CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #3
February 17, 2015
BZH-28268

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location:	2330 Hennepin Avenue South
Project Name:	Thomas Lowry Memorial
Prepared By:	Andrew Frenz, Intern, (612) 673-3790, with Dr. John Smoley, Senior City Planner (612) 673-2830
Applicant:	Chuck Lutz,
Project Contact:	Andrew Frenz
Ward:	7
Neighborhood:	East Isles
Request:	Local Historic Designation of the Thomas Lowry Memorial at 2330 Hennepin Avenue South

HISTORIC PROPERTY INFORMATION

Current Name	Thomas Lowry Memorial
Historic Name	Thomas Lowry Memorial
Historic Address	Virginia Triangle (intersection of Hennepin, Lyndale, and Douglas Avenues
Original Construction Date	1915
Original Architect	Karl Bitter
Original Builder	H. N. Leighton Co
Original Engineer	Not applicable
Historic Use	Public Art
Current Use	Public Art
Proposed Use	Public Art

Date Application Deemed Complete	Not applicable	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	Not applicable	**End of 120-Day Decision Period**	Not applicable

CLASSIFICATION

Local Historic District	Not applicable
Period of Significance	1915-1967
Criteria of Significance	1, 2, 6
Date of Local Designation	TBD
Date of National Register Listing	Not applicable
Applicable Design Guidelines	Not applicable

SUMMARY

On July, 1 2014, Chuck Lutz, CPED Deputy Director, submitted an application for nomination of the Thomas Lowry Memorial, located at 2330 Hennepin Avenue South, as a local historic landmark. After conducting an initial review, CPED recommended to the Heritage Preservation Commission (HPC) on July 22, 2014 that the property exhibited at least one of the local designation criteria found in section 599.210 of the Heritage Preservation Ordinance. The HPC adopted CPED's findings and placed the Thomas Lowry Memorial under interim protection and called for a designation study to be conducted. A designation study was completed in the fall of 2014 (attached) and has been presented for review to both the State Historic Preservation Office and the City of Minneapolis Planning Commission.

CONSISTENCY WITH CITY OF MINNEAPOLIS ADOPTED PLANS AND POLICIES

Title 23, Chapter 599.260 of the Minneapolis Code of Ordinances requires the planning director to submit all proposed designations to the Minneapolis City Planning Commission for review and comment on the proposed designation. In its review, the City Planning Commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan
(2) The effect of the proposed designation on the surrounding area
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council

The designation of the subject property meets the following relevant policies of *The Minneapolis Plan for Sustainable Growth*:

Parks and Open Spaces Policy 7.5: Protect landscapes that are significant to the historic legacy of Minneapolis, the region and state, and preserve and expand artistic features in publicly accessed open spaces.

7.5.1 Encourage preservation of historic buildings, memorials, and monuments found in open spaces throughout the city.

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

The effect of the proposed designation on the surrounding area: The designation should have little effect on the surrounding area. Perhaps by guaranteeing that Smith Triangle will remain a park focused around the memorial, nearby properties will continue to benefit from this open space and public art, which could contribute to an increased density of residential and commercial development.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: The memorial lies within the Hennepin Avenue Commercial Corridor portion of the *Uptown Small Area Plan*. The plan calls for a healthy mix of neighborhood and commercial serving uses in this corridor. The proposed recognition of this historically significant piece of public art in a public park will hopefully abet the success of nearby neighborhood and commercial uses by providing ancillary space for members of the public to gather before, during, and after enjoying those uses.

LOCAL DESIGNATION CRITERIA

Title 23, Chapter 599.210 of the Minneapolis Code of Ordinances list seven criteria which shall be considered in determining whether a property is worthy of local designation as a landmark because of its historical, cultural, architectural, archaeological or engineering significance. The Thomas Lowry Memorial meets the following designation criteria:

Criterion #1: The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.

The property is significant under criterion one due to its association with Minneapolis' streetcar heritage. In a city where the vast majority of streetcar infrastructure has been obliterated, the Thomas Lowry Memorial stands as one of the few objects which, in the public eye, serve to remind the citizenry of Minneapolis' streetcar heritage.

Criterion #2: The property is associated with the lives of significant persons or groups.

The property is significant under criterion two due to its association with Thomas Lowry. Since the demolition of the Lowry home in 1932 the memorial has been the property most associated with Mr. Lowry and his contributions to the City of Minneapolis.

Criterion #6: The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

The property is significant under criterion six due to its association with New York sculptor and designer Karl Bitter, as well as Minneapolis builder Horace N. Leighton. The Thomas Lowry Memorial Association selected the world-renowned sculptor Karl Bitter to design the memorial. The memorial was constructed by the H. N. Leighton Company under the oversight of Charles S. Wells.

REVIEWS and COMMENTS

The Preservation Chapter of the Minneapolis Code of Ordinances (Chapter 599) requires that the designation be submitted to the Minnesota State Historic Preservation Office (SHPO) for review and comment.

State Historic Preservation Office

The designation was submitted to SHPO for comment on October 10, 2014. In a letter dated December 5, 2014 (attached) SHPO provided favorable comments on the designation and stated:

> "The Thomas Lowry Memorial is significant for its association with streetcar development in Minneapolis and the creation of the Twin City Rapid Transit Company. As the company's first president, Thomas Lowry was the driving force behind the establishment and growth of the streetcar system in Minneapolis, which had a profound impact on urban development within the city. The Thomas Lowry Memorial is an ideal candidate for local designation."

City Planning Commission

Chapter 599 of the Minneapolis Code of Ordinances also requires that the designation be submitted to the Minneapolis City Planning Commission (CPC) for review and comment. The Ordinance states that the city planning commission shall consider, but not limited to, the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.
(2) The effect of the proposed designation on the surrounding area.
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council.

The designation study was presented to the CPC on January 15, 2015. The CPC found that the proposed designation was consistent with the City of Minneapolis' Comprehensive Plan and applicable development plans and objectives adopted by the City Council. Furthermore, the CPC found that the proposed designation would have a positive effect on the East Isles Neighborhood. A copy of the memorandum submitted to the CPC is attached to the designation study.

RECOMMENDATION

Recommendation of the Department of Community Planning and Economic Development:

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission **adopt** the above report and attachments as findings of fact and submit the same together to the Zoning & Planning Committee of the City Council with a **recommendation to approve** the local designation of the Thomas Lowry Memorial, 2330 Hennepin Avenue South

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ATTACHMENTS

1. Thomas Lowry Memorial designation study

DESIGNATION STUDY:

Thomas Lowry Memorial

2330 Hennepin Avenue S, Minneapolis

February 17, 2015

ACKNOWLEDGEMENTS

Mayor and City Council of the City of Minneapolis

Betsy Hodges, Mayor

Barbara Johnson, Council President
Elizabeth Glidden, Council Vice President

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Designation Study Purpose and Background

In July, 2014 Chuck Lutz, CPED Interim Director, submitted an application for nomination to the City of Minneapolis Department of Community Planning and Economic Development (CPED) for the Thomas Lowry Memorial at 2330 Hennepin Avenue South. After completing an initial review, CPED recommended to the Heritage Preservation Commission (HPC) on July 22, 2014 that the property exhibited at least one of the historical designation criteria found in section 299.210 of the Heritage Preservation Ordinance. The HPC adopted CPED's findings and placed the Thomas Lowry Memorial under interim protection and called for a designation study to be conducted.

This study is intended to fulfill the requirements for local historic designation outlined in Title 23, Chapter 599.230 of Minneapolis Code of Ordinances. The study is based on a review of resources including newspaper clippings, directories, academic publications, maps, and photos from the Minneapolis Collection and general collections at the Hennepin County Library, photos from the Minnesota Historical Society, historic building permits and maps from the City of Minneapolis, and published books.

BASIC PROPERTY INFORMATION	
Current name	Thomas Lowry Memorial
Historic Name	Thomas Lowry Memorial
Current Address	2330 Hennepin Avenue South (within Smith Triangle Park)
Historic Address	Virginia Triangle (intersection of Hennepin Avenue South, Lyndale Avenue South, and Douglas Avenue)
Original Construction Date	1915
Original Contractor	H. N. Leighton Company
Original Architect, Master builder, engineer, designer, artist, or craftsmen	Karl Bitter
Historic Use	Public Art
Current Use	Public Art
Ward:	7
Neighborhood:	East Isles

PART 1: PHYSICAL DESCRIPTION OF THE PROPERTY

The Thomas Lowry Memorial consists of several pieces of public art arranged so as to create a cohesive monument to Twin Cities Rapid Transit Company (TCRT) founder, Thomas Lowry. The memorial stands in Smith Triangle Park, a typical small urban park. There is little programming aside from the memorial, which is very clearly its central feature.

Parcel location, shape, and size

The Thomas Lowry Memorial is located in Smith Triangle Park in the East Isles Neighborhood of Southwest Minneapolis. The memorial is sited at the north end of the park, facing south towards the acute "point" of the triangle at the intersection of Hennepin Avenue South, 24th Street West, and Emerson Avenue South. The lot is 11,830 square feet in area. The closest buildings to the property are the classical Temple Israel Synagogue to the west, and a single-story shopping center to the north. Further away, to the south and east are two-story early twentieth-century buildings with commercial uses on the first floor and apartments above *(Figure 1)*.

Description of building(s) on the property

No structures are located on the parcel.

Description of landscape and landscape features

The site follows a layout typical of a small urban park—it is primarily covered in grass, with trees and benches interspersed. Divided into four quadrants by bisecting pathways, the park features a small hill and a paved terrace upon which the memorial sits, facing south.

Topography

The site slopes very slightly to the southwest, dropping approximately one foot across its width. Central to the site is a square hill, approximately two feet high, atop which the memorial sits.[1]

Vegetation

Within the memorial's granite base are two planters, in which the Minneapolis Park and Recreation Board plants annuals *(Figure 2)*. The site, apart from the portions covered by concrete, is grass. Along the northern edge of the property are two rows of coniferous trees—one row of approximately a dozen small to

medium sized trees right against the property line, and a second row of approximately six medium sized tress about ten feet to the south of the first. These two rows of coniferous trees serve to screen the blank wall of the strip mall to the north (*Figure 3)*. Along the site's Emerson Avenue and Hennepin Avenue frontages, there are several deciduous boulevard trees—three on Hennepin Avenue, and five on Emerson Avenue, typical of streets in the area. Near the center of the site, just south of a concrete walkway cutting east-west across the site, are four bushy trees *(Figure 4)*, and a single medium sized deciduous tree stands in the southwest quadrant of the site. Annuals are also planted around the Minneapolis Park and Recreation Board sign in the southwest quadrant of the site *(Figure 5)*.

Other landscape features

Below is a list of landscape features of the park. Apart from the memorial components themselves, the park's features are fairly standard for a small urban park.

Fences, gates, screens, retaining walls, and privacy walls: The only screening present on the site consists of trees along the northern edge, as described above.

Driveways, walkways, patios, and garden paths: In addition to sidewalks along Hennepin Avenue and Emerson Avenue, a concrete path leads from the acute angle of the site north to the base of the memorial. Here it meets a concrete path that crosses the site east to west. Immediately north of their intersection is a set of six concrete stairs leading to the concrete terrace upon which the memorial sits which measures approximately forty feet square.

