

**Determination of Eligibility Study**

**East Side Station  
Minneapolis Street Railway Company  
315 First Avenue N.E.  
Minneapolis, Minnesota**



**Prepared for  
Center City Realty Partners**

**By  
Amy M. Lucas M.S.  
Landscape Research, LLC  
St. Paul, MN**

**April 2013**

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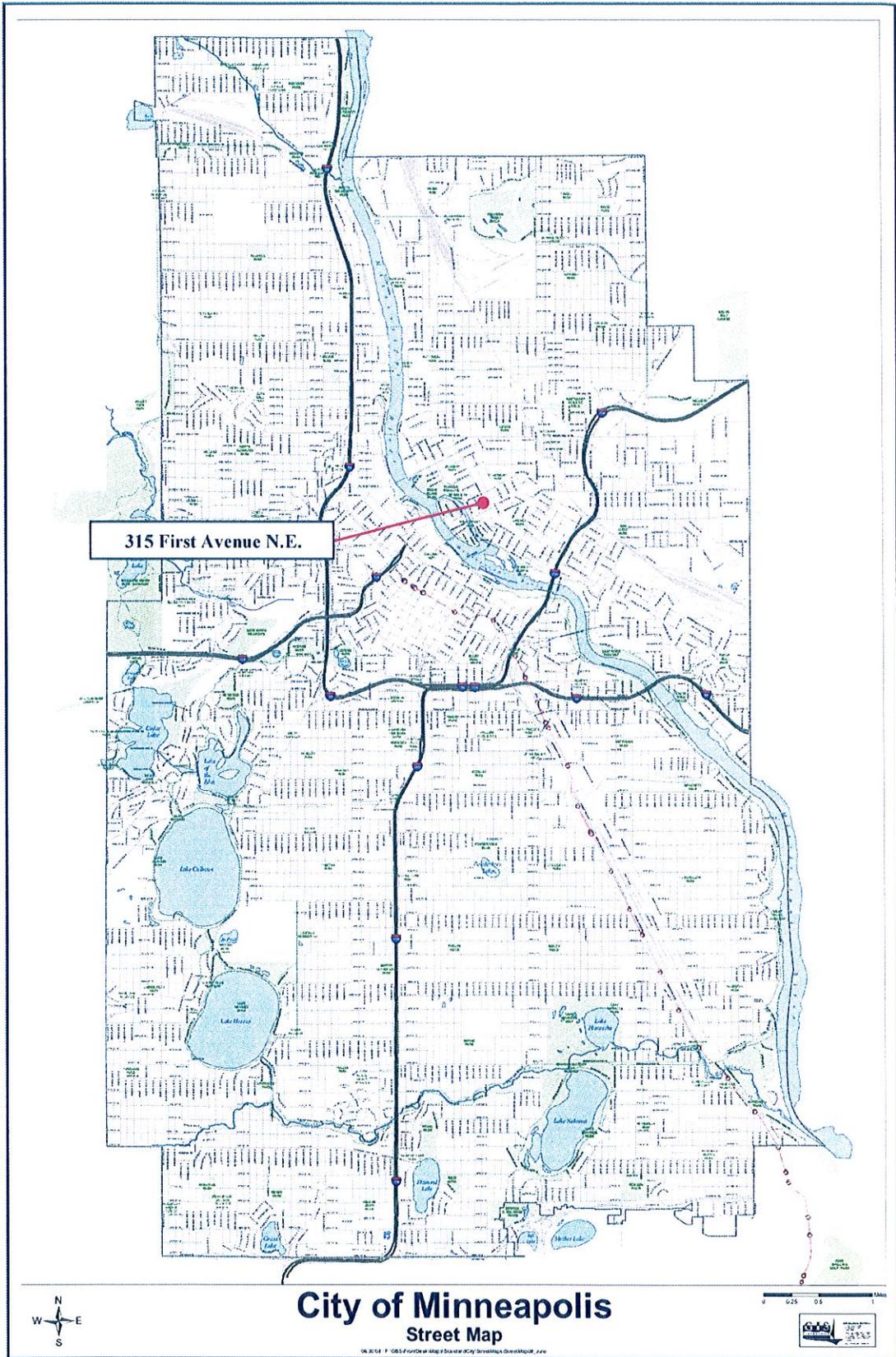


## **Table of Contents**

<b>List of Figures</b>	<b>5</b>
<b>1.0 STUDY OBJECTIVES AND METHODS</b>	<b>7</b>
<b>2.0 PROPERTY DESCRIPTION</b>	<b>7</b>
<b>3.0 HISTORIC CONTEXT: Minneapolis' Streetcar System 1875-1954</b>	<b>13</b>
<b>3.1 Horsecars and Minneapolis Street Railway Company, 1875-1890</b>	<b>13</b>
<b>3.2 Electrification and Twin City Rapid Transit Company, 1890</b>	<b>14</b>
<b>3.3 Decline of Rail System</b>	<b>15</b>
<b>4.0 PROPERTY HISTORY</b>	<b>16</b>
<b>4.1 East Side Station, 1891-1954</b>	<b>16</b>
<b>4.2 Superior Plating Inc., 1954-2011</b>	<b>19</b>
<b>5.0 EVALUATION</b>	<b>20</b>
<b>5.1 Previous Evaluations</b>	<b>21</b>
<b>5.2 Integrity</b>	<b>22</b>
<b>5.3 Evaluation</b>	<b>24</b>
<b>5.4 Recommendation</b>	<b>25</b>
<b>6.0 SOURCES CONSULTED</b>	<b>26</b>
<b>APPENDIX</b>	<b>28</b>

## List of Figures

Cover: 315 First Ave. N.E. (A. Lucas, March 2013)	
Fig. 1. Location Map. (City of Minneapolis)	6
Fig. 2. Aerial, 2012. (Google)	7
Fig. 3. 315 First Ave. N.E. south elevation, facing northwest. (March 2013)	9
Fig. 4. 315 First Ave. N.E. south elevation, facing northeast. (March 2013)	9
Fig. 5. 315 First Ave. N.E. west elevation, facing northeast. (March 2013)	10
Fig. 6. 315 First Ave. N.E. east elevation, facing northwest. (March 2013)	10
Fig. 7. 315 First Ave. N.E. east elevation, facing west. (March 2013)	11
Fig. 8. 315 First Ave. N.E. north elevation, facing east. (March 2013)	11
Fig. 9. 315 First Ave. N.E. interior, facing west and north. (March 2013)	12
Fig. 10. 315 First Ave. N.E. interior, facing west and typical west elevation window detail with concrete infill. (March 2013)	12
Fig. 11. North Side Station, Washington Ave. N. (2012)	15
Fig. 12. East Side Station, looking northeast, with second floor addition to office building, ca. 1917. (MHS)	16
Fig. 13. East Side Station tracks, ca. 1916. ( <i>Twin Cities by Trolley</i> )	17
Fig. 14. East Side Station, looking west, with second floor addition to office building, ca. 1920. (MHS)	18
Fig. 15. East Side Station with “For Sale” sign, ca. 1954. (MHS)	19
Fig. 16. Superior Plating with visible interior loading dock, ca. 2011. (MN Job Partners)	20
Fig. 17. Hennepin and Central Potential Commercial Historic District, 2011. (Mead & Hunt)	22
Fig. 18. Minneapolis Street Railway map with horsecar barn locations, 1889. (Olson)	28
Fig. 19. Sanborn Insurance Map Co., 1885, Vol. 2, Sheet 60b.	29
Fig. 20. Sanborn Insurance Map Co., 1912, Vol. 7, Sheet 752.	30
Fig. 21. Sanborn Insurance Map Co., 1921, Vol. 7A, Sheet 702A.	31



**1. Location Map**

East Side Station  
Landscape Research LLC/April 2013

## 1.0 STUDY OBJECTIVES AND METHODS

The objective of this study was to conduct historical research on the property at 315 First Avenue SE to determine if it meets the Minneapolis Heritage Preservation Commission local designation criteria.

The property was photographed during site visits in March 2013. Historical research relied on Minneapolis maps and atlases, building permits, city directories, property abstracts and newspapers. Archives at the Minnesota Historical Society, Hennepin History Museum and the Hennepin County Library-Minneapolis Collection were utilized. Several local historic context studies, including “Street Railways, 1973-1954” (Zellie, 1990) and “Architecture and Historic Preservation on the Minneapolis Riverfront” (Hess Roise 2007), were reviewed as well as the National Register nomination of the St. Anthony Falls Historic District. They provide an overview of the area’s development history and property types.

