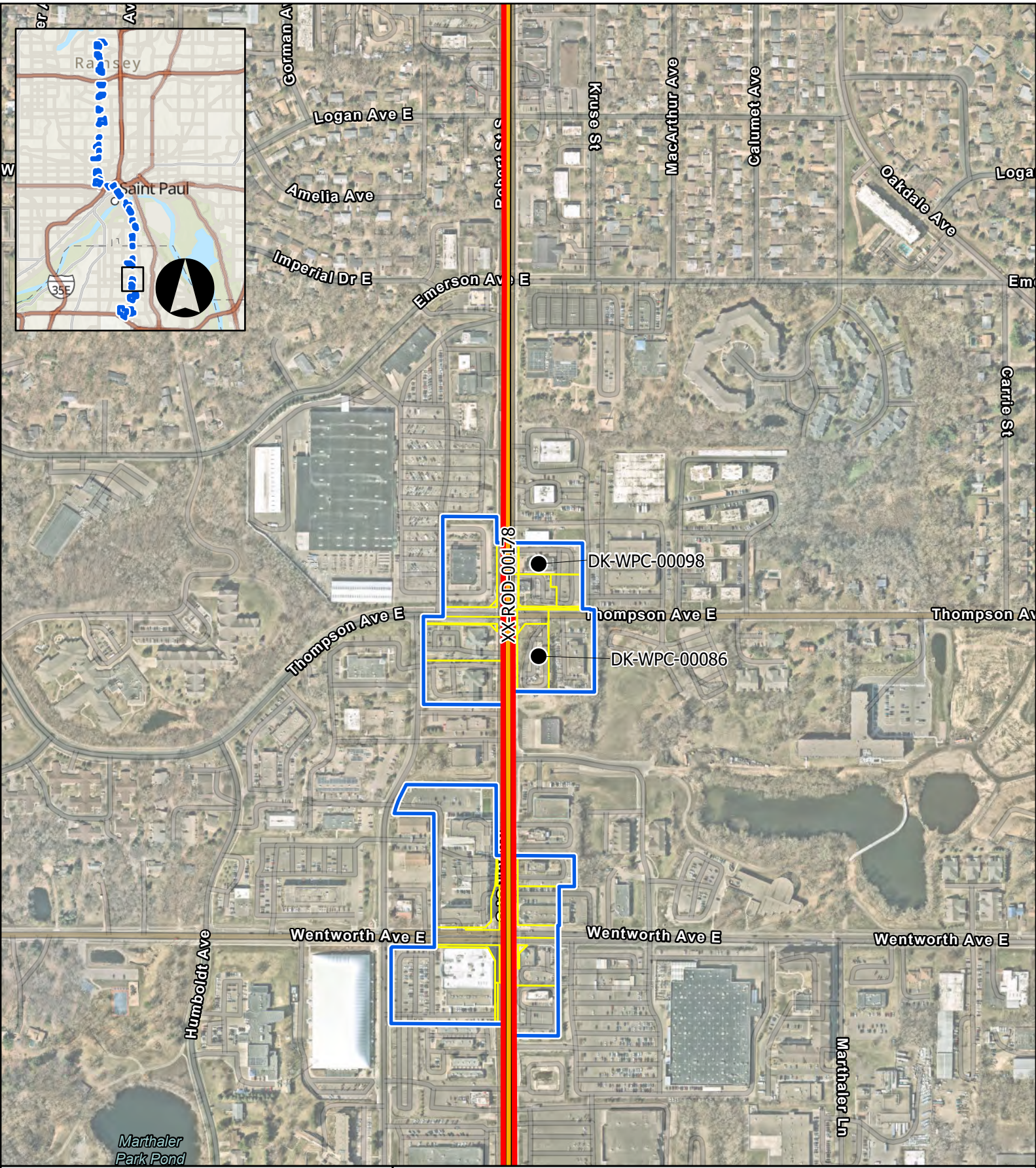
Page 15 of 18



Legend

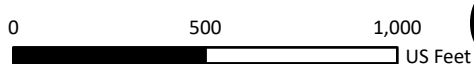
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