Sculpture, Decorative Elements: The memorial is located at the northern end of the site, facing south. Central to the memorial is a bronze statue of Mr. Lowry, approximately nine feet tall. The statue stands atop a granite pedestal approximately three feet tall. Behind the statue of Mr. Lowry is a granite screen, approximately fifteen feet tall by thirty feet across (*Figure 6)*. The screen is divided tripartite, with the central section bearing only minor detailing and serving as a frame for the statue that stands in front of it, while the two side panels bear more elaborate carvings along with inscriptions. Across the top of the two side panels is the inscription "IN MEMORY OF THOMAS LOWRY". Below this, each panel has a classical carving of a figure picking grapes. On the left panel is a male figure *(Figure 7)*; while on the right is a female figure *(Figure 8)*. Both figures face inwards towards Mr. Lowry. Below the figures are further inscriptions. The left panel reads: "BE THIS COMMVNITY STRONG AND ENDVRING

IT WILL DO HOMAGE TO THE MEN WHO GUIDED ITS GROWTH". The right panel reads: "THE LESSON OF A PVBLIC SPIRIT: LIFE IS AS A TREE EVER BEARING NEW FRVIT". The pedestal and screen sit together on a base constructed of granite block, which features two planters, one in front of the left panel and one in front of the right panel. Four ornamental light posts are also present, two to the rear of the granite screen, and two to the front *(Figure 9)*. A survey marker of undetermined age is embedded in the granite block base on the eastern side *(Figure 10)*.

Benches, Signs, and other Objects: At the far northern edge of the site, east of the memorial, are three south-facing concrete and wood benches, of a design common in many Minneapolis parks *(Figure 11)*. Four more such benches sit on the western edge of the site, south of the east-west walkway, facing east. Near the southern tip of the site is a wood and aluminum sign, typical of Minneapolis parks, designed to address those walking up the central path, along Hennepin Avenue, and 24th Street, which reads "Minneapolis Park & Recreation Board / Smith Triangle" *(Figure 5).*

PART 2: DISCUSSION OF HISTORIC SIGNIFICANCE

The Thomas Lowry Memorial was built to recognize the contributions of Twin City Rapid Transit Company founder and real estate magnate Thomas Lowry to the City of Minneapolis. In 1910, just over a year after Lowry's death, the Thomas Lowry Memorial Association was organized by several prominent Minneapolitans seeking to embed the memory of Mr. Lowry forever in the public consciousness. The association selected renowned sculptor Karl Bitter to design the memorial, which was built by the H.N. Leighton Company and carved by local stoneworkers under the oversight of Bitter's associate, New York sculptor Karl Gruppe and Minneapolis sculptor Charles S. Wells. After Bitter's death in April 1915, Wells saw to the completion of Bitter's vision and the memorial's dedication on August 19, 1915.

In 1967, the bronze statute and lamp posts, along with the granite screen, pedestal, and base, were relocated from the Virginia Triangle to Smith Triangle Park to make way for the construction of Interstate 94 and the Lowry Hill Tunnel.

Thomas Lowry and the Twin City Rapid Transit Company

Regarded as one of the great Minneapolitans of his era, Thomas Lowry first served as president of both the Minneapolis Street Railway Company and the Saint Paul City Railway Company, before merging them to create the Twin City Rapid Transit Company (TCRT), becoming its first president. Under Lowry's visionary leadership, TCRT extended service to new areas, driving growth and shaping much of the urban fabric of modern Minneapolis. Regarded as one of the city's great visionaries, Lowry was mourned across the city and indeed across the county upon his death in 1909.

Early Life

Thomas Lowry was born in 1843 and raised on the family farm outside Pleasant View, Illinois.[2] An early influence in Thomas Lowry's life was Abraham Lincoln, who likely inspired Lowry's interest in law—Lowry's father, Sam Lowry, employed Lincoln as his lawyer in several land disputes, and thought very highly of him. In 1858 the teenage Lowry traveled with his father to Galesburg, Illinois to attend the Lincoln-Douglas debate held there. Lowry returned to Galesburg three years later, as a student at Lombard University,[3] but dropped out due to illness two years later. After a brief period working on the family farm, Lowry studied law under Judge John C. Bagby in Rushville, Illinois, before being admitted to the Illinois Bar at the age of 24.[4]

Like thousands of others in the years immediately following the Civil War, Lowry headed west in 1867, arriving in Minneapolis, a frontier town growing rapidly on

the profits of milling the timber and grain of the infant state.[5] Lowry began practicing law, sharing his first office with a Dr. Hannibal H. Kimball, in a space that also served as living quarters for the two young men.[6] In Lowry's first year in Minneapolis, he became close friends with Clinton Morrison, son of mill owner and Minneapolis' first mayor, Dorilus Morrison, who became a mentor of sorts to Lowry.[7]

From Law to Real Estate

Lowry's path towards TCRT began the following year, when Dr. Kimball went into practice with Dr. Calvin G. Goodrich. Dr. Goodrich, who had worked as a surveyor prior to attending medical school, had recently arrived in Minneapolis as well, and was beginning to be involved in the real estate trade in the growing town.[8] Lowry soon began representing Dr. Goodrich, among others, in real estate deals and land disputes, and by the end of his second year in Minneapolis, Lowry had begun trading property in his own name.[9] Two years later, in 1870, Lowry married Dr. Goodrich's daughter, Beatrice, cementing his connection with his now father in-law, Dr. Goodrich.[10] Soon after, Lowry and Goodrich began developing large parcels of land, beginning with the relatively small Lowry Addition, followed by the expansive Groveland Addition, which consisted of 75 blocks.[11]

Lowry and the Minneapolis Street Railway

The story of the Minneapolis Street Railway begins with Colonel William S King. King, a prominent abolitionist and journalist from New York, had moved to Minneapolis in 1858, where he engaged in politics and cattle farming, serving as a US representative between 1875-1877,[12] and building the 1,400 acre Lyndale Farm.[13] Seeking to capitalize on his holdings in Minneapolis, King turned to his friend, Philo Remington to finance a street railway between central Minneapolis and his land south of 34th Street. Remington had made a significant fortune developing the first commercially viable rifle barrel milled from cast steel rather than rolled from steel sheet. After the end of the Civil War, Remington had retooled several of his factories to produce a wide variety of steel products, among them steam-powered streetcars; in addition, he was flush with capital from his immensely successful manufacturing businesses.[14] In 1873, the Minneapolis Street Railway Company was chartered, and began laying tracks down 3rd Street, which were torn up the same year—after the bankruptcy of the Northern Pacific Railroad, Minneapolis went into an economic slide that brought the Minneapolis Street Railway with it.[15]

In 1875, Lowry was retained by King to represent him in the reorganization of the defunct Minneapolis Street Railway.[16] During the course of negotiations, Remington's agents were so impressed with Lowry that he was selected as vice-president of the recapitalized Minneapolis Street Railway Company. The first line,

operational by the end of that same year, connected central Minneapolis with the University of Minnesota by way of Washington Avenue, Hennepin Avenue, and 4th St Southeast. By the next year, the company had built two additional lines: one traveling south on Hennepin to 12th Street, and one from Washington and Plymouth Avenues to Cedar Avenue and 4th Street. These first lines utilized horse-drawn cars, rather than Remington's steam-powered cars.[17] While these early lines were somewhat successful, King was unable to keep up with the interest on his vast land holdings and went bankrupt. After King's bankruptcy in 1878, Lowry was able to form a new group of Minneapolitans to buy the now uninterested New York investors out of the company, making himself the new company president.[18] By 1881, when Lowry became the sole owner of the Minneapolis Street Railway, all three of the original lines had been extended, and two new lines had been built.[19]

St. Paul City Railway, Modernization, and the Twin City Rapid Transit Company

Founded in 1872 and financed by investors from New York, much like the Minneapolis Street Railway Company, the St. Paul City Railway also found itself in dire financial straits. In 1882 a group of businessmen from Saint Paul, plus Lowry, purchased the company out of foreclosure, and by 1883, Lowry had secured full control of the company.[20] Lowry also gained control of the Lyndale Railway Company, which had finally realized King's dream of running Remington's steam-powered streetcars to his Lyndale Farm, and had extended service to Excelsior on Lake Minnetonka.[21]

By the mid-1880s, Minneapolis had essentially outgrown the horse-drawn streetcar. As citizens grew more accustomed to comforts that came with the city's increased stature, such as sidewalks, streetlights, running water, and sewers, the horse as a power source for mass transit began to be seen as dirty and unreliable.[22] Many other cities had begun the process of installing new cable car lines to replace their horse-drawn streetcars. Lowry, however, was resistant to adopting the cable cars favored by the public, as he had legitimate concerns about the reliability of cable cars during Minnesota winters. Lowry was set on electric streetcars, which had only recently been proven effective.[23] In the 1880s, electricity was misunderstood and viewed with distrust by a superstitious public. Lowry's first attempt to build an experimental electric streetcar line in 1888 was blocked by the City Council, but after a long political battle, he was granted the right to build one line with electric streetcars, along with three cable car lines. Upon the completion of the new 4th Avenue line in late 1889, the public and council were so impressed that they directed Lowry to halt construction of the three cable car lines and begin the process of constructing an entirely new system of electric lines.[24] The following year, the St. Paul City Railway was also authorized to construct a new system of electric lines.[25] Within the next three years, all the lines of the Minneapolis Street Railway Company, St. Paul City

Railway Company, and Lyndale Railway Company were rebuilt for electric streetcars, giving the Twin Cities one of the most efficient and best maintained mass transit systems on the globe.[26]

Due to financial difficulties arising from the tremendous expense of constructing the new electric streetcar systems, the companies were merged in 1891, becoming the new Twin City Rapid Transit Company.[27] From its creation until well after Lowry's death, the Twin City Rapid Transit Company provided safe and efficient transportation to Minneapolitans, and drove development of the city's new residential and industrial districts. Streetcar transfer points dictated the locations of major commercial centers.[28] Streetcars were instrumental in shaping Minneapolis into the great city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than that had previously been available to them.[29] As identified under the street railways context statement in the *Minneapolis Preservation Plan*, street railways enhanced property values and shaped neighborhood and commercial development. Much of Minneapolis' built environment owes its form to streetcar development patterns.

Thomas Lowry's Service to Minneapolis

While it is clear today that Lowry contributed greatly to the development of Minneapolis through TCRT, he was also highly regarded for his contributions by his contemporaries.

> *Mr. Lowry was, undoubtedly, one of the most beloved men in Minneapolis, by all classes of people. He was one of the bravest men I ever saw. I have seen Mr. Lowry when things were going hard for him and I have seen him when everything was bright and cheerful, and he was always the same. Apparently he never lost his nerve. In the very hardest of times he was the most alert and resourceful and was equal to all occasions.* –Francis A Chamberlain, in the *Minneapolis Journal*, 1909.

