

*Whittier School, September 16, 1946
(Minneapolis Star Journal Tribune photograph; Minnesota Historical Society)*

THE EVOLUTION OF THE WHITTIER NEIGHBORHOOD

**PREPARED FOR
THE WHITTIER ALLIANCE**

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INTRODUCTION

This study has been prepared for the Whittier Alliance, the local community planning and development organization for the Whittier neighborhood in south Minneapolis. The neighborhood is bounded by Franklin Avenue on the north, Interstate 35W on the east, Lake Street on the south, and Lyndale Avenue on the west (see map on following page). Nicollet Avenue is a major corridor running north-south through the neighborhood.

The Whittier boundaries were defined by the Minneapolis Planning Department in 1959 when the city was divided into communities and further subdivided into neighborhoods, which were named after geographic features, parks, or public buildings such as schools. Whittier is one of the latter.¹ Variations of topography and geography have affected the street layout and development patterns in some parts of the city, but Whittier is dominated by a strict north-south east-west grid. The Interstate 35W corridor, which cuts diagonally across the southeast corner of the neighborhood, is an exception.

The following report is a historic context study focusing on the development of the Whittier neighborhood and the physical manifestations of that development. Historic context studies provide a framework for evaluating cultural resources based on historic themes, locations, and periods of time, and they are useful tools for preservation planning. The Whittier study is organized into four time frames:

- I. Initial Development: Euro-American Settlement to 1880
- II. Urbanization: 1880 to 1920
- III. Growth and Renewal: 1920 to 1960
- IV. Recent History: 1960 to the Present

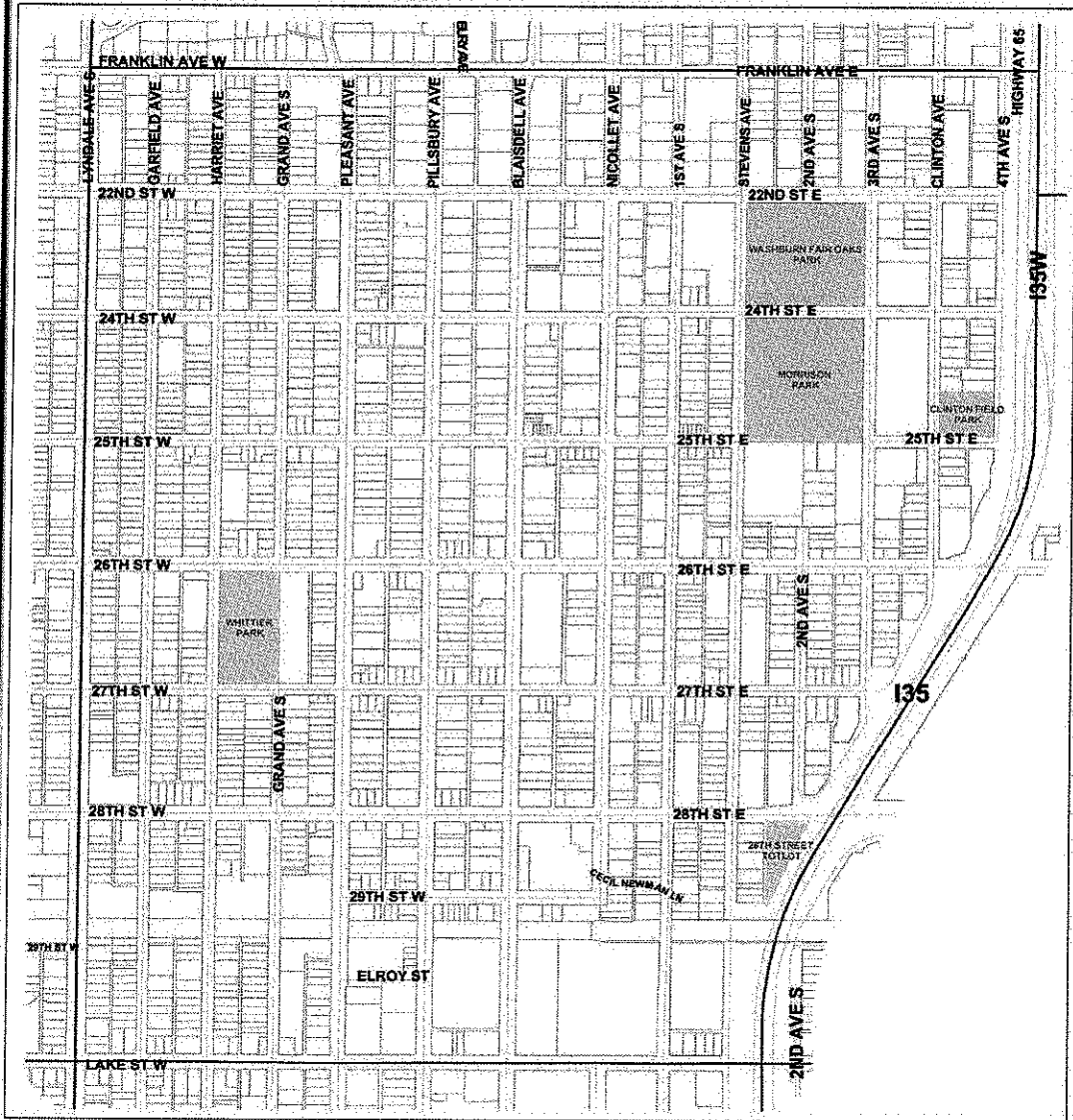
Pertinent themes from the “Preservation Plan for the City of Minneapolis” are incorporated into the discussion for each time frame. These include “Architecture: 1848 to Present,” “Neighborhood Commercial Centers,” “Religion, 1850-1950,” and “Street Railways, 1873-1954.” These in turn relate to the broader context of “Residential Development, 1847 to Present.” The study also incorporates material from two other contexts, “South Minneapolis: An Historic Context” and “Minneapolis Public Schools Historic Context Study.”²

This study includes an overview of the sites and districts designated for heritage preservation by the Minneapolis Heritage Preservation Commission, as well as properties that are listed in the National Register of Historic Places. It concludes with a series of recommendations for further survey, study, and action.