## 2.0 PROPERTY DESCRIPTION



2. Aerial (2012).

### *Location*

The building at 317 First Ave. N.E. (PID 2302924120090) covers the block bounded by First Ave. N.E. at the south, University Ave. N.E. at the west, Fourth St. N.E. (vacated) at the east and

the Burlington Northern Santa Fe (BNSF) railroad tracks at the north.<sup>1</sup> The building is located in the Nicollet Island East Bank neighborhood of Minneapolis and occupies Block 16 of the St. Anthony Falls plat (1858).

The building sits in a district of multi-story residential and commercial buildings that date from multiple periods. A brick townhouse development, Village Townhomes of St. Anthony Falls (2002) occupies the lot to the west across University Ave. N.E. A two-story, concrete block office building, West Photo (1979), is located at the south across First Ave. N.E. A townhouse development, Townhomes of City Scape (1986), is located to the north across the railroad tracks. This area was one of the first settled areas in Minnesota (ca. 1850s) and has been redeveloped multiple times.

### ***Property Description***

The one-story brick building is square in plan and encompasses the entire 5.4 acre block. The 110,000 s.f. building has a flat roof with multiple fan rooms and exhaust vents on the roof. A projecting, two-story brick office building runs north-south through the shed building. The building exterior is clad in brick and concrete block and the cornice is corbeled brick. The original wood, double-hung sash has been replaced with a metal industrial sash (post 1920). The shed design has an open interior with brick and concrete block supporting walls.

#### *South Elevation (First Ave. N.E.)*

The façade (south) facing First Ave. N.E. features eight garage bays with a central two-story brick and concrete block office building. The office portion is off-center and is flanked by six bays at the west and two bays at the east. The bays are separated by decorative cast iron beams and steel I-beams. The majority of the original bays have been filled with concrete block and the remaining bays have a mix of wood and aluminum garage doors. The original doors were rolling metal shutters. The brick header wall above the garage doors has been parged with stucco and painted.

The two-story office portion is clad in yellow brick and concrete block (1984). Windows at the office building are filled with fixed aluminum sash. The entrance at the office is brushed aluminum.

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<sup>1</sup> The rail line was constructed in 1867 for the St. Paul and Pacific Railroad. It became the St. Paul, Minneapolis & Manitoba Railway in 1879 and later the Burlington Northern Railway before it was the Burlington Northern Santa Fe. Today, the Northstar Commuter line (2009) travels in this railbed.



3. 315 First Ave. N.E. south elevation, facing northwest. (March 2013)

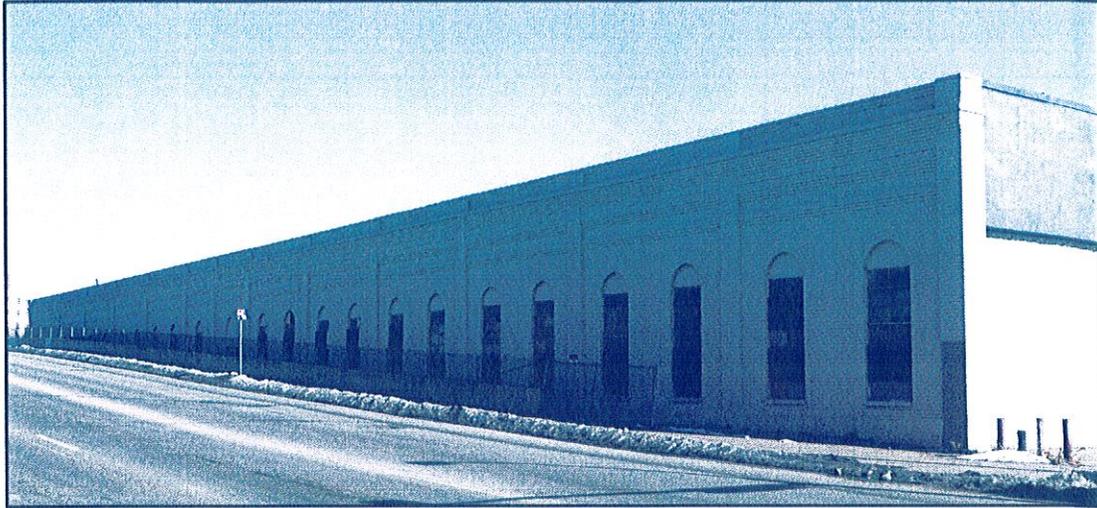


4. 315 First Ave. N.E. south elevation, facing northeast. (March 2013)

*West Elevation (University Ave. N.E.)*

The west elevation along University Ave. N.E. is clad with brick and features twelve bays separated by brick pilasters. Each bay features two openings with arched headers and brick sills. All windows have replacement industrial metal sash and the arched openings are filled with wood panels. Some windows are filled with mechanical vents.

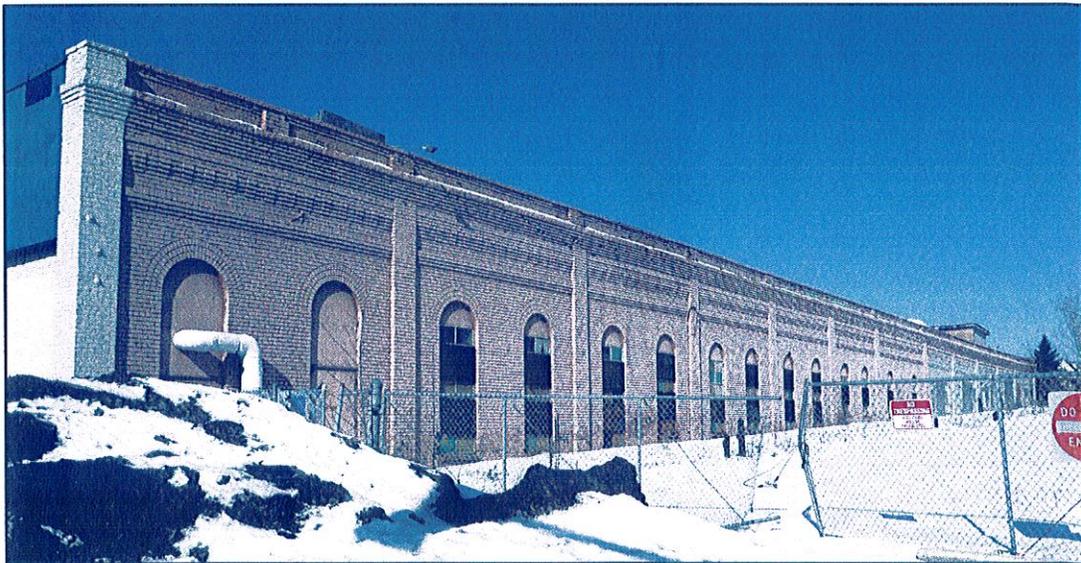
University Ave. N.E. has been rebuilt with a steeper rise over the railroad tracks that obscures views of this elevation and changes the historic relationship with the street.



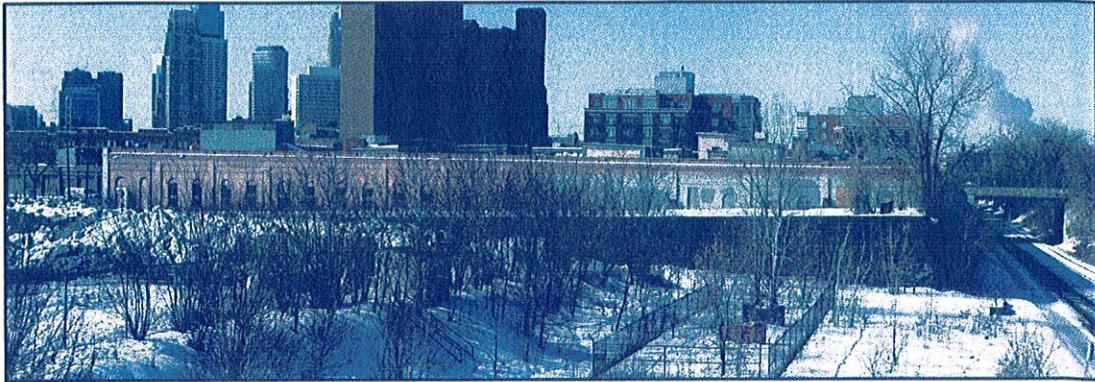
5. 315 First Ave. N.E. west elevation, facing northeast. (March 2013)

*East Elevation (vacated Fourth St. N.E.)*

The east elevation faces the vacated Fourth St. N.E., which originally spanned the BNSF railroad tracks. This elevation is similar to the west elevation with twelve bays separated by brick pilasters. Five bays of windows at this elevation have been filled with concrete block.