> *We have the best system of electric roads in the country. No city approaches us in excellence of equipment, in the application of the latest developments of science, in the perfection of all details. Whatever its size, no one city in America has so many miles of electric line as Minneapolis and St. Paul. Indeed, if I am to credit an article in the December number of the Cosmopolitan Review, we have today in our two cities electric mileage nearly equal to that in all over American cities united. No large city, outside of our own two, has as yet been able to discard its horse cars. We lead America; we lead the world. Strong words, but absolutely true! –* Archbishop John Ireland, in the *Minneapolis Tribune*, January 12, 1892.

Great wealth buys great power, and often great pride and arrogance. We all know that ourselves. We know how hard it is to be simple once we got to be rich. But it is not hard for him. He is the same Tom, to rich and poor, high and low alike, as he was twenty or twenty-five years ago when he hustled through the streets of Minneapolis hunting for a victim on whom he could experiment as an unfledged lawyer. I don't know that he deserves much credit for this, for I hardly think he can help it. Let me close by saying here's to our guest! Big-hearted, broad-shouldered, long-legged, long-headed Tom. Boast as we may of our sunny skies and our incomparable climate, we have to admit that in the Northwest is always Lowry. –Senator Pierce, in the *Minneapolis Tribune*, January 12, 1892.

Nor can I, on this occasion, fail to publicly thank one who, next to the founder of this hotel, has done so much for Minneapolis and myself—a gentleman whom everyone present hails as a friend, and who has, as my advisor and advocate, proven a friend indeed. From the earliest thought of building a hotel here, down to the present moment, he has been never tiring, but always ready and anxious to do more; many trips has he made away from the city on business, doing anything and everything to encourage and assist me and advance the interests of the city he loves so well, and all this without and pecuniary interest, and without thought of fee or reward. How to sufficiently thank him I know not—I cannot find words to express my gratitude to the man who has uniformly declared that he would "stand by John until the hotel is finished and every obligation satisfied." You all know to whom I refer, but you do not know how much he has done, or the struggle of the past few months. One thing we all know: The City of Minneapolis, the West Hotel and ourselves never had a better friend than the tried and true, genial Thomas Lowry. –John West, November 19, 1884.

The genuine grief manifested in St. Paul and Minneapolis over the death of Thomas Lowry, President of the Twin City Rapid Transit Company, conveys a plain lesson. When his fellow-townsmen acclaim a man as a public spirited citizen and, when that person happens to be the owner of the greatest public service corporation in the community, the verdict has unusual interest. In a day when the mere connection with a public utility is often viewed as a priori ground for suspicion, and when the management of street railways, in particular, has been the object of so much attack, the position that Mr. Lowry held was unique. It was through him the St. Paul and Minneapolis were welded together by a railroad system which its patrons did not look upon with angry derision, but were wont to boast of as the best in the country. Mr. Lowry appears to have been a captain of industry who at the same time was so fortunate as to absorb some ideas of a social service and social responsibility. He was not without his critics, but to read the esteem in which he was held by a great variety and

number of men, from Gov. Johnson to Cyrus Northrup, makes a citizen of New York or Philadelphia look about and wonder why they have not his fellow. –New York Evening Post, February 13, 1909.

You will never fade from my mind as long as I have any mind. You are a successful man, not alone because of the many thousands you have amassed, but because you have kept intact the amiable spirit your creator gave you and won the good will and good wishes of your neighbors and of all those who ever knew you. That is just what everyone is saying about Mr. Lowry today. –Dr. Tuttle, as printed in the *Minneapolis Journal*, February 8, 1909.

I have known Thomas Lowry ever since he came to Minneapolis and he has been as good a citizen as this city will ever have. When he first came to Minneapolis he had little or no money, but he had activity and a fund of humor, what is more, ambition. He bought the street railway and he got it for 25 cents on the dollar. The stock was worth little or nothing at that time and many people had doubts as to his good judgment, but subsequent years have shown just how clever he was. He realized that Minneapolis was to be a great city and he showed that he had faith in it. He knew that Minneapolis would make good. Mr. Lowry's strict honesty and integrity have always been among his chief characteristics. He always had a strong sense of humor also. As a matter of fact, he was always like Lincoln in that respect. He was fond of telling stories and they were in point, too. Another characteristic of his was his generosity. He never lost an opportunity to do a good turn for anyone and he had hundreds of friends who would do almost anything for him. I knew Mr. Lowry for more than 40 years. Two traits of his character stand out before all others as I look back through the years since I first met him—his powers of persuasion and his memory for names and faces. He was one of the most persuasive talkers I ever knew. It was said of him that on several occasions in the infancy of his street railway interests, he persuaded his creditors not only to extend the time of their claims on him but even to advance further tenders of aid, at times when they were at first inclined to cut him short. He was a capital entertainer, delighting in telling stories, and had rare magnetic power in winning men to him. There is no question that this city will miss Mr. Lowry. –C M Loring, 1909

The Thomas Lowry Memorial

In response to the significant public desire for a memorial site to Mr. Lowry, the Thomas Lowry Memorial Association was organized in 1910 by several of Lowry's friends and partners. Among the members of the association were such Minneapolis greats as J.E. Northrup, Calvin Goodrich, and John S. Bradstreet. In 1911, the association's petition of the Minneapolis Park Board to locate the memorial at the Virginia Triangle was

granted.[30] While it is not known why the Virginia Triangle was the association's preferred site, one can conjecture that the site's prominence as a natural gateway and one of the city's busiest intersections played a role, along with its position as an important streetcar junction and proximity to the Lowry home. The association selected Karl Bitter, a renowned sculptor who had completed dozens of memorials around the world, to design the memorial. Bitter sought to design not only a statue, but a cohesive monument that fit with and contributed to the overall feel of the surrounding area.[31] The significance of the site and positioning might have best been described by the *Minneapolis Star* on June 8, 1912: *"It is a commanding, buoyant figure, showing Mr. Lowry as he was known to the thousands of Minneapolis people as he walked through the streets. The figure, standing at the crest of the hill that took its name from Mr. Lowry, will face into the plaza. The site is commanding."* Funds for the memorial came chiefly from Mr. Lowry's family and closest associates, but many ordinary Minneapolitans also contributed.[32] Bitter sculpted the statue of Mr. Lowry from clay before having it cast in bronze, and also constructed a full-scale model of the granite screen, which he sent to Minneapolis to serve as reference for two of his associates, Corrando Novani and William Archie,[33] who completed the carvings under the supervision of New York sculptor Karl Gruppe and Minneapolis sculptor Charles Wells.[34] A Mr. Ratti and a Mr. O'Brien were also contracted to assist Novani and Archie.[35] Bitter had planned to come to Minneapolis to supervise the final touches of the carvings, however, due to his sudden death on April 9, 1915, Gruppe and Wells saw to the completion of Bitter's plan and the memorial's dedication on August 18, 1915.[36]

Smith Triangle Park

The property on which the memorial now sits, Smith Triangle Park, was first proposed to become a park in 1894, when its owner, C.A. Smith, a prominent lumberman, attempted to donate the land to the Park Board.[37] At the time, the entire block was undeveloped.[38] For reasons unknown, the board voted against the acquisition of the land, which remained vacant until Mr. Smith again offered to donate the land in 1899. In 1900, the Park Board accepted the property and proceeded to grade and landscape the property. Until the Thomas Lowry Memorial was relocated to the site in 1967, Smith Triangle Park saw little in the way of improvements or programming.[39]

Karl Bitter

Karl Bitter was an Austrian-born American sculptor. Recognized as among the greatest sculptors of his era, Bitter received many honors over the course of his life. He won the silver medal in sculpture at the Paris Exposition in 1900, the gold medal at the 1901 Pan-American Exposition, the silver medal at the Philadelphia Exposition in 1902, and the gold medal at the Saint Louis Exposition in 1904. He also served as the director of sculpture at the 1901 Pan-American Exposition, the 1904 Saint Louis Exposition, and the 1915 Panama-Pacific Exposition. In addition, Bitter served as the vice-president of the National Institute of Arts and Sciences for three years, and as president of the

National Sculpture Society for one year.[40] Bitter worked on the Thomas Lowry Memorial from 1911 until his death in 1915, four months before the completion of the memorial.[41] Bitter is responsible for dozens of memorials and much sculptural ornamentation across the country, however, the Thomas Lowry Memorial is his only work in Minnesota. The next nearest works of Bitter are ornamentation on the Wisconsin state capitol building, followed by three pieces in Saint Louis, Missouri—one public sculpture and two pieces in the collection of the Missouri History Museum.[42]

Horace Leighton

Horace Newell Leighton, president and founder of the H. N. Leighton Company, which preformed the concrete and basic stone work on the Thomas Lowry Memorial, was among Minneapolis' most prominent builders and led a very active civic life. Coming to Minneapolis as a carpenter in 1876[43], Mr. Leighton quickly found success in the construction business, serving as the general contractor for many buildings in Minneapolis, including four individually designated landmarks: the Basilica of Saint Mary,[44] the Farmers and Mechanics Bank, the Wesley Methodist Church, and the Advance Thresher Company.[45] In addition, the company constructed several buildings that are contributing properties to the Saint Anthony Falls and Minneapolis Warehouse historic districts.[46] Mr. Leighton also served as president of the northwestern branch of the Associated General Contractors of America.[47] Additionally, Mr. Leighton was elected as third ward alderman in 1898 and again in 1900, and was later elected to the school board in 1910.[48]

PART 3: RATIONALE FOR LOCAL HISTORIC DESIGNATION

Local historic designation is an official action that promotes the preservation of historic resources by recognizing specific people, places, and events that are deemed to be significant in relation to the history and heritage of Minneapolis. Through the requirements set out in the Heritage Preservation chapter of the City's Code of Ordinances, the act of designation establishes a series of protections that are administered through the ordinance to ensure protection of significant places throughout the city against demolition or inappropriate alterations.

Designation Criteria

Title 23, Chapter 599.210 of the Minneapolis Code of Ordinances lists seven criteria which are considered when trying to determine whether a property is worthy of local designation as a landmark because of its particular significance. The Thomas Lowry Memorial is considered below in relation to each of the seven designation criteria.

Criteria #1: The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic, or social history.

The property is significant under criterion one due to its association with Minneapolis' streetcar heritage. The significance of Minneapolis' streetcars in shaping the built form of the city is examined in Part II of this report. In a city where the vast majority of streetcar infrastructure has been obliterated, the Thomas Lowry Memorial stands as one of the few objects which, in the public eye, serve to remind the citizenry of Minneapolis' streetcar heritage.

Criteria #2: The property is associated with the lives of significant persons or groups.

The property is significant under criterion two due to its association with Thomas Lowry. Lowry's significant place in the history of Minneapolis is examined in Part II of this report. Since the demolition of the Lowry home in 1932 the memorial has been the property most associated with Mr. Lowry and his contributions to the City of Minneapolis.

Criteria #3: The property contains or is associated with distinctive elements of city or neighborhood identity.

The property does not appear to be significant under criterion three. While streetcars were once essential to Minneapolis' identity and they remain an

important part of the city's shared heritage, their disappearance from city streets over sixty years ago has removed them from features identified by residents as integral to their neighborhood identity. No evidence linking the property to other features of city or neighborhood identity has been found.

Criteria #4: The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.

The property does not appear to be significant under criterion four. While the classical sculpture of the memorial is significant as art, it does not represent an architectural achievement.

Criteria #5: The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.