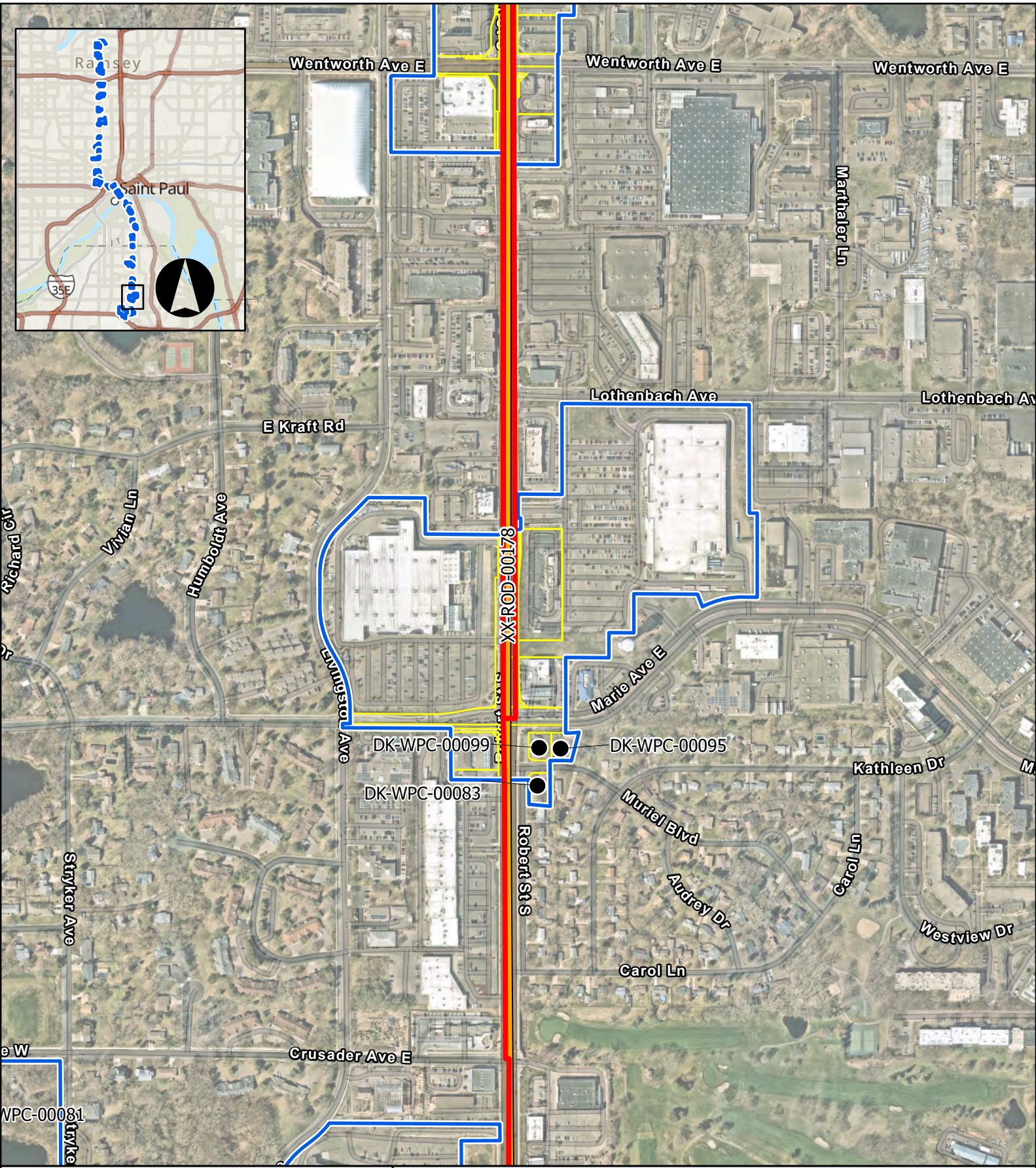
Page 16 of 18



Legend

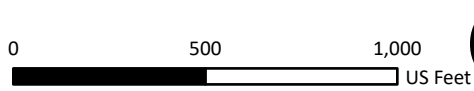
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- ★ Nonexistant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