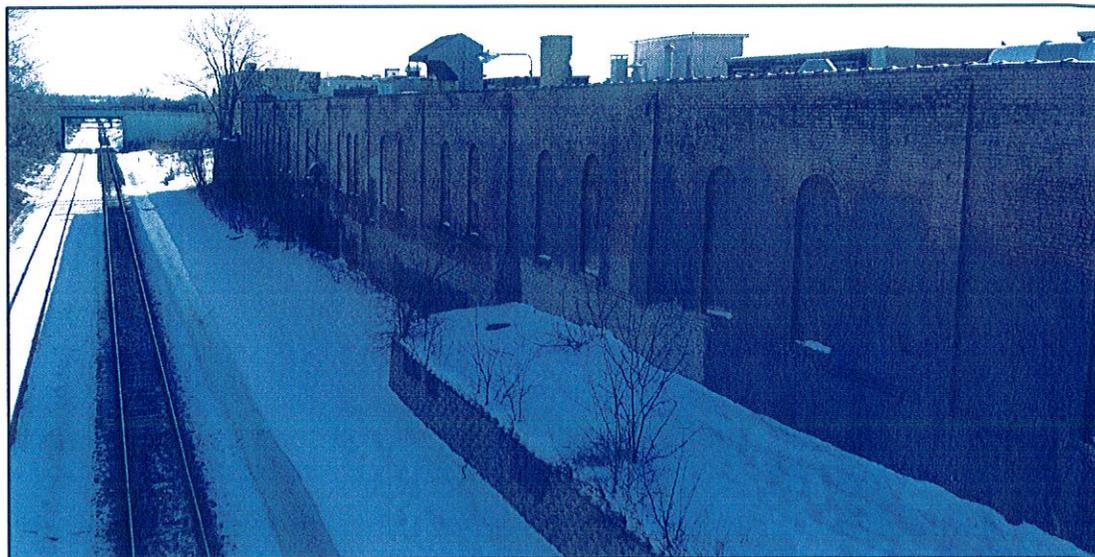
6. 315 First Ave. N.E. east elevation, facing northwest. (March 2013)



7. 315 First Ave. N.E. east elevation, facing west. (March 2013)

*North Elevation (BNSF tracks)*

The north elevation has a raised brick and limestone (painted) foundation along the railroad tracks. This elevation features ten bays of windows. All windows at this elevation have been filled with concrete block.



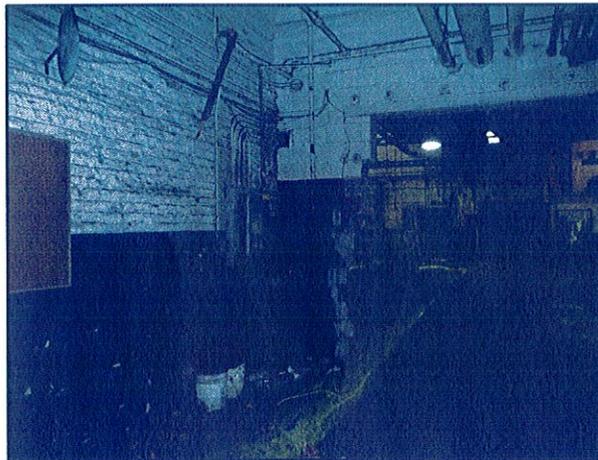
8. 315 First Ave. N.E. north elevation, facing east. (March 2013)

*Interior*

The interior is filled with industrial metal plating equipment. Walls are a mix of brick (painted) and concrete block (painted). Steel I-beams are also a supporting element throughout the building shed. The wood frame roof has ventilation openings and windows from various periods. The floor is poured concrete. The central, two-story office dates from the 1980s with linoleum flooring and acoustical tile ceiling.



9. 315 First Ave. N.E. interior, facing west and north. (March 2013)



10. 315 First Ave. N.E. interior, facing west and typical west elevation window detail with concrete infill. (March 2013)

### *Alterations*

The building has undergone a number of alterations through the years. The main façade along First Ave. N.E. has been significantly altered with concrete block infill and parged brick at the street car bays. The original rolling metal shutters at the bays have been replaced. The two-story brick office portion was rebuilt in 1985 and faced with yellow brick and concrete block. Original windows have been replaced throughout the building. Window removal occurred after 1920 photographs and entailed the addition of industrial sash with concrete block infill. Openings at the north and east have been filled with concrete block. The face brick is severely deteriorated and has been painted multiple times. The interior has been altered with track removal, poured concrete floor, concrete block walls and mechanical industrial infill. The original street car bays have been blocked with interior additions and mechanical equipment. A concrete loading dock has been built at the interior western bays.

### 3.0 HISTORIC CONTEXT: Minneapolis' Streetcar System 1875-1954

#### 3.1 Horsecars and Minneapolis Street Railway Company, 1875-1890

The Minneapolis Street Railway Company was organized on July 1, 1873 by prominent Minneapolis citizens including Dorilus Morrison, Col. William S. King and W. D. Washburn and New Yorker Philo Osgood.<sup>2</sup> Due to financial problems, the company reorganized and did not receive the franchise rights from the Minneapolis City Council until July 9, 1875. Under the direction of Philo Osgood (President), Thomas Lowry (Vice President) and William S. King (Secretary), the first horsecar line between downtown Minneapolis and the University of Minnesota was completed in September of 1875.<sup>3</sup> This followed operation of the St. Paul Street Railway Company in neighboring St. Paul, which began operation in 1872.<sup>4</sup> Both of these early systems were horse-propelled and struggled with financial difficulties during the first decade of operation.

The Lyndale Railway Company, incorporated in 1878 by local capitalists including Col. William McCrory and W.D. Washburn, operated with steam locomotives.<sup>5</sup> The steam "Motor Line" ran between Lakes Harriet and Calhoun and eventually extended to Lake Minnetonka and Excelsior as the Minneapolis, Lyndale & Lake Calhoun Railway (incorporated in 1879). The rail company was not financially stable and the system was sold to the Minneapolis Street Railway Company in 1886.<sup>6</sup> The "Motor Line" trackage and buildings were merged with the Minneapolis Street Railway Company lines and eventually converted to electricity in 1891.<sup>7</sup>

The expanding city population propelled the case for track extensions and construction of car barns. Between 1875 and 1885 eleven horse car barns were constructed in Minneapolis.<sup>8</sup> (See Appendix 1) The horsecar barn at Third Avenue North and Second Street North (extant, 1885, Colonial Warehouse in Minneapolis Warehouse Historic District) also operated as the company's general headquarters.<sup>9</sup> By 1888, Minneapolis and St. Paul were operating 110 miles of horsecar track and 17 miles of steam-powered motor line.<sup>10</sup> The two systems owned 360 horsecars and stabled 1,900 horses.<sup>11</sup>

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<sup>2</sup> Russell L. Olson, *The Electric Street Railways of Minnesota* (Hopkins, MN: Minnesota Transportation Museum, 1976), 12.

<sup>3</sup> Olson, 13.

<sup>4</sup> Olson, 15.

<sup>5</sup> Olson, 67.

<sup>6</sup> Carole Zellie, "Sub-Context: Street Railway, 1973-1954," Prepared for the City of Minneapolis as supplement to the Minneapolis Preservation Plan, 1990 and Olson 67, 75.

<sup>7</sup> Olson, 75.

<sup>8</sup> Olson, 112.

<sup>9</sup> John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 314; Olson 112. *Twin Cities by Trolley* states that none of these eleven horsecar barns remains, but Carole Zellie report, "Sub-Context: Street Railway, 1973-1954," suggests street verification of all TCRT related buildings.

<sup>10</sup> Diers and Isaacs. 31.