The property does not appear to be significant under criterion five. While Karl Bitter's original landscape plan may have been somewhat significant, the current landscape plan is rather ordinary, consisting of a mostly flat grassy site populated by dispersed deciduous trees. The memorial itself sits atop a small hill, with a concrete path to the south and asphalt paths to the east and west. Several benches line the perimeter. Apart from the public art of the memorial proper, this landscape design is quite typical of compact urban parks.

Criteria #6: The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

The property is significant under criterion six due to its association with New York sculptor and designer Karl Bitter, as well as Minneapolis builder Horace N. Leighton. The Thomas Lowry Memorial Association selected renowned sculptor Karl Bitter to design the memorial.[49] The memorial was constructed by the H. N. Leighton Company and carved by Corrando Novani and William Archie under the oversight of Karl Gruppe and Charles S. Wells.[50]

The significance of these master craftsmen is examined in Part II of this report..

Criteria #7: The property has yielded, or may be likely to yield, information important in prehistory or history.

There are likely no archeological resources on the site. There are no records of any structures ever having been built on the site. The 1895 plat map shows the entire block upon which the subject property is located as vacant land. The land currently occupied by Smith Triangle Park was proposed to become a park in 1884; however the park board refused the offer of the landowner. In 1899 the land was again offered to the Park Board, who accepted in 1900, creating Smith

Triangle Park. The Park Board maintained trees and grass on the property, but provided little to no programming until 1967, when the Thomas Lowry Memorial was moved to the site.[51]

The property is located approximately 900 feet from the nearest known historic body of water, a small wetland which in 1895 was centered approximately on the present-day intersection of Emerson Avenue and 26th Street. The nearest historic body of water that could have likely provided water to indigenous peoples would have been Lake Blaisdell located approximately 1150 feet away at approximately 22nd Street and Aldrich Avenue, which existed from at least 1850 to 1900, and was backfilled by the Minneapolis Sewer Department. The nearest extant body of water is Lake of the Isles, approximately 2100 feet away.[52] It is unlikely that the site would have served as a camp or settlement for either indigenous peoples or early European settlers, as its distance from fresh water would have made it an inferior site to many others in the area.

Integrity of historic resource

The following is an assessment of the Thomas Lowry Memorial as it relates to the seven aspects of integrity as defined by the Department of the Interior:

Location: The property does not retain integrity of location. The memorial was originally erected at the Virginia Triangle—a small park at the intersection of Hennepin, Lyndale, and Douglas Avenues. In 1967, to make way for the construction of Interstate 94 and the Lowry Hill Tunnel, the Minneapolis Park and Recreation Board relocated the memorial to Smith Triangle Park, at 2330 Hennepin Avenue South, and sold land including the Virginia Triangle to the Minnesota Department of Transportation. The memorial still stands at Smith Triangle Park.[53]

Design: The property does contain some elements of the classical style. Due to the fact that there has been no change to the granite memorial itself, all of the design elements originally present in the portion of the memorial which was relocated from the Virginia Triangle to Smith Triangle Park are fully intact. Certainly some design elements were lost when the landscape was changed when the memorial was moved. It is clear that the arrangement of the plaza has changed. The locations of the lamp posts today do not match their locations in historic photos. Additionally, the plaza of the original memorial was much larger, with a wider set of stairs leading up to the plaza. Original benches were not relocated to Smith Triangle Park with the rest of the memorial. However, the relationship between critical elements of the memorial remains the same at Smith Triangle Park as at the Virginia Triangle. Due to few historic photos focused on any portion of the landscape aside from the memorial itself, one may surmise that the statue and granite screens were always considered to be the primary landscape components. The granite screen, pedestal, base, and bronze statue

retain their original spatial relationships and thus integrity of design. The historic lamp posts are also in similar locations relative to the principal components of the memorial, to the front and rear of the granite screen, however, their locations do not correspond precisely to their previous locations, a fact which appears to be a function of the smaller plaza at the new site *(Figure 14, Figure 15, Figure 16)*.

Setting: The Thomas Lowry Memorial retains integrity of setting. While the memorial was relocated to 1967, its new home at Smith Triangle Park is similar to its former home at the Virginia Triangle. Both parks consist of the leftover space where the angled Hennepin Avenue bisects streets that conform to Minneapolis' street grid. When relocated to Smith Triangle Park, the memorial was sited at the back of the park, facing the acute angle of the intersection. While there certainly was an association between the memorial's original siting at the intersection of three streetcar lines and Minneapolis' streetcar heritage, its present location is also along a significant historic streetcar route. By relocating the property to a new site of a similar plan and similar surrounding conditions, integrity of setting was kept largely intact during the relocation. Indeed, even if the memorial had not been relocated, the symbolism of placing Mr. Lowry's memorial at the intersection of several streetcar lines would be lost on much of the public today, as said streetcar lines are no longer extant. Its present location is less than five-eighths of a mile from its original siting, and it remains surrounded largely by commercial buildings built in the streetcar era, in a neighborhood whose development was driven by streetcars.

Materials: The memorial retains integrity of materials in large part due to the efforts of the Thomas Lowry Memorial Association and the Minneapolis Park and Recreation Board who undertook ongoing maintenance of the memorial. The memorial's construction of bronze and granite, highly durable materials, has also contributed to its retention of integrity. The granite block base of the memorial has seen some damage. However, by comparing the current damage to historic photos, it appears that none of the granite blocks have been damaged to the point that the Park Board has deemed them in need of replacement *(Figure 19, Figure 20)*. The globes of the historic lamp posts appear to have been replaced (*Figure 9, Figure 16)*. It is quite understandable that glass lamp post globes could not be expected to survive ninety nine years of exposure to the elements.

Workmanship: The Thomas Lowry Memorial retains integrity of workmanship. The work of local contractors and stone-carvers is just as visible in the memorial today as it was in 1915. Comparing the memorial today to historic photos, the only visible change is in the globes of the historic lamp posts, which appear to have been replaced with compatible substitutes.

Feeling: The Thomas Lowry Memorial does not retain integrity of feeling in large part. The memorial was originally sited at what was perhaps the busiest intersection in the city, in the midst of the streetcars and autos, a proud

monument to one of the men who most shaped the urban fabric that it stood at the center of. Lowry stood over the intersection, almost as a guardian greeting the multitudes of streetcar passengers that passed him by, headed to various corners of the city. Today, the memorial still stands along busy Hennepin Avenue, but set back from the street, partially obscured by trees, rather than in the middle of hustle and bustle. Additionally, streetcars have long since vanished from Hennepin Avenue.

Association: The Thomas Lowry Memorial fully retains integrity of association. The memorial remains among the properties most associated with Minneapolis' streetcar heritage, and is certainly the extant property most associated with Thomas Lowry. In a city where most of the historic street railway infrastructure has been obliterated, the Thomas Lowry Memorial is one of the extant properties that the public most directly associates with the history of streetcars in Minneapolis. Due to the memorial's materials of bronze and granite, as well as its straightforward design and inscription, the purpose of the memorial and its association with Mr. Lowry has remained obvious to all passersby throughout the years.

Relationship to the body of locally-designated properties in Minneapolis

The City of Minneapolis designates properties that represent and reflect elements of the city's culture, social, economic, religious, political, architectural, or aesthetic history as local heritage landmarks. As of July 2014, 158 individual properties are designated as landmarks in the City of Minneapolis, including the Crowell block, which is the only property currently designated in part due to its association with Minneapolis' streetcar heritage, as well as many homes and other properties associated with prominent Minneapolitans.

The Thomas Lowry Memorial is unique in the City of Minneapolis and among those properties currently listed as historic landmarks. While the property is certainly significant for its association with prominent Minneapolitans and master craftsmen and designers, where it stands out from among the body of Minneapolis' currently designated properties is in its association with Minneapolis' streetcar heritage. The street railways context of the city's history is grossly underrepresented in the city's current designation relative to the significant role streetcars played in shaping the Minneapolis of today. The Thomas Lowry Memorial is among the best candidates for preservation due to its association with streetcars, and its association with Thomas Lowry, Karl Bitter, and other important Minneapolitans further enhances its eligibility for designation.

Relationship to the Minneapolis Preservation Plan

The proposed designation helps fulfill the goals outlined in the 1990 *Preservation Plan for the City of Minneapolis* by systematically studying a property for its potential for preservation. In addition, the plan also calls for the specific preservation of properties related to Minneapolis' streetcar heritage in section 4.9.12, *Subcontext: Street Railways, 1873-1954.*

Comprehensive and Long-Range Planning

Title 23, Chapter 599.260 of the Minneapolis Code of Ordinances requires the planning director to submit all proposed designations to the Minneapolis City Planning Commission for review and comment on the proposed designation. In its review, the City Planning Commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.
(2) The effect of the proposed designation on the surrounding area.
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council.

The relationship of the proposed designation to the city's comprehensive plan: The designation of the Thomas Lowry Memorial is supported by the Parks and Open Spaces section of the *Minneapolis Plan for Sustainable Growth*, particularly Policy 7.5, "Protect landscapes that are significant to the historic legacy of Minneapolis, the region and state, and preserve and expand artistic features in publicly accessed open spaces." Furthermore, policy 7.5.1 states "Encourage the preservation of historic buildings, memorials, and monuments found in open spaces throughout the city." The Heritage Preservation section of the Minneapolis Comprehensive Plan also supports the designation of the Thomas Lowry Memorial, as it promotes the designation of properties found to be significant to the history of Minneapolis under the subcontexts identified in the *Minneapolis Preservation Plan*, including street railways.

The effect of the proposed designation on the surrounding area: The designation should have little effect on the surrounding area. Perhaps by guaranteeing that Smith Triangle Park will remain a public park focused around the memorial, nearby properties may be slightly more desirable, which could contribute to an increased density of sustainable residential and commercial development.

National Register Status

The Thomas Lowry Memorial is not currently listed on the National Register. It appears that the property may be eligible to be added to the register under criterion A, association with events that have made a significant contribution to the broad patterns of our history and criterion B, association with the lives of significant persons in the past.

State Designation

The Thomas Lowry Memorial is not currently designated by the State of Minnesota.

Period of Significance

The proposed period of significance is 1915-1967. During this fifty-two year period the memorial stood unmodified in its original location, fully exhibiting Karl Bitter's original design and its association with Minneapolis' streetcar heritage. After the memorial was moved, the overall landscape plan as designed by Bitter was lost, and its associations somewhat diminished. Since 1967, landscape features at its new location of Smith Triangle Park have not been representative of the work of master designers, nor have they further enhanced the memorial's associations with historically significant persons or trends.