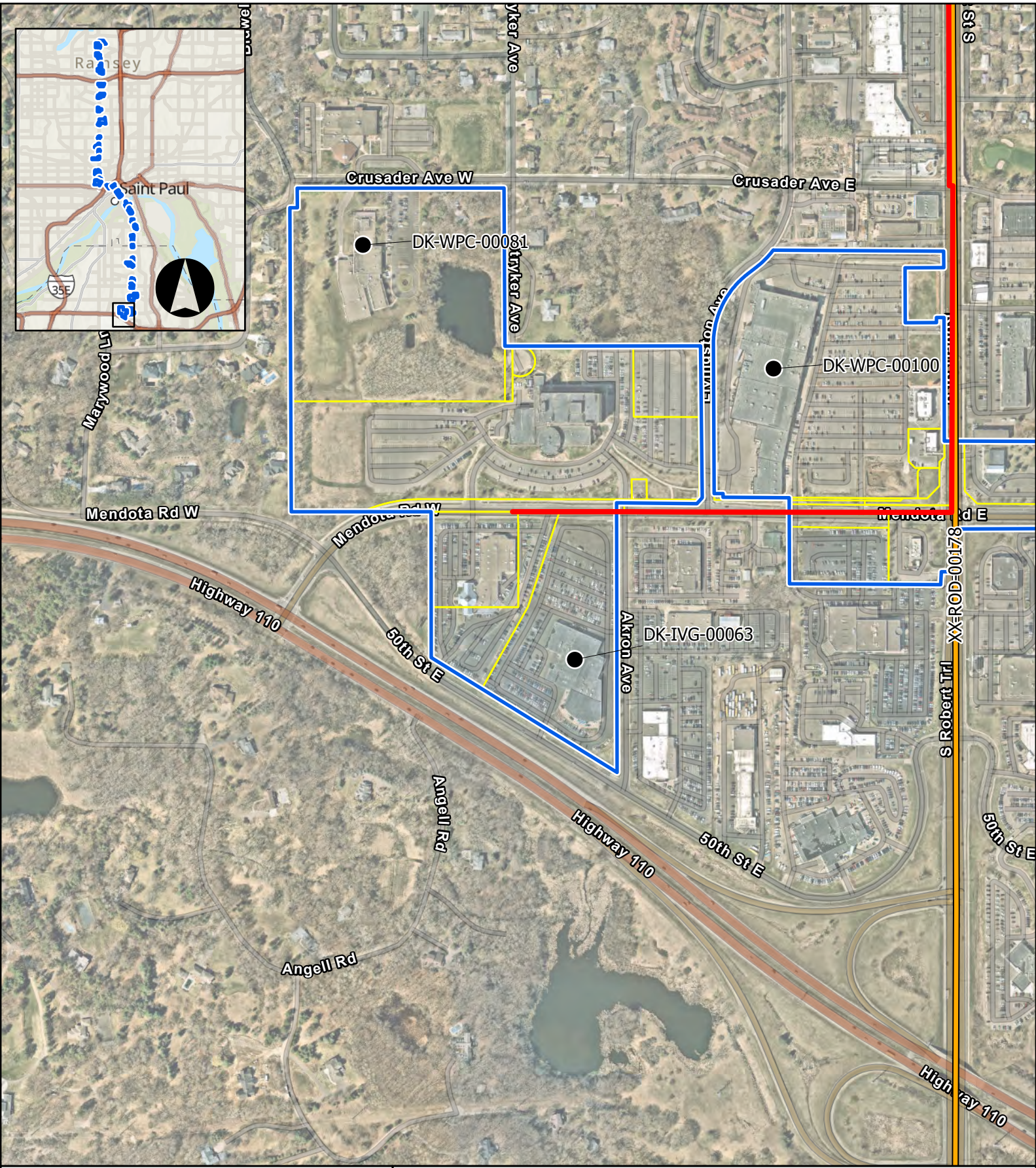
Page 17 of 18



Legend

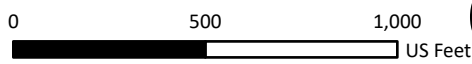
- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible



**G Line Bus Rapid Transit (BRT)
Architecture/History Survey Results
Ramsey and Dakota Counties, Minnesota**

Page 18 of 18



Legend

- Architecture/History APE
- Parcels
- National Register Listed/
Eligible Historic Districts
- Linear Resources
- G Line BRT Alignment

- Property Surveyed w/in 10 years/No Update Form
- ★ Property Surveyed w/in 10 years/No Update Form
National Register Listed/Eligible
- ★ Property Surveyed w/in 10 years/No Update Form
Contributing
- Nonextant Property
- Phase I/Not Eligible
- ★ Phase I/National Register Eligible
- ★ Phase II/National Register Eligible