<sup>11</sup> *Ibid.*

### 3.2 Electrification and Twin City Rapid Transit Company, 1890

Though there was a brief investment in cable car installation, the Minneapolis Street Railway Company received official Minneapolis City Council approval for electrification of the system in January 1890.<sup>12</sup> The St. Paul Street Railway Company received approval for electrification of 32.4 miles of track in 1889.<sup>13</sup> Electrification in both cities totaled \$6 million making it difficult to finance. In order to facilitate bank loans, the two cities merged their rail companies into the Twin City Rapid Transit Company (TCRT) on June 3, 1891.<sup>14</sup>

Two power stations, powered by large boilers, were built to service the electric system. Power Station #1 (Main Central Powerhouse, extant) at 3rd Ave. N. and 2nd St. N. was completed in 1890. Power Station #2 (Auxiliary Powerhouse, razed) at 31st St. and Nicollet Ave. was completed in 1892. To insure a reliable, uninterrupted supply of power, the Main Steam Station (extant) was completed on the Mississippi River at Sixth Avenue Southeast in 1903.<sup>15</sup> For auxiliary water power, the Hennepin Island Water Power Station (extant) was built on the river north of the Main Steam Station in 1908.<sup>16</sup> Fourteen power substations were built to maintain power to the system; six were located within the Minneapolis city limits.<sup>17</sup>

Streetcar storage and repair shops were also built to service the growing supply of cars. Four of the original eleven horsecar barns were converted to car houses during the electrification process in 1891. Also the “Motor Line” roundhouse at 31st St. and Nicollet Ave. was modified for use as a general repair shop in 1891. The East Side Station at First Ave. N.E. and the Bloomington Station at 32nd St. and Bloomington Ave. were built in 1890.<sup>18</sup> In 1910, the Lake Street Station (razed) at E. Lake St. and 22nd Ave. S. was built to replace the Bloomington Station.<sup>19</sup> The carhouse at 31st St. and Nicollet Ave. was rebuilt the following year and renamed the Nicollet Station (razed).<sup>20</sup> The North Side Station (extant) at Washington Ave. N. and 26th Ave. was completed in 1914.<sup>21</sup>

St. Paul also developed a system of car houses including the Duluth and Snelling Stations. The Snelling Station at Snelling and University Avenues was chosen as an important advantageous location, “Midway” between the two downtowns. Sixty acres of land were purchased in 1904 to house the car house, substation and centralized shops.<sup>22</sup> In 1932, car house stations and the car

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<sup>12</sup> Olson, 17.

<sup>13</sup> Ibid.

<sup>14</sup> Olson, 18.

<sup>15</sup> The Twin City Rapid Transit Company Steam Power Plant (Southeast Steam Plant) was listed in the National Register of Historic Places in 1994. The plant powered the entire Twin Cities railway system from 1903 until it was sold to NSP in 1954. NSP sold it to the University of Minnesota in 1976.

<sup>16</sup> The plant was built by the St. Anthony Falls Water Power Company and leased to the Twin City Rapid Transit Company. It is a contributing structure in the St. Anthony Falls Historic District.

<sup>17</sup> Olson, 112. *Twin Cities by Trolley* states that all of the substations were demolished, but this claim should be investigated. One known substation remains on Hiawatha Avenue.

<sup>18</sup> Olson, 117.

<sup>19</sup> Olson, 125.

<sup>20</sup> Ibid.

<sup>21</sup> The station was retained and converted to bus service in the 1950s. Classic Space Inc. purchased the building in 1993.

<sup>22</sup> Olson, 121.

capacities of the TCRT were listed: Nicollet (158 cars), East Side (173 cars), Lake St. (180 cars), North Side (148 cars), Snelling (266 cars) and Duluth (134 cars).<sup>23</sup>



11. North Side Station, Washington Ave. N. (2012)

### 3.3 Decline of Rail System

By 1902 the total track miles of the TCRT were 252.55 and trackage reached a high of 499.12 miles in 1925 before the Great Depression.<sup>24</sup> While motor buses were added to the line in 1925, transit ridership did not start to decline until the Great Depression.<sup>25</sup> The streetcar system, with the large fixed investment in track maintenance and electric power systems, suffered in the slow economy.<sup>26</sup> By 1939, the company operated only 270.49 miles of track.<sup>27</sup>

The automobile made suburbanization and growth in the city's outer rings possible, but also led to further demise of the transit system. As automobile purchases rose, government funding shifted to highway construction and road infrastructure. In 1946, the TCRT carried 201 million passengers and by 1949 ridership had dropped to 165 million riders.<sup>28</sup> In November of 1949 Charles Green, a New York financier and transit investor, became president of the TCRT.<sup>29</sup> Green sought to raise fares and convert the system to buses, but he was unpopular and was ousted by Fred Ossanna, who eventually purchased buses from General Motors in 1952. The first 125 buses were delivered in 1952.<sup>30</sup>

The 1954 TCRT Annual Report stated that three car houses, Nicollet, North and Snelling would be converted to bus service and the East Side and Lake Street Stations were for sale.<sup>31</sup> That same

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<sup>23</sup> Olson, 125.

<sup>24</sup> Olson, 99.

<sup>25</sup> Zellie, 7.

<sup>26</sup> Diers and Isaacs, 109.

<sup>27</sup> Olson, 99.

<sup>28</sup> Diers and Isaacs, 295.

<sup>29</sup> Diers and Isaacs, 9.

<sup>30</sup> Diers and Isaacs, 10, 127.

<sup>31</sup> *Twin City Rapid Transit Company Annual Report*, 1954, 3.

year, the Steam Plant was sold to Northern States Power for \$1.5 million.<sup>32</sup> The East Side and Lake Street Stations, as well as 28 acres at the Snelling shops, were sold in 1954. The streetcars were sold to other interested cities and the general public.

## 4.0 PROPERTY HISTORY

### 4.1 East Side Station, 1891-1954

In April of 1891, the Minneapolis Street Railway Co. began construction on the East Side Station located along First Avenue N.E. between University Ave. N.E. and Fourth Street N.E. on the Farnham & Lovejoy Lumber Yard.<sup>33</sup> The one-story brick building, measuring 330 feet by 198 feet, cost \$40,000 and encompassed Lots 1-3 and 8-10 of Block 16 of the St. Anthony Falls plat.<sup>34</sup> The projecting central portion of the car barn was one-story and flanked by streetcar bays housing twelve cars per side. The original building permit does not list a builder or architect. Streetcars entered off First Ave. N.E. into one of the twelve openings at each side of the central building. The large car barn areas had interior brick walls for support and iron rolling shutter doors.



12. East Side Station, looking northeast, with second floor addition to office building, ca. 1917. (MHS)

At the time of construction, the East Side Station was larger than the original Bloomington and Midway stations, with thirty tracks and a capacity of 150 cars.<sup>35</sup> By the 1930s, its layout and stub-ended track arrangement caused serious traffic problems because the trolleys had to back into the station from First Ave. N.E.<sup>36</sup>

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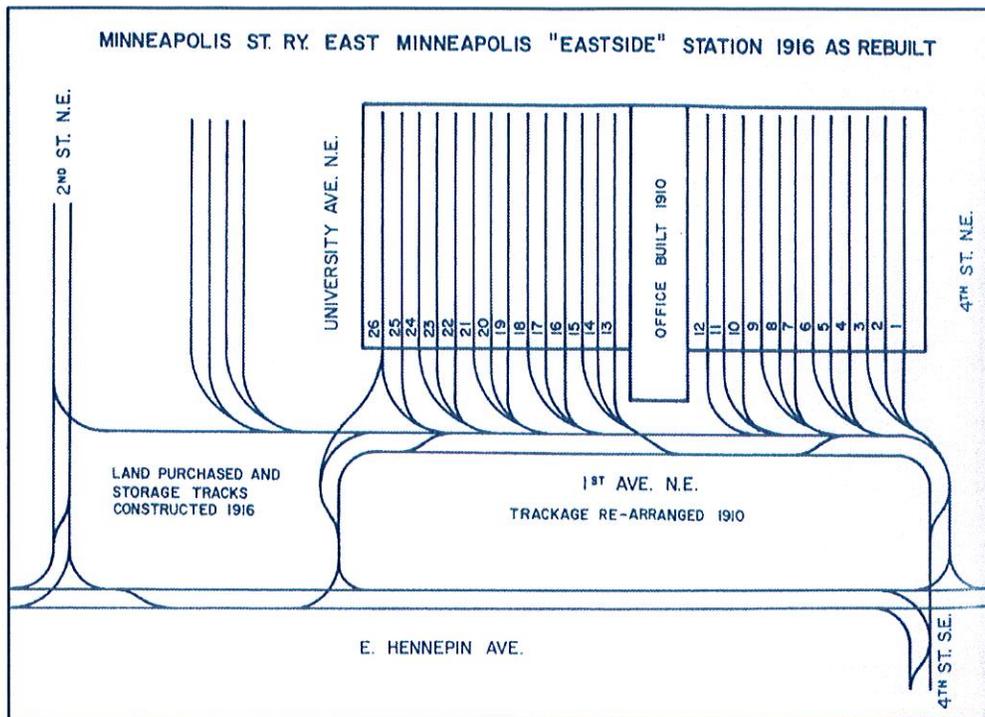
<sup>32</sup> Ibid.