PART 4: REGISTRATION AND CLASSIFICATION INFORMATION

NAME OF PROPERTY	
Historic Name	Thomas Lowry Memorial
Current Name	Thomas Lowry Memorial
Other Names Used	N/A
LOCATION OF PROPERTY	
Street and Number	2330 Hennepin Avenue South
Is building located on its original site?	No
Date if moved	1967
OWNERSHIP OF PROPERTY	
Owner's Name	Minneapolis Park and Recreation Board
Owner's Address	2117 West River Road Minneapolis, MN 55411
CLASSIFICATION	
Ownership of Property	Public
Category of property	Object
Number of contributing resources within property	Buildings: 0 Structures: 0 Sites: 0 Objects: 6
Number of non-contributing resources within property	Buildings: 0 Structures: 0 Sites: 0 Objects: 10
Listed on the National Register of Historic Places?	No
Date of NRHP listing?	Not Applicable

USE AND FUNCTION	
Historic Use	Public Art
Current Use	Public Art
DESCRIPTION	
Architectural classification/style	N/A
Materials: • Statue • Pedestal • Screen • Light Posts	 • Bronze • Granite • Granite • Bronze
STATEMENT OF SIGNIFICANCE	
Applicable local designation criteria	Criteria 1, 2, and 6.
Related local context (s)	Transportation, Subcontext: Street Railways, 1873-1954
Significant dates	1909—Death of Thomas Lowry 1915—Completion of Memorial 1967—Memorial Relocated to Smith Triangle Park
Period (s) of significance	1915-1967
Cultural affiliation	
Names of master builders, engineers, designers, artists, craftsmen, and/or architects	Karl Bitter, Horace N Leighton
MAJOR BIBLIOGRAPHIC REFERENCES	
	See Sources section
GEOGRAPHICAL DATA	
Size of parcel	0.27 acres, 11,830 square feet
PIN number	3302924120113

Legal Description	Lots 8 Thru 11 Incl And The S 20 Ft Of Lots 7 And 12 Ex Part Taken For Blvd

PART 5: PHOTOGRAPHS, DRAWINGS, AND OTHER DOCUMENTS

Figure 1. Thomas Lowry Memorial & Environs, aerial image, source: Minneatlas

Figure 2, Planters in Granite Block Base, facing northwest, source: CPED Files

Figure 3, Trees along north property line, facing northeast, source: CPED Files

Figure 4, Trees near center of site, facing southwest, source: CPED Files

Figure 5, Smith Triangle sign, facing north, source: CPED Files

Figure 6, Thomas Lowry Memorial, facing north, source: CPED Files

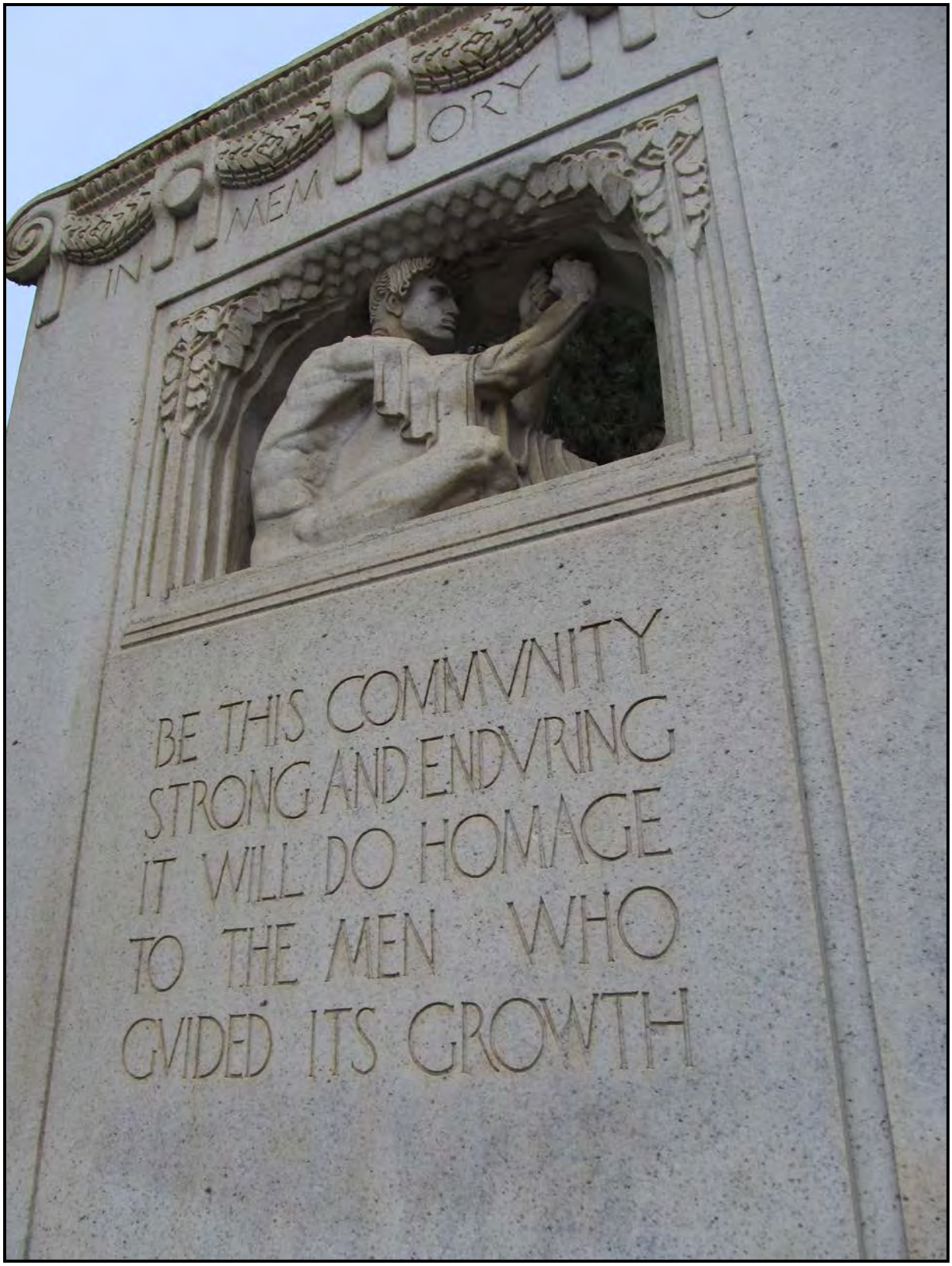

Figure 7, left panel of granite screen, facing north, source: CPED Files

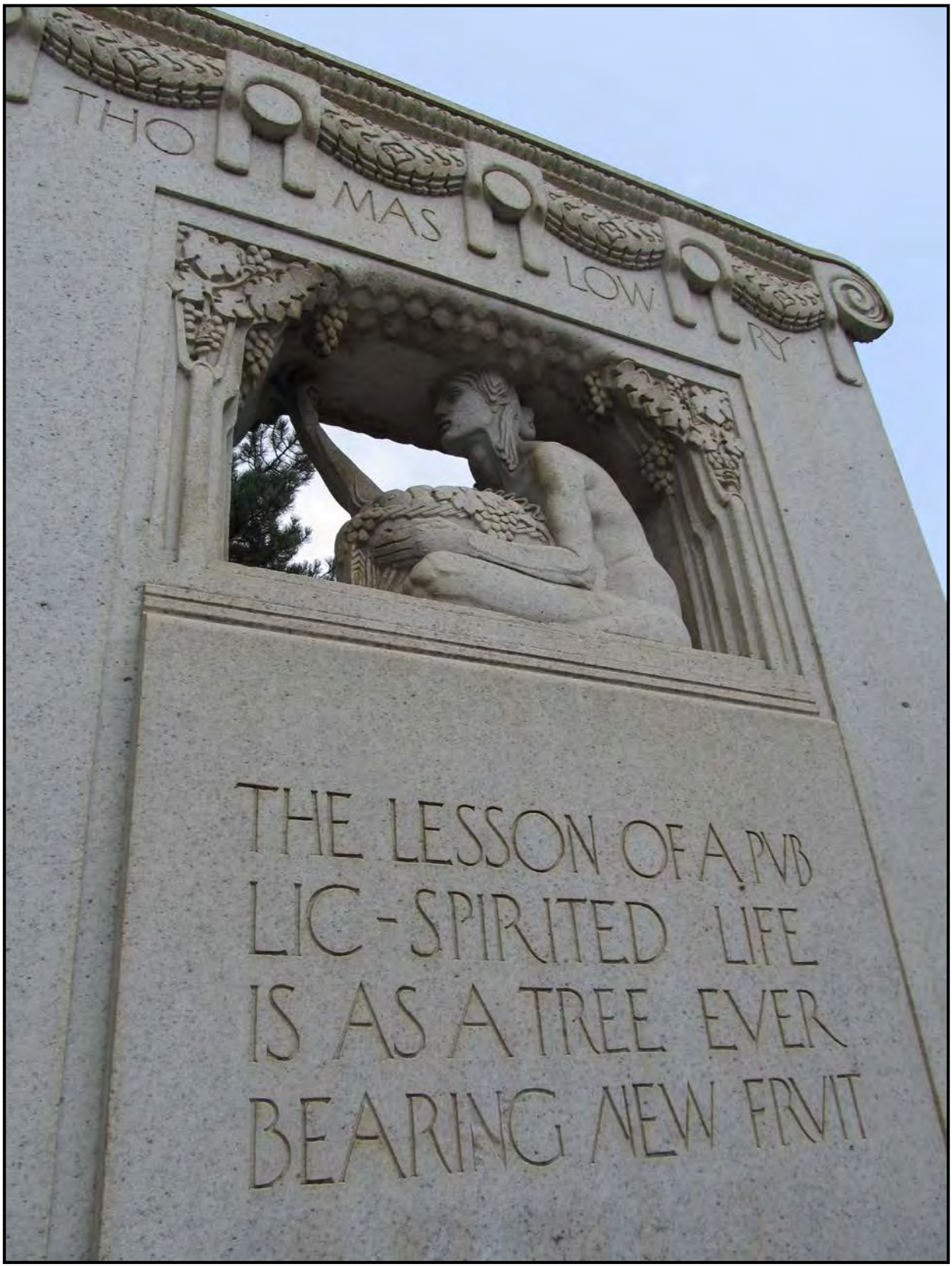

Figure 8, right panel of granite screen, facing north, source: CPED Files

Figure 9, lamp post to rear of granite screen, facing west, source: CPED Files

Figure 10, survey marker in east side of granite base, facing west, source: CPED Files

Figure 11, park benches on northern end of the site, facing northeast, source: CPED Files

Figure 12, south elevation, facing north, source: CPED Files

Figure 13, east elevation, facing west, source: CPED Files

Figure 14, north elevation, facing south, source: CPED Files

Figure 15, west elevation, facing east, source: CPED Files

Figure 16, 1915 dedication ceremony, source: Minnesota Historical Society

Figure 17, Thomas Lowry Memorial, year unknown, source: Hennepin County Public Libraries

Figure 18, memorial being cleaned, 1937, source: Minnesota Historical Society

Figure 19, damage to granite block base, southwest side, facing north, source: CPED Files

Figure 20, detail of damage to granite block base, 1954, source: Edwin Nelson as published in *Twin City Lines*

END NOTES

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[1] *Minneapolis Community Basemap* [map]. Scale undetermined; City of Minneapolis; "Minneatlas". (28 July 2014)

[2] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 3.

[3] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 4.

[4] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 6.

[5] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 9.

[6] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 11-13.

[7] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 12-17.

[8] Rev. Marion D Shutter, *History of Minneapolis, Gateway to the Northwest* (Chicago & Minneapolis: S J Clarke Publishing Company, 1923), 188.

[9] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 18-20.

[10] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 21.

[11] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications,1979), 23-25.