<sup>33</sup> The permit was issued to the Minneapolis Street Railway Co. in April and the company merged to become the Twin City Rapid Transit Co. in June.

<sup>34</sup> Minneapolis Building Permit B24905. 4-11-91.

<sup>35</sup> Diers and Isaacs, 64. Bloomington Station was rebuilt in 1911 and Midway was rebuilt in 1907; both were larger than East Side Station.

<sup>36</sup> Diers and Isaacs, 64.



13. East Side Station tracks, ca. 1916. (*Twin Cities by Trolley*)

In 1910 the track layout at the East Side Station was re-arranged; the alteration may have precipitated more staff at the station and a need for a building addition. In 1912, a second floor was added to the central building for the use of “club rooms” at a cost of \$7,800; W. J. Smith is listed as the architect.<sup>37</sup> Sanborn Insurance Company maps indicate that the central portion was reserved for employee use on the first floor and an employee pool room on the second floor. The rear portion of the central building housed store rooms, electrical and coal rooms.

<sup>37</sup> Olson, 125. Minneapolis Building Permit B97284, 4/2/1912. The permit lists the old company name of Minneapolis Street Railway Co. as the owner. A record for the career of W. J. Smith has not been located.



14. East Side Station, looking west, with second floor addition to office building, ca. 1920. (MHS)

As the TCRT shifted to bus service, dispensation of real estate and buildings began. The Annual Report of 1952 notes that four St. Paul properties were listed for sale as well as the East Side and Lake Street Stations in Minneapolis.<sup>38</sup> The East Side Station was one of the last to remain in service and the last streetcar left the building on June 19, 1954.<sup>39</sup> The building was sold to Superior Plating Inc., a metal plating company, in 1954.

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<sup>38</sup> *Twin City Rapid Transit Company Annual Report*, 1952, 4.

<sup>39</sup> Olson, 135.



15. East Side Station with “For Sale” sign, ca. 1954. (MHS)

#### 4.2 Superior Plating Inc., 1954-2011

Superior Plating Inc. converted the East Side Station to a “plating-paint shop” at a cost of \$80,000 in 1955.<sup>40</sup> The metal plating company operated at the building until 2011.

Superior Plating Inc. was founded by Leo M. DeMars in 1919. Al Leonard was named president of the company in 1950 and moved to board chairman in 1966 when Gilbert Alinder was named president and E. J. McMonagle was named vice-president.<sup>41</sup> In the 1960s, Superior Plating provided 61 different plating processes, including chromium and nickel plating, and had five full-time chemists on staff.<sup>42</sup> Due to the high levels of contaminants, the site was identified by the Minnesota Environmental Protection Agency as a Superfund site in 1985 and in 1992 a system was installed to clean ground water.<sup>43</sup> Superior Plating filed for bankruptcy in November of 2011.<sup>44</sup>

Multiple interior alterations occurred during the plating company ownership including a mezzanine floor in 1965.<sup>45</sup> New interior concrete block partition walls were built and the garage doors were removed. Between 1984 and 1987, the company completed a massive renovation of the building, which included the interior demolition of the two-story employee building and removal of all wood flooring in the original streetcar bays.<sup>46</sup> The replacement flooring was required due to environmental regulations to stop contaminants leaking through soil to

<sup>40</sup> Minneapolis Building Permit A32064, 11/2/55.

<sup>41</sup> *Minneapolis Star*, 8/5/66.

<sup>42</sup> *Minneapolis Star*, 8/5/66.

<sup>43</sup> *Northeast*, 10/12/94.

<sup>44</sup> *Star Tribune*, 12/19/11.

<sup>45</sup> Minneapolis Building Permit A35820, 5/5/65.

<sup>46</sup> Minneapolis Building Permit B526141, 1/4/84.

groundwater. In 1987, the two-story office building was removed and rebuilt with concrete block and bricks.<sup>47</sup> Dates of other alterations including the concrete block infill of the windows and garage bays and the cement parging of the façade are unknown. The interior loading dock at the west bays is also unrecorded in the permit history.



16. Superior Plating with visible interior loading dock, ca. 2011. (MN Job Partners)

The site was sold to Center City Realty Partners and WHI Real Estate Partners in June of 2012.<sup>48</sup>

## 5.0 EVALUATION

Chapter 599, Heritage Preservation Regulations of the Minneapolis Code of Ordinances, outlines the process for reviewing historic resources and designation criteria. When evaluating the potential destruction of a historic resource, the Minneapolis Heritage Preservation Commission “shall consider, but not be limited to, the significance of the property, the integrity of the property, and the economic value or usefulness of the existing structure” (Section 599.480). When evaluating a property for local designation the property must meet at least one of the designation criteria.

According to Section 599.210, the following criteria shall be considered in determining whether a property is worthy of designation as a landmark or historic district because of its historical, cultural, architectural, archaeological or engineering significance:

- (1) The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.
- (2) The property is associated with the lives of significant persons or groups.
- (3) The property contains or is associated with distinctive elements of city identity.

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<sup>47</sup> Minneapolis Building Permit B552942, 8/25/87.

<sup>48</sup> *Star Tribune*, 6/26/12.

- (4) The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.
- (5) The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.
- (6) The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
- (7) The property has yielded, or may be likely to yield, information important in prehistory or history.

### 5.1 Previous Evaluations

The property was not included in the 1980-81 survey of the City of Minneapolis, often referred to as the “800 List” survey.

The property was also not noted as significant in the City of Minneapolis ‘Downtown East’ survey, contracted by Mead & Hunt, in 2011.<sup>49</sup> As stated, the purpose of the 2011 report is “identify and document intact historic-age resources in the survey area that qualify for City of Minneapolis local landmark or National Register of Historic Places designation” and “to identify themes that may require further intensive-level research and survey to understand their significance and associated property types.” The report noted that “inventoried properties must retain sufficient historic integrity in order to convey a sense of time and place” and “one test to measure if a property retains historic integrity is to ask if the property looks very similar to how it appeared during the lifetime of the original owner or builder.” The report concludes that “alterations to historic properties such as replacement windows, artificial siding, or non-historic additions diminish a structure’s historic integrity” and buildings that “have several alterations do not retain integrity and were not documented in the survey.”