[12] "King, William Smith, (1828-1900)", *Biographical Directory of the United States Congress, 1774-Present*. Office of the Historian, United States Congress.

[13] David C Smith, "Parks, Lakes, Trails and So Much More", Minneapolis Park and Recreation Board, 2008. 137.

[14] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 24-35.

[15] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*, (Minneapolis: Lerner Publications, 1979), 37-38.

[16] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 39.

[17] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 43-45.

[18] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 48-50.

[19] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 54-56.

[20] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 57-61.

[21] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*. (Minneapolis: Lerner Publications, 1979), 68-69.

[22] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 93.

[23] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 86-90.

[24] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin city Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 91-104.

[25] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 104-105.

[26] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 105-107.

[27] Goodrich Lowry *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 115.

[28] John W Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and Saint Paul* (Minneapolis: U of Minnesota, 2007), 47, 217, 230, 246-247, 249.

[29] John W Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and Saint Paul* (Minneapolis: U of Minnesota, 2007), 4.

[30] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 12.

[31] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 14.

[32] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 17.

[33] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 18.

[34] Bitter, Karl. Letter to Karl H. Gruppe. 29 June 1914. MS. 44 W 77th Street, New York, New York.

[35] Peter S Sussman, e-mail message to author. February 2, 2015.

[36] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 18.

[37] Landscape Research, LLC, *East Isles Historic Context* (East Isles Residents Association, 2006), 15.

[38] City of Minneapolis, *1895 Plat Map*, 1895.

[39] David C. Smith, "Parks, Lakes, Trails and So Much More", Minneapolis Park and Recreation Board, 2008, 228-229

[40] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), xiii.

[41] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 18-19.

[42] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), x-xi.

[43] Rev. Marion D Shutter, *History of Minneapolis, Gateway to the Northwest* (Chicago & Minneapolis: S J Clarke Publishing Company, 1923), 438-441.

[44] Steve Brandt, "A Walk Through History." *Star Tribune*, 28 April 2010.

[45] *Minneapolis Golden Jubilee 1867-1917: A History of Fifty Years of Civic and Commercial Progress* (Minneapolis: The Lakeland Press, 1917), 106.

[46] Historic American Buildings Survey, National Park Service, *Pillsbury Milling Complex*, MN-29-5H

[47] Rev. Marion D Shutter, *History of Minneapolis, Gateway to the Northwest* (Chicago & Minneapolis: S J Clarke Publishing Company, 1923), 438-441.

[48] Minneapolis City Council, *Proceedings of the City Council of Minneapolis: Part 38*, (Minneapolis: The Council, 1912), 7a, 12a.

[49] Peter S Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 11-12.

[50] Office of the Inspector of Buildings, City of Minneapolis, *Permit to Build Outside of Fire Limits No. B106755*, Jon G Houghton, 1913.

[51] David C. Smith, "Parks, Lakes, Trails and So Much More", Minneapolis Park and Recreation Board, 2008, 228-229

[52] Mississippi Watershed Management Organization, *Historic Waters of the Mississippi Watershed Management Organization* (Minneapolis: Mississippi Watershed Management Organization, 2011) 34.

[53] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 155.

City of Minneapolis
Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis MN 55415-1316
612-673-3000

NOMINATION APPLICATION

This application packet is used to file an application(s) for the nomination of a property as an individual landmark or for a group of properties as an historic district that requires approval by the Minneapolis Heritage Preservation Commission. The packet is a tool for gathering information relevant to an application. It contains a checklist of the commission with authority to recommend the designation of landmarks and historic districts and to adopt design guidelines for designated properties. (2001-Or-029, § 1, 3-2-01)

599.210. Designation criteria. 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 or neighborhood identity.

(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. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 9, 3-27-2009)

599.220. Nomination of property. Nomination of a property to be considered for designation as a landmark or historic district shall be submitted to the planning director on a nomination application form approved by the planning director and shall be accompanied by all required supporting information. A nomination may be made by any of the following:

(1) A member of the heritage preservation commission.

(2) A member of the city council.

(3) The mayor.

(4) The planning director.

(5) Any person with a legal or equitable interest in the subject property. (2001-Or-029, § 1, 3-2-01)

599.230. Commission decision on nomination. The commission shall review all complete nomination applications. If the commission determines that a nominated property appears to meet at least one (1) of the criteria for designation contained in section 599.210, the commission may direct the planning director to prepare or cause to be prepared a designation study of the property. In cases where an application for demolition is initiated by the property owner, the planning director may determine that the property owner bears the full financial responsibility of conducting the designation study. In all cases, the planning director shall define the scope of services for a designation study, review qualifications of agent conducting study and make a

Attention: If you need other disability related accommodations, such as a sign language interpreter, accessible meeting site, or materials in alternative format, please contact 612-673-2162 (673-2157 TTY/VOICE) at least five days prior to the meeting. If you want help translating this information, call – **Hmong** – Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800; **Spanish** – Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700; **Somali** - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500.

determination of what constitutes a final submission upon completion. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 10, 3-27-2009)

599.240. Interim protection. (a) Purpose. Interim protection is established to protect a nominated property from destruction or inappropriate alteration during the designation process.

(b) Effective date. Interim protection shall be in effect from the date of the commission's decision to commence a designation study of a nominated property until the city council makes a decision regarding the designation of the property, or for twelve (12) months, whichever comes first. Interim protection may be extended for such additional periods as the commission may deem appropriate and necessary to protect the designation process, not exceeding a total additional period of eighteen (18) months. The commission shall hold a public hearing on a proposed extension of interim protection as provided in section 599.170.

(c) Scope of restrictions. During the interim protection period, no alteration or minor alteration of a nominated property shall be allowed except where authorized by a certificate of appropriateness or a certificate of no change, as provided in this chapter. (2001-Or-029, § 1, 3-2-01)

599.250. State historic preservation office review. The planning director shall submit all proposed designations to the state historic preservation officer for review and comment within sixty (60) days. (2001-Or-029, § 1, 3-2-01)

599.260. City planning commission review. The planning director shall submit all proposed designations to the city planning commission for review and comment on the proposal within thirty (30) days. In its review, the city planning commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.

(2) The effect of the proposed designation on the surrounding area.

(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council. (2001-Or-029, § 1, 3-2-01)

599.270. Designation hearing. Following completion of the designation study the commission shall hold a public hearing to consider the proposed designation, as provided in section 599.170. Any person having a legal or equitable interest in a nominated property shall be allowed reasonable opportunity to give testimony or present evidence concerning the proposed designation. (2001-Or-029, § 1, 3-2-01)

599.280. Commission recommendation. Following the public hearing, the commission shall make findings with respect to the proposed designation and shall submit the same together with its recommendation to the zoning and planning committee of the city council. In making its findings and recommendation, the commission shall consider the designation criteria contained in section 599.210, the information contained in the designation study, the state historic preservation officer's comments, the city planning commission's comments, the planning director's report and all testimony and evidence received at the public hearing relating to the designation. (2001-Or-029, § 1, 3-2-01)

599.290. City council decision. The city council shall make the final decision on all designations. (2001-Or-029, § 1, 3-2-01)

599.300. Design guidelines. The commission shall adopt design guidelines for landmarks and historic districts. Prior to adoption, the planning director shall submit all proposed design guidelines to the state historic preservation officer for review and comment within sixty (60) days. (2001-Or-029, § 1, 3-2-01)

NOMINATION APPLICATION REQUIREMENTS CHECKLIST

Staff will accept only complete applications that include all of the items listed below. If any of the items are missing at the time of submittal, the application will be deemed incomplete and staff will not accept the application. [1]

	Pre-application meeting.
	Electronic copy of the application submittal. Please see our instructions for electronic submittal: http://www.ci.minneapolis.mn.us/hpc/WCMS1P-106443
	Completed Application Worksheet.
	Letter of support from the property owner, if applicable.
	Statement describing the applicant's relationship to the property to be designated. This statement should indicate the applicant's interest in or association with this property.
	Statement describing how the property meets at least one of the criteria for designation as a landmark or historic district contained in Section 599.210 of the Heritage Preservation Regulations.
	Statement describing the physical condition of the property and whether the property retains integrity (i.e. the ability to communicate its historical significance as evident in its location, design, setting, materials, workmanship, feeling and association).
	Map showing the location of the property.
	Photos of the property and existing structures. Must include the following items: ▪ Photos of all elevations of the structure(s) ▪ Photos of significant interior features

[1] City staff will review the initial application submission to determine completeness and will notify the applicant of what, if any, additional information must be submitted. Please be aware that supplemental information may also be requested during the evaluation and hearing process.

NOMINATION APPLICATION WORKSHEET

Applicant **(This person will be the primary contact for staff)**	Name	Chuck Lutz Interim Planning Director, CPED
	Mailing Address Including City, State and Zip Code	
	Phone Number	612-673-5196
	Fax	
	Email	Chuck.lutz@minneapolismn.gov
Property Owner	Name	Ginger Cannon Outreach and Research Planner Minneapolis Park and Recreation Board
	Mailing Address Including City, State and Zip Code	2117 West River Road Minneapolis, MN 55411
	Phone Number	612-230-6413
	Fax	
	Email	gcanoon@minneapolisparks.org
Property Information	Address(es)	2330 Hennepin Ave S Minneapolis, MN 55404
	Identification Number(s)	3302924120113
	Legal Description	HENNEPIN AVE ADDITION TO MINNEAPOLIS, Lot 1, Block 001, LOTS 8 THRU 11 INCL AND THE S 20 FT OF LOTS 7 AND 12 EX PART TAKEN FOR BLVD (memorial only)
Name of Proposed Project (If applicable)		

NOMINATION APPLICATION

I understand that I must file the nomination application with the Department of Community Planning and Economic Development and obtain approval of this application by the Heritage Preservation Commission in order to conform with the heritage preservation regulations of the City of Minneapolis. I certify that the information which I have supplied in submitting this application is correct and accurate to the best of my knowledge. When I submit this application, I authorize the Department of Community Planning and Economic Development to process the nomination application.

Applicant's name and signature

7-1-14
Date

- Must be signed and dated by the applicant before the application(s) will be processed.
- Applications received after 3:30 p.m. will be processed as received on the following business day.
- Community Planning and Economic Development staff may identify additional applications upon further analysis of the proposed project.

The Thomas Lowry Memorial appears to meet criteria 1, 2, and 6 for designation as a landmark under Section 599.210 of the Heritage Preservation Regulations.

Due to its association with Minneapolis' streetcar heritage the Thomas Lowry Memorial appears to meet criterion 1, "the property is associated with significant event or with periods that exemplify broad patterns of cultural, political, economic or social history." Streetcars were instrumental in shaping Minneapolis into the great city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than what had previously been available to them.[1] As identified under the street railways context statement in the *Minneapolis Preservation Plan*, street railways enhanced property values, and shaped building, neighborhood, and commercial development. Much of Minneapolis' built environment owes its form to streetcar development patterns; however, this form does not currently serve as a reminder of Minneapolis' streetcar heritage in the public consciousness to the extent that the Thomas Lowry Memorial does.