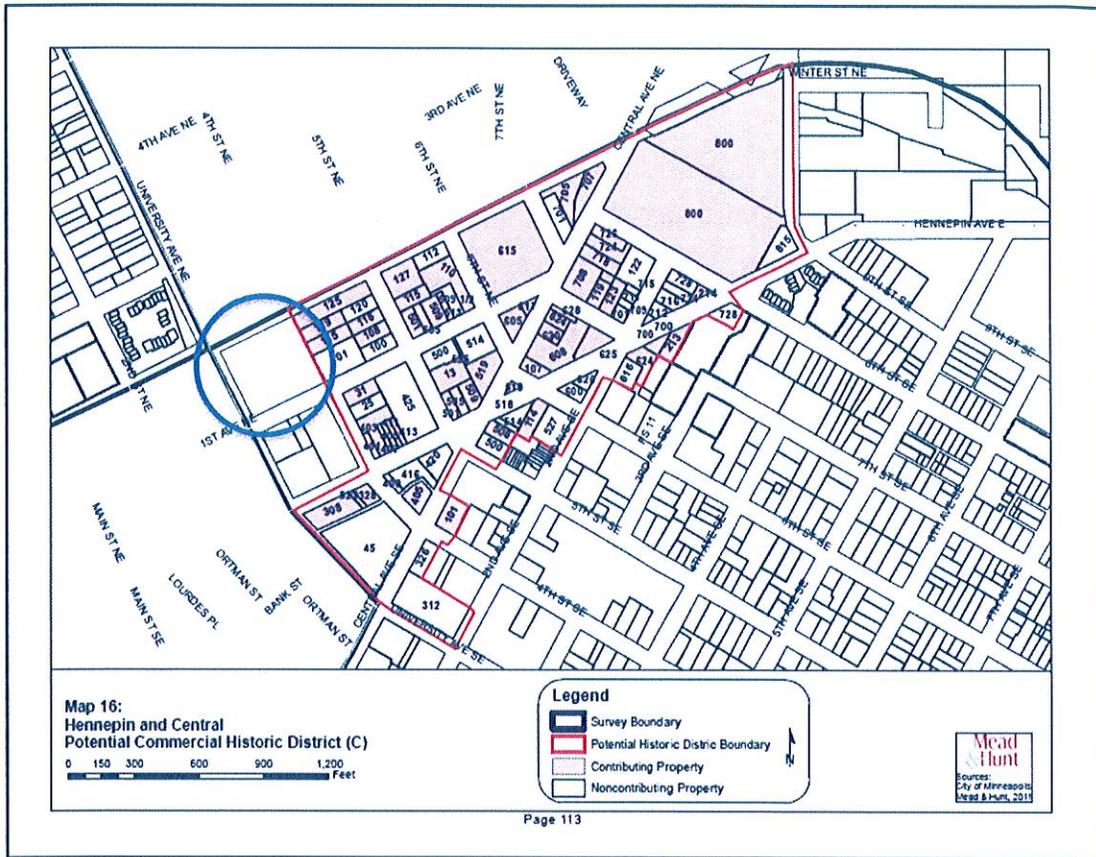
One result of this survey area was the recommendation of the “Hennepin and Central Potential Commercial Historic District” which is described as a “concentration of commercial and industrial buildings...serviced by the streetcar beginning in the late nineteenth century until the 1950s.” (See Figure 17) As exhibited in the mapped district, the East Side Station (circled in blue) was not included in the district map; the district clearly jogs around the site. A February 11, 2013 letter from City of Minneapolis staff, Haila Maze, to the client (Robert Devolve of Leonard, Street and Deinard) noted that “a portion of the site” is in the potential historic district. This statement is incorrect.

The February 11, 2013 letter from Haila Maze also states that the property appears to meet local designation criterion 1 as a “significant structure in the history of the Minneapolis streetcar system, which shaped the form and layout of the city.” The letter also states that “the other two (streetcar barns), both located in south Minneapolis, have since been demolished” and “while

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<sup>49</sup> Mead & Hunt, “Historic Resources Inventory: Historic Resources in the Windom, Kenny, and Armatage neighborhoods and Historic Resources in the Central Core area including the St. Anthony West, Marcy Holmes, Como, Downtown West, Downtown East, and Sumner Glenwood neighborhoods, as well as portions of the Bryn Mawr, Harrison, Near North, North Loop, Prospect Park, and St. Anthony East Neighborhoods,” Prepared for the City of Minneapolis, July 2011.

other streetcar barns remain intact, this is currently the only one from that particular era to still be in place.” In fact, the North Side Station at Washington Ave. N. and 26<sup>th</sup> Ave. N., built in 1914, remains intact with good integrity.



17. Hennepin and Central Potential Commercial Historic District, 2011. (Mead & Hunt)

## 5.2 Integrity

Section 599.480 (b) of the Minneapolis Code of Ordinances states that integrity of a potential historic resource must be considered when reviewing demolition, but does not explain how to evaluate integrity. The U.S. Department of the Interior-National Park Service provides interpretation of the seven aspects of integrity when evaluating a property for listing in the National Register of Historic Places (NRHP). The NRHP bulletin, *How to Apply the National Register Criteria for Evaluation* (NRB 15), explains that location, design, setting, materials, workmanship, feeling and association of a property should be considered before historic significance.<sup>50</sup>

The NRHP bulletin chapter, *Understanding the Aspects of Integrity*, follows:

**Location** is the place where the historic property was constructed or the place where the

<sup>50</sup> U.S. Department of the Interior, National Register Bulletin “How to Apply the National Register Criteria for Evaluation.”

historic event occurred. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

**Design** is the combination of elements that create the form, plan, space, structure, and style of a property. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

**Setting** is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role.

**Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from the period of its historic significance.

**Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

**Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.

**Association** is the direct link between an important historic event or person and a historic property.

The NRHP bulletin chapter, *Understanding the Aspects of Integrity*, also explains how to review integrity as follows:

## **VISIBILITY OF PHYSICAL FEATURES**

Properties eligible must not only retain their essential physical features, but the features must be visible enough to convey their significance. This means that even if a property is physically intact, its integrity is questionable if its significant features are concealed under modern construction. Archeological properties are often the exception to this; by nature they usually do not require visible features to convey their significance.

### **Non-Historic Exteriors**

If the historic *exterior* building material is covered by non-historic material (such as modern siding), the property can still be eligible if the significant form, features, and detailing are not obscured. If a property's exterior is covered by a non-historic false-front or curtain wall, the property will not qualify, because it does not retain the visual quality necessary to convey historic or architectural significance. Such a property also cannot be considered a contributing element in a historic district, because it does not add to the district's sense of time and place. If the false front, curtain wall, or non-historic siding is removed and the original building materials are intact, then the property's integrity can be

re-evaluated.

### 5.3 Evaluation

#### *Criteria*

Under criterion 1, the property is associated with the Twin Cities' transit history, but it does not possess more significance than the remaining transit related buildings throughout the city including car barns, substations, and car houses. The East Side Station was not the only car house serving the rail system. The North Side Station, built in a similar design, is extant and retains historic integrity, unlike the subject property.

The property is not associated with the lives of significant persons or groups and is not significant under criterion 2.

The property is not associated with distinctive elements of the city or neighborhood identity and is not significant under criterion 3. Car houses were located throughout most larger cities and the building type is not indigenous to Minneapolis or particularly identified with Minneapolis.

While the property was designed as a transit car house for trolley repair and storage, it is a vernacular, brick shed and does not embody the distinctive characteristics of an architectural or engineering type or style, or method of construction and is not significant under criterion 4. The building type is evident throughout the city as a general garage type with wood-frame, brick-face and garage door bays.

The property does not exemplify a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail and is not significant under criterion 5.

The building is not associated with an architect and does not exemplify the work of a master builder, engineer, designer, artist, craftsman, or architect and is not significant under criterion 6. The original building permit did not list an architect or contractor.

City property atlas maps and Sanborn fire insurance maps provide information about previous use and development at the site. The property has not yielded, nor is it likely to yield, information important in prehistory and, therefore, is not significant under criterion 7.

#### *Integrity*

The building at 315 First Ave. N.E. maintains its historic location, but possesses poor integrity in setting, design, materials and workmanship. The majority of the historic features and historic materials have been removed. The entire main façade along First Ave. N.E. has been severely altered with cement parging over the brick face, concrete block infill at the historic streetcar bays as well as the loss of the metal rolling shutters and rail tracks. The entire central, two-story office building was demolished and replaced with a brick and concrete block two-story office building in 1987. There is little historic fabric or design remaining at the main elevation. The historic wood sash has been replaced throughout with an industrial steel sash. The majority of the openings at the building have been filled with concrete block; all openings at the north elevation and half of the openings at the east elevation have been filled with concrete block. The west elevation retains the openings, but the historic wood sash has been replaced with an industrial

steel sash and the arched header has been filled; concrete block at the interior secures the metal sash. The surviving brick face at the north and east is severely deteriorated and has been painted multiple times. The brick face at the south has been parged.

The building has lost all of the surrounding historic context and setting as well as streetscape feeling. At the time of construction and into the 1950s, the area was surrounded by industrial buildings. Today, the building is surrounded by residential development built after 1970 and in the form of rowhouses and multi-story buildings. First Avenue N.E. has been widened and is a one-way street. The grade of University Avenue has been raised and obscures the west elevation of the building. At the east, Fourth St. N.E. has been vacated and the bridge spanning the BNSF tracks has been removed. The streetcar tracks along First Ave. N.E. as well as the tracks on site have been removed.

The 2011 City of Minneapolis survey of this area excluded this building from further research most probably due to integrity issues. The report followed general practice to “ask if the property looks very similar to how it appeared during the lifetime of the original owner or builder” and stated that buildings that “have several alterations do not retain integrity and were not documented in the survey.”

#### **5.4 Recommendation**

It is recommended that the building at 315 First Ave. N.E. is not eligible for heritage designation. Although the building is related to the city’s streetcar system, it has severely diminished integrity. The building no longer conveys its historic appearance or function due to integrity loss, most acutely apparent at the main façade.

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*Minneapolis Star, Minneapolis Tribune, Minneapolis Star Tribune*, various issues

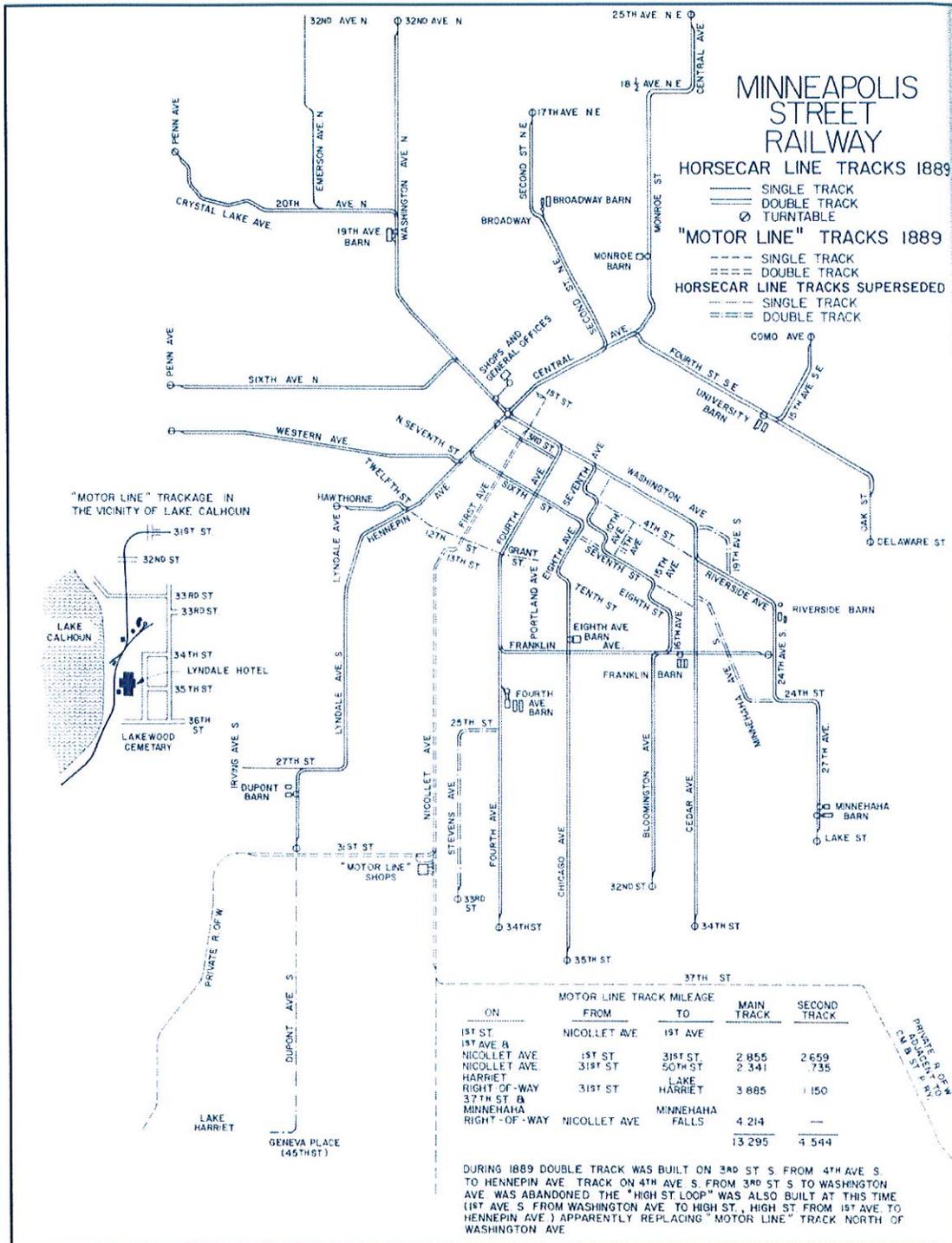
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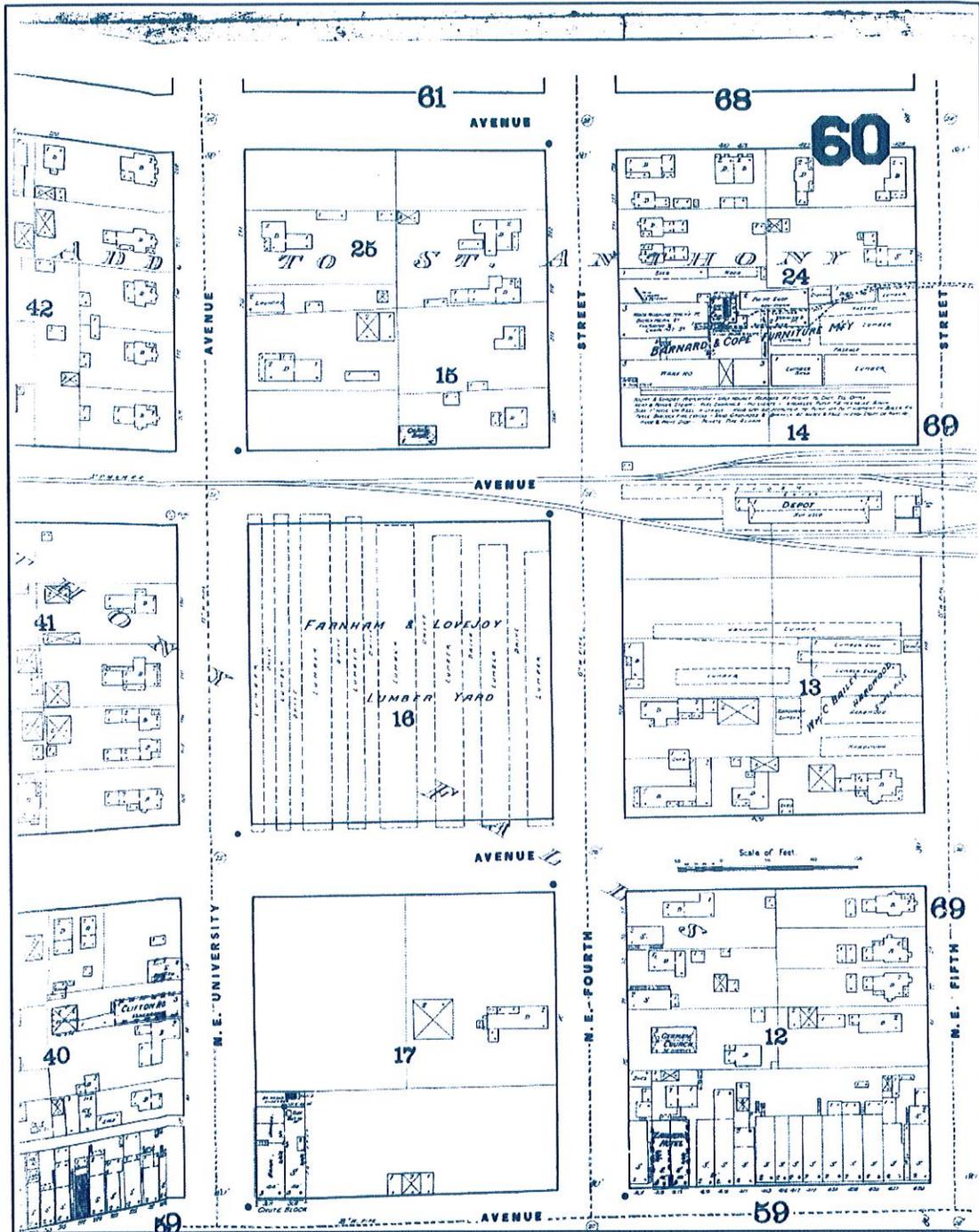
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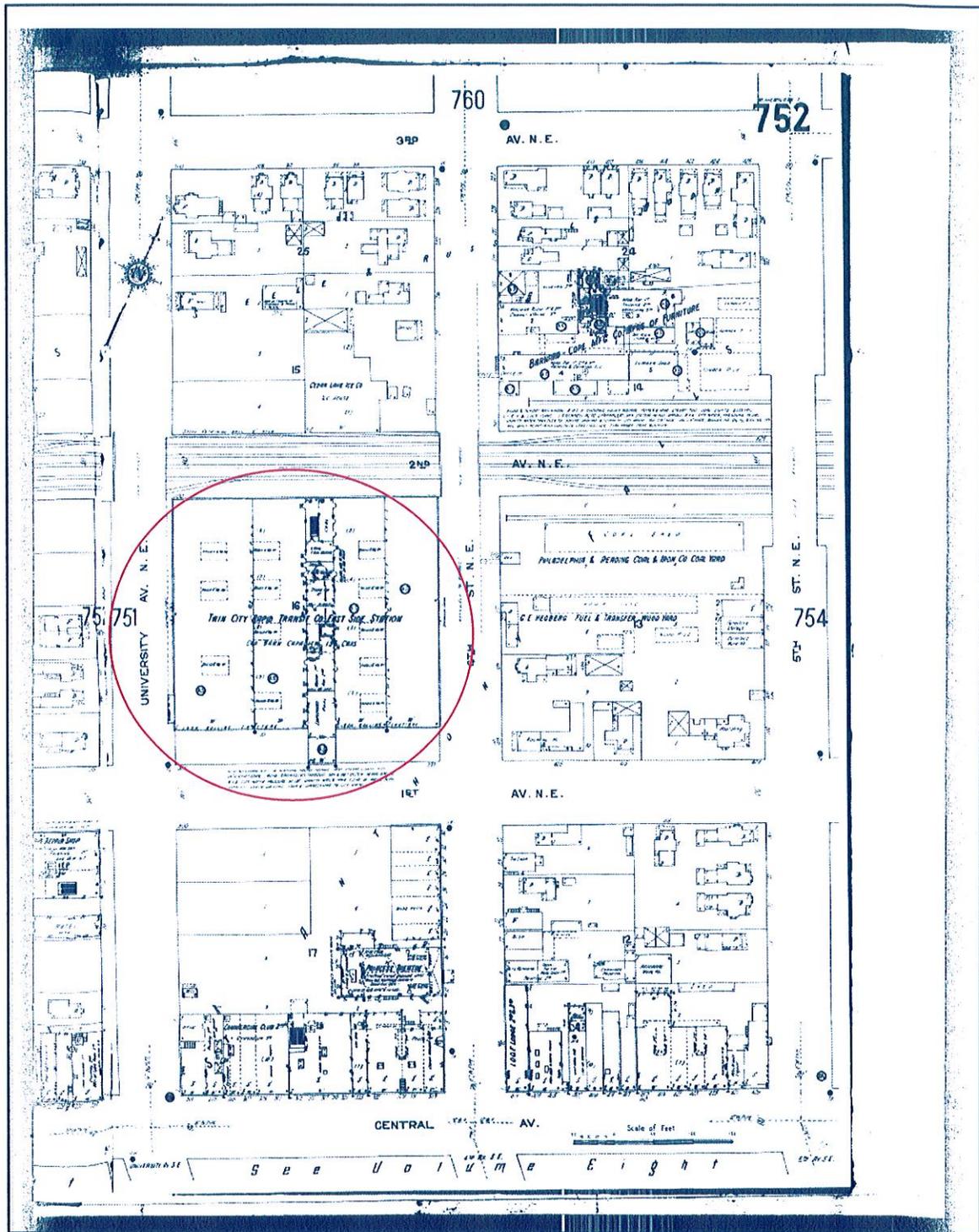
7.0 APPENDIX