Due to its association with Thomas Lowry, the Thomas Lowry memorial appears to meet criterion 2, "the property is associated with significant persons or groups." Thomas Lowry first served as president of the Minneapolis Street Railway Co, before merging it with the Saint Paul City Railway Co and becoming the first president of the Twin Cities Rapid Transit Company (TCRT).[2] Under Lowry's visionary leadership, TCRT extended service to new areas, driving growth and shaping much of the urban fabric of modern Minneapolis.[3] Regarded as one of the City's great visionaries, Lowry was mourned across the city and indeed across the country upon his death in 1910. He was eulogized by Charles M. Loring, first president of the Minneapolis Park Board, who described Lowry as "as good a citizen as this city will ever have […] [who] realized that Minneapolis was to be a great city and […] showed that he had faith in it. He knew that Minneapolis would make good. […] There is no question that this city will miss Mr. Lowry."[4] The Thomas Lowry Memorial has been the property most associated with Mr. Lowry since the demolition of the Lowry mansion at the present site of the Walker Art Center in 1932.[5]

As a product of renowned sculptor Karl Bitter, the Thomas Lowry Memorial appears to meet criterion 6, "the property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects." Karl Bitter was internationally recognized as among the greatest sculptors of his era, winning the silver medal in sculpture at the Paris Exposition in 1900, the gold medal at the 1901 Pan-American Exposition, the silver medal at the Philadelphia Exposition in 1902, and the gold medal at the Saint Louis Exposition in 1904. He also served as the director of sculpture at the 1901 Pan-American Exposition, the

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[1] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: U of Minnesota, 2007), 4.
[2] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 40, 48-50, 127.
[3] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: U of Minnesota, 2007), 47, 217, 230, 246-247, 249.
[4] Peter S. Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 11-12.
[5] Larry, Millet, *AIA Guide to the Minneapolis Lake District,* (Saint Paul: Minnesota Historical Society, 2009), 12.

1904 Saint Louis Exposition, and the 1915 Panama-Pacific Exposition. In addition, Bitter served three terms as the vice-president of the National Institute of Arts and Sciences, and one term as president of the National Sculpture Society.[6] Bitter worked on the Thomas Lowry Memorial from 1911 until his death in 1915, four months before the completion of the memorial.[7] Bitter is responsible for dozens of memorials and much sculptural ornamentation across the country, however, the Thomas Lowry Memorial is his only extant work in Minnesota. The closest other works of Bitter are ornamentation on the Wisconsin state capitol building, followed by three pieces in Saint Louis, MO—one public sculpture and two in the collection of the Missouri History Museum.[8]

The Thomas Lowry Memorial does not retain integrity of location. The memorial was originally erected at the Virginia Triangle—a small park at the intersection of Hennepin, Lyndale, and Douglas Avenues. In 1967, to make way for the construction of Interstate 94 and the Lowry Hill Tunnel, the Minneapolis Park Board relocated the memorial to Smith Triangle Park, at 2330 Hennepin Ave S, and sold land including the Virginia Triangle to the Minnesota Department of Transportation. The memorial still stands at Smith Triangle Park.[9]

The Thomas Lowry Memorial fully retains integrity of design. The memorial has had no alterations since its construction in 1915 and remains as designed by Karl Bitter and constructed by Charles S. Wells.

The Thomas Lowry Memorial in large part retains integrity of setting. While the memorial was relocated in 1967, its new home at Smith Triangle Park is similar to its former home at the Virginia Triangle. Both parks consist of the leftover space where the angled Hennepin Avenue bisects streets that conform to Minneapolis' street grid. When relocated to Smith Triangle, the memorial was sited at the back of the park, facing the acute angle of the intersection. While there certainly was an association between the memorial's original siting at the intersection of three streetcar lines and Minneapolis' streetcar heritage, its present location is also along a significant historic streetcar routing. Indeed, even if the memorial had not been relocated, the symbolism of placing Mr. Lowry's memorial at the intersection of several streetcar lines would be lost of much of the public today. Its present location is less than five-eighths of a mile from its original siting, and it remains surrounded largely by commercial buildings built in the streetcar era, in a neighborhood whose development was driven by the streetcars.

The Thomas Lowry Memorial fully retains integrity of materials. There has no apparent replacement of original material.

The Thomas Lowry Memorial fully retains integrity of workmanship. The work of local quarrymen and stone-carvers is just as visible in the memorial today as it was in 1915.

The Thomas Lowry Memorial does not retain integrity of feeling in large part. The memorial was originally sited at what was perhaps the busiest intersection in the city, surrounded by streetcars and

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[6] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), xiii.
[7] Peter S. Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 18-19.
[8] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), x-xi.
[9] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 155.

autos, a proud monument to one of the men who most shaped the urban fabric that it stood at the center of. Lowry stood over the intersection, almost as a guardian greeting the multitudes of streetcar passengers that passed him by, headed to various corners of the city. Today, the memorial still stands along busy Hennepin Ave, but set back from the street, rather than in the middle of hustle and bustle.

The Thomas Lowry Memorial fully retains integrity of association. The memorial remains among the properties most associated with Minneapolis' streetcar heritage, and is certainly the extant property most associated with Thomas Lowry. In a city where most of historic street railway infrastructure has been obliterated, the Thomas Lowry memorial is one of the extant properties that the public most directly associates with the history of streetcars in Minneapolis.

Thomas Lowry Memorial, 2330 Hennepin Ave S, in relation to nearby properties

Thomas Lowry Memorial , south elevation top, north elevation bottom

Thomas Lowry Memorial, west elevation top, east elevation bottom

CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #4
July 22, 2014
BZH-28268

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location: 2330 Hennepin Avenue South
Project Name: Thomas Lowry Memorial
Prepared By: Andrew Frenz, Planning Intern, (612)-673-3851, with John Smoley, Senior Planner, (612)-673-2830
Applicant: Chuck Lutz, CPED Interim Director
Project Contact: Andrew Frenz
Ward: 7
Neighborhood: East Isles
Request: Nomination for Designation as a Local Landmark

HISTORIC PROPERTY INFORMATION

Current Name	Thomas Lowry Memorial
Historic Name	Thomas Lowry Memorial
Historic Address	Virginia Triangle (intersection of Hennepin, Lyndale, and Douglas Avenues)
Original Construction Date	1915
Original Owner	Lowry Memorial Commission
Original Architect	Karl Bitter
Original Builder	H. N. Leighton Co
Historic Use	Public Art
Current Use	Public Art
Proposed Use	Public Art
Other Historical Designations	N/A

SUMMARY

BACKGROUND

The Thomas Lowry memorial was built to recognize the contributions of Twin City Rapid Transit Company founder and real estate magnate Thomas Lowry to the City of Minneapolis. In 1910, just over a year after Lowry's 1909 death, the Thomas Lowry Memorial Association was organized by several prominent Minneapolitans seeking to embed the memory of Mr. Lowry forever in the public consciousness. The association selected world-renowned sculptor Karl Bitter to design the memorial, which was built by the H. N. Leighton Company under the oversight of Minneapolis sculptor Charles S Wells. The memorial was dedicated on August 19, 1915. Originally sited at the Virginia Triangle (the intersection of Hennepin, Lyndale, and Douglas Avenuess), the memorial was relocated to Smith Triangle Park (2330 Hennepin Avenue South) in 1967 to make way for the construction of Interstate 94.

The memorial consists of a nine foot tall bronze statue of Mr. Lowry atop a granite pedestal, backed by a fifteen by thirty foot granite screen featuring two classical carvings of a man and a woman, along with the following inscription: "In memory of Thomas Lowry. Be this community strong and enduring it will do homage to the men who guided its growth. The lesson of a public spirit: life is a tree ever bearing new fruit."

PUBLIC COMMENTS

Staff has received no public comments on the nomination.

ANALYSIS

CONSIDERATION FOR NOMINATION

Per section 599.230 of the Heritage Preservation Regulations, the Heritage Preservation Commission shall review all complete nomination applications. If the Heritage Preservation Commission determines that a nominated property or property appears to meet at least one of the criteria for designation contained in section 599.210 the commission may institute interim protection and direct the planning director to prepare or cause to be prepared a designation study of the property.

SIGNIFICANCE

The nominated property appears to meet at least one of the criteria for designation contained in section 599.210:

(1) The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.

Streetcars were instrumental in shaping Minneapolis into the great city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than what had previously been available to them.[1] As identified under the street railways context statement in the *Minneapolis Preservation Plan*, street railways enhanced property values, and shaped building, neighborhood, and commercial development. Much of Minneapolis' built environment owes its form to streetcar development patterns; however, this form does not currently serve as a reminder of Minneapolis' streetcar heritage in the public consciousness to the extent that the Thomas Lowry Memorial does.

(2) The property is associated with the lives of significant persons or groups.

Thomas Lowry first served as president of the Minneapolis Street Railway Co, before merging it with the Saint Paul City Railway Co and becoming the first president of the Twin Cities Rapid Transit Company (TCRT).[2] Under Lowry's visionary leadership, TCRT extended service to new areas, driving growth and shaping much of the urban fabric of modern Minneapolis.[3] Regarded as one of the City's great visionaries, Lowry was mourned across the city and indeed across the country upon his death in 1910. He was eulogized by Charles M. Loring, first president of the Minneapolis Park Board, who described Lowry as "as good a citizen as this city will ever have […] [who] realized that Minneapolis was to be a great city and […] showed that he had faith in it. He knew that Minneapolis would make good. […] There is no question that this city will miss Mr. Lowry."[4] The Thomas Lowry Memorial has been the property most associated with Mr. Lowry since the demolition of the Lowry mansion at the present site of the Walker Art Center in 1932.[5]

(6) The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

Karl Bitter was internationally recognized as among the greatest sculptors of his era, winning the silver medal in sculpture at the Paris Exposition in 1900, the gold medal at the 1901 Pan-American Exposition, the silver medal at the Philadelphia Exposition in 1902, and the gold medal at the Saint Louis Exposition in 1904. He also served as the director of sculpture at the 1901 Pan-American Exposition, the 1904 Saint Louis Exposition, and the 1915 Panama-Pacific Exposition. In addition, Bitter served three terms as the vice-president of the National Institute of Arts and Sciences, and one term as president of the National

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[1] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: U of Minnesota, 2007), 4.

[2] Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company.* (Minneapolis: Lerner Publications, 1979), 40, 48-50, 127.

[3] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: U of Minnesota, 2007), 47, 217, 230, 246-247, 249.

[4] Peter S. Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 11-12.

[5] Larry, Millet, *AIA Guide to the Minneapolis Lake District,* (Saint Paul: Minnesota Historical Society, 2009), 12.

Sculpture Society.[6] Bitter worked on the Thomas Lowry Memorial from 1911 until his death in 1915, four months before the completion of the memorial.[7] Bitter is responsible for dozens of memorials and much sculptural ornamentation across the country, however, the Thomas Lowry Memorial is his only extant work in Minnesota. The closest other works of Bitter are ornamentation on the Wisconsin state capitol building, followed by three pieces in Saint Louis, MO—one public sculpture and two in the collection at the Missouri History Museum.[8]

The subject property may also be eligible for designation as a landmark under the other four designation criteria. Such an analysis would be conducted as part of a designation study.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development for the Nomination for designation as a Local Landmark:

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the nomination of the Thomas Lowry Memorial as a landmark; **establish** interim protection; and **direct** the Planning Director to prepare or cause to be prepared a designation study.

ATTACHMENTS

A. Nomination

[6] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), xiii.
[7] Peter S. Sussman, "The Thomas Lowry Memorial," *Twin City Lines* 5.2 (2011): 18-19.
[8] Ferdinand Schevill, *Karl Bitter: A Biography* (Chicago, IL: U of Chicago, 1917), x-xi.

Minneapolis Heritage Preservation Commission
Actions

Regular Meeting
4:30 p.m., Tuesday, July 22, 2014
Room 317, City Hall
350 South Fifth Street
Minneapolis, MN 55415-1385

Commission Membership: Mr. Paul Bengtson, Ms. Laura Faucher, Mr. Alex Haecker, Mr. Chris Hartnett, Ms. Susan Hunter Weir, Ms. Ginny Lackovic, Ms. Linda Mack, Mr. Robert Mack, Mr. Ian Stade, and Ms. Constance Vork

Committee Clerk: Fatima Porter, 612.673.3153

Members absent: Mr. Alex Haecker
The meeting was called to order at 4:30 p.m.
Minutes were approved for the meeting held on July 8, 2014

Public Hearings

Public Hearing

1. **1204 Harmon Place, Unit 21 (BZH # 28219, Ward 7) (Lisa Steiner)**

This item was continued from the July 8 HPC meeting.

Transform Design, on behalf of Michael Fromelt, has submitted a Certificate of Appropriateness application to allow a rooftop deck addition to the property 1204 Harmon Place, Unit 21 located in the Harmon Place Historic District.

Action: Notwithstanding staff findings, the Heritage Preservation Commission **approved** the Certificate of Appropriateness to allow a rooftop deck addition to the property at 1204 Harmon Place, Unit 21 based on the following findings:

Finding #1: The proposed deck will not be visible from the public right-of-way.

Aye: Faucher, Lackovic, R. Mack, Stade, Vork
Nay: Bengtson, Hartnett, Hunter Weir, L. Mack
Absent: Haecker
Motion Passed

2. **150 Portland Avenue #500 (BZH 28249, Ward 3) (Lisa Steiner)**

Phillip Koski of Koski Architecture, on behalf of Ken Sherman, has applied for a Certificate of Appropriateness for a new roof deck and enclosed living space over an existing unit at the property 150 Portland Avenue South, located within the St. Anthony Falls Historic District.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Certificate of Appropriateness to allow a rooftop living space and deck addition to the property at 150 Portland Avenue #500, subject to the following conditions:

1. The deck railings shall be set back at least 5 feet from the Portland Avenue and 2nd Street South building facades.
2. CPED staff shall review and approve the final plans and elevations prior to building permit issuance.
3. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than July 22, 2016.
4. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.

Aye: Faucher, Hunter Weir, Lackovic, L. Mack, R. Mack, Stade, Vork
Nay: Bengtson
Absent: Haecker
Recused: Hartnett
Motion Passed

3. Proposed Conservation District Ordinance (John Smoley)

An amendment to the Heritage Preservation Regulations to create the legal framework for identifying and protecting conservation districts.

Action: The Heritage Preservation Commission **continued** the discussion of the proposed amendment to Minneapolis Code of Ordinances (MCO) chapter 599, Heritage Preservation Regulations, as indicated in the attached ordinance one cycle to the August 5, 2014 meeting of the Heritage Preservation Commission.

Absent: Haecker, R. Mack
Motion approved to continue

Information Items

4. Thomas Lowry Memorial (BZH 28268, Ward 7) (Andrew Frenz) with (John Smoley)

CPED's Planning Director has nominated the Thomas Lowry Memorial located at 2330 Hennepin Avenue for designation as a Landmark.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the nomination of the Thomas Lowry Memorial as a landmark; **established** interim protection; and **directed** the Planning Director to prepare or cause to be prepared a designation study.

Absent: Haecker, R. Mack
Aye: Bengtson, Faucher, Hartnett, Hunter Weir, Lackovic, L. Mack, Stade
Motion passed

5. **Spokesman Recorder building (BZH 28269, Ward 8) (Jeremiah Osokpo) with (John Smoley)**

Councilmember Elizabeth Glidden has nominated the Spokesman Recorder building located at 3744 4th Avenue South for designation as a Landmark.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the nomination of 3744 4th Avenue South as a landmark; **established** interim protection; and **directed** the Planning Director to prepare or cause to be prepared a designation study.

Absent: Haecker, R. Mack
Aye: Bengtson, Faucher, Hartnett, Hunter Weir, Lackovic, L. Mack, Stade
Motion passed

6. **404 and 410 West Broadway (BZH 28248, Ward 5) (Jim Voll)**

Councilmember Blong Yang has nominated 404 and 410 West Broadway for designation as a Landmark.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the nomination of 404 West Broadway and 410 West Broadway as landmarks; **established** interim protection; and **directed** the Planning Director to prepare or cause to be prepared a designation study.

Absent: Haecker, R. Mack
Aye: Bengtson, Faucher, Hartnett, Hunter Weir, Lackovic, L. Mack, Stade
Motion passed

New Business

The minutes were reviewed from the June 27, 2014 Designation Subcommittee meeting. (Hartnett)

Joint CPC/HPC meeting scheduled Thursday, July 31, 2014. (Dvorak)

Adjournment

The meeting was adjourned at 7:26 p.m.

The next regular Heritage Preservation Commission meeting: August 5, 2014.

The Chair reserves the right to limit discussion on Agenda items.

Heritage Preservation Commission decisions are final unless appealed.

Attention: The meeting site is wheelchair accessible: if you need other disability related accommodations, such as a sign language interpreter or materials in alternative format, please contact 612.673.3220 (673.2157) TTDY/VOICE at least five days prior to the meeting.

Attention: If you want help translating this information, call: Hmong – Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koy dawb, hu 612.673.2800; Spanish – Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612.673.2700; Somali – Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612.673.3500.

Frenz, Andrew

From: Smoley, John
Sent: Monday, February 09, 2015 10:14 AM
To: Frenz, Andrew
Subject: FW: Thomas Lowry Memorial Designation Study – Submittal for SHPO Comment
Attachments: TL designation_study.pdf

From: Smoley, John
Sent: Friday, October 10, 2014 3:11 PM
To: Koop, Michael (Michael.Koop@MNHS.ORG)
Subject: Thomas Lowry Memorial Designation Study – Submittal for SHPO Comment

October 10, 2014

Michael Koop
Local Preservation Programs
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
St. Paul, MN 55102-1906

RE: Thomas Lowry Memorial Designation Study – Submittal for State Historic Preservation Office Comment

Mr. Koop:

As a product of its 2014 Certified Local Government grant, the City of Minneapolis is pleased to submit the attached designation study for the Thomas Lowry Memorial, 2330 Hennepin Avenue South, Minneapolis. Please let me know if you would prefer a paper copy.

In accordance with state and local law, we respectfully request your comments within 60 days: by December 9, 2014. Staff is available to discuss the designation study in the coming weeks, should you wish to have a meeting. Please contact me with any questions that you may have. We look forward to receiving your comments.

Sincerely,

John Smoley

John Smoley, Ph.D.
Development Services Division

City of Minneapolis – Community Planning and Economic Development
250 S. Fourth Street – Room 300
Minneapolis, MN 55414

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December 5, 2014

John Smoley, Ph.D.
City of Minneapolis
Community Planning and Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415

RE: Local designation of the Thomas Lowry Memorial, 2330 Hennepin Avenue South, MHS Referral Number 2015-0225

Dear John,

Thank you for the opportunity to comment on the above referenced local designation. It has been reviewed pursuant to Minnesota Statutes §471.193, subd. 6., and Section 599.210 of the City of Minneapolis Code of Ordinances.

Constructed in 1915, the Thomas Lowry Memorial consists of several pieces of public art that together form a monument to Thomas Lowry, the founder of the Twin Cities Rapid Transit Company (TCRT). The memorial is situated at the north end of Smith Triangle Park in the East Isles neighborhood. The focal point is a nine-foot-tall bronze statue of Lowry, behind which is a 15' x 30' tripartite granite screen; the inscription "IN MEMORY OF THOMAS LOWRY" is inscribed along the top of the two side panels.

The Thomas Lowry Memorial is significant for its association with streetcar development in Minneapolis and the creation of the Twin City Rapid Transit Company. As the company's first president, Thomas Lowry was the driving force behind the establishment and growth of the streetcar system in Minneapolis, which had a profound impact on urban development within the city. The Thomas Lowry Memorial is an ideal candidate for local designation.

If you have any questions regarding our assessment of this property, please contact me.

Sincerely,

Michael Koop
State Historic Preservation Office

Department of Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415-1385

MEMORANDUM

TO: City Planning Commission, Committee of the Whole

FROM: Andrew Frenz, Intern, with John Smoley, Ph.D., 612-673-2830

DATE: January 15, 2015

SUBJECT: The Thomas Lowry Memorial (2330 Hennepin Avenue South) Designation Study – CPC Review and Comment

Designation Study Review and Comment

Chapter 599, Heritage Preservation, of the Minneapolis Code of Ordinances outlines the review process for designation studies. The City is required to submit the designation study to the State Historic Preservation Office (SHPO) and the City Planning Commission (CPC) for review and comment. A copy of the draft designation study has been submitted to the Minnesota SHPO. Enclosed is a copy of the draft designation study for your review and comment.

Section 599.260 of the Heritage Preservation Regulations requires the planning director to submit all proposed designations to the City Planning Commission for review and comment on the proposal within thirty (30) days. In its review, the City Planning Commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.
(2) The effect of the proposed designation on the surrounding area.
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council.

Staff anticipates this item will be on the January 15, 2015, Committee of the Whole agenda for discussion and comment.

The following memorandum analyzes the proposed designation using the three factors outlined in section 599.260 of the ordinance.

The relationship of the proposed designation to the city's comprehensive plan: The designation of the Thomas Lowry Memorial is supported by the Parks and Open Spaces section of the *Minneapolis Plan for Sustainable Growth*, particularly Policy 7.5, "Protect landscapes that are significant to the historic legacy of Minneapolis, the region and state, and preserve and expand artistic features in publicly accessed open

spaces." Furthermore, policy 7.5.1 states "Encourage the preservation of historic buildings, memorials, and monuments found in open spaces throughout the city."

The Heritage Preservation section of the Minneapolis Comprehensive Plan also supports the designation of the Thomas Lowry Memorial, as it promotes the designation of properties found to be significant to the history of Minneapolis under the subcontexts identified in the *Minneapolis Preservation Plan*, including street railways.

The effect of the proposed designation on the surrounding area: The designation should have little effect on the surrounding area. Perhaps by guaranteeing that Smith Triangle will remain a public park focused around the memorial, nearby properties will continue to benefit from this open space and public art, which could contribute to an increased density of residential and commercial development.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: The memorial lies within the Hennepin Avenue Commercial Corridor portion of the Uptown Small Area Plan. The plan calls for a healthy mix of neighborhood and commercial serving uses in this corridor. The proposed recognition of this historically significant piece of public art in a public park will hopefully abet the success of nearby neighborhood and commercial uses by providing ancillary space for members of the public to gather before, during, and after enjoying those uses.