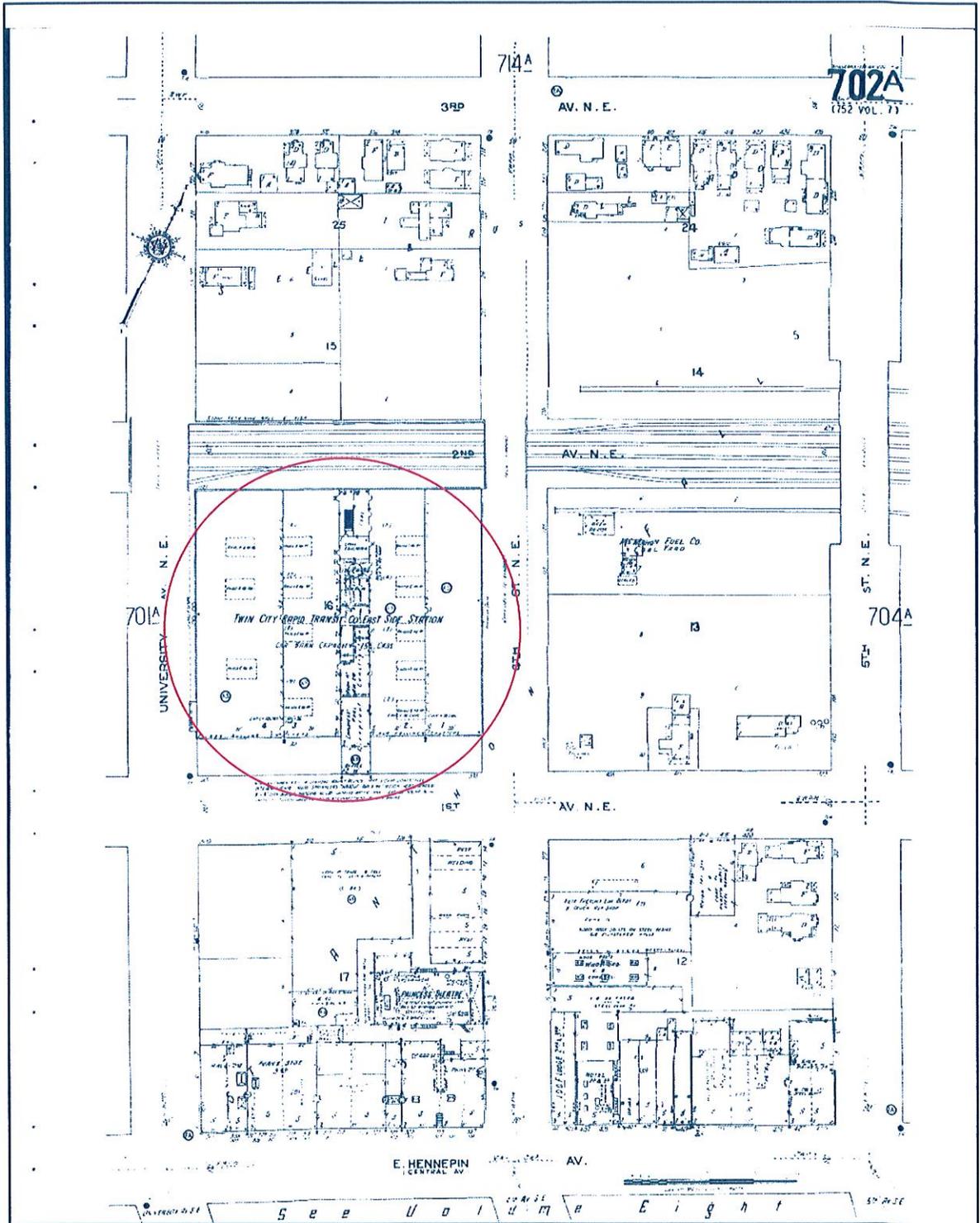
18. Minneapolis Street Railway map with horsecar barn locations, 1889. (Olson)



19. Sanborn Insurance Map Co., 1885, Vol. 2, Sheet 60b.



20. Sanborn Insurance Map Co., 1912, Vol. 7, Sheet 752.



21. Sanborn Insurance Map. Co, 1921, Vol 7A, Sheet 702A.