¹ *Whittier Neighborhood: Planning Information Base* (Minneapolis: Office of City Coordinator, Minneapolis Planning Department, spring 1991), 1.

² Thomas R. Zahn, “Preservation Plan for the City of Minneapolis,” 1990 and 1991, prepared for the City of Minneapolis; Marjorie Pearson and Charlene Roise, “South Minneapolis: An Historic Context,” 2000, prepared by Hess, Roise and Company for the Minneapolis Heritage Preservation Commission; Carole Zellie, “Minneapolis Public Schools Historic Context Study,” 2005, prepared by Landscape Research for the Minneapolis Heritage Preservation Commission.

Whittier Base Map



Source: Minneapolis GIS Files
 Data as of August 2006
 Scale: 1:8,000
 August 2006

Legend	
	Neighborhood
	Parcel
	Park
	Water

SOURCES AND METHODS

Certain sections of south Minneapolis, including parts of the Whittier neighborhood, have been the subject of scholarly study. Calvin Schmid's *Social Saga of Two Cities*, published in 1937, analyzes social and building trends in the late nineteenth and early twentieth centuries. *The WPA Guide to Minnesota* (1938), *A Guide to the Architecture of Minnesota* (1973), and the more recent *AIA Guide to the Twin Cities* (2007) offer selective information on history and architecture.³

Other studies have focused more specifically on properties in Whittier. In the early 1970s, the Minneapolis City Planning staff undertook a study of the Washburn-Fair Oaks area at the request of the Minneapolis Heritage Preservation Commission. The resulting report, "Washburn-Fair Oaks: A Study for Preservation," helped to establish a basis for the local designation of the Washburn-Fair Oaks Historic District in 1976. A subset of seven properties was listed in the National Register of Historic Places in the same year as the Washburn-Fair Oaks Mansion Historic District. The Minnesota Historic Preservation Office has files related to this designation.⁴

The City of Minneapolis launched a larger initiative in 1980, retaining the University of Minnesota's Center for Urban and Regional Affairs (CURA) to conduct an architectural and historical survey to identify potentially significant properties citywide. The study produced a list of properties that served as the basis for the Heritage Preservation Commission's "Historic Resources Inventory," which guided the commission's initiatives and decision-making for many years. Most properties on the list were discovered during field survey, which focused on architectural qualities. The study's findings were synthesized in the book *Legacy of Minneapolis: Preservation Amid Change*, published in 1983, which provided a broad overview of development patterns and architectural types. A list of the properties in Whittier that were identified by the CURA survey is in Appendix A.⁵

Subsequent surveys have provided additional information. In 1993, properties on the east edge of Whittier, including many in the Washburn-Fair Oaks Historic District, were evaluated to determine whether they qualified for the National Register. This study,

³ Calvin F. Schmid, *Social Saga of Two Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St. Paul* (Minneapolis: Minneapolis Council of Social Agencies, Bureau of Social Research, 1937); *The WPA Guide to Minnesota* (New York: Viking, 1938; reprint, Saint Paul: Minnesota Historical Society Press, 1985); David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1973); Larry Millett, *AIA Guide to the Twin Cities* (Saint Paul: Minnesota Historical Society Press, 2007).

⁴ Gail Bronner, "Washburn-Fair Oaks: A Study for Preservation," 1976, prepared for the Minneapolis Heritage Preservation Commission and Minneapolis City Planning Commission.

⁵ John R. Borchert, David Gebhard, David Lanegran, and Judith A. Martin, "Technical Report of the Minneapolis Historic and Architectural Resources Study," 1982, 4, 14-15, prepared by the Center for Urban and Regional Affairs, University of Minnesota, for the City of Minneapolis; John R. Borchert, David Gebhard, David Lanegran, and Judith A. Martin, *Legacy of Minneapolis: Preservation Amid Change* (Minneapolis: Voyageur Press, 1983).

which was triggered by plans to upgrade Interstate 35W, was required as part of the U.S. Department of Transportation's compliance with Section 106 of the National Historic Preservation Act. The results of the study are in "Historic Context Study for the Standing Structures Survey of the I-35W Study Area" and "Final Report of the I-35W Standing Structures Survey." The neighborhood was also discussed in "South Minneapolis: An Historic Context," a study completed for the Minneapolis Heritage Preservation Commission in 2000.⁶

Atlases, plat maps, and fire insurance maps are an invaluable source for assessing broad development patterns in an area. The records of the Minneapolis Building Department and building permit index cards, available at the Hennepin County Central Library in downtown Minneapolis, provide specific information on many of the buildings in the neighborhood. Other useful sources include inventory files at the Minneapolis Heritage Preservation Commission, newspaper and photograph collections at the Minnesota Historical Society, clippings files and historic city directories in the Minneapolis Collection at the Hennepin County Central Library, files at the Hennepin History Museum, and records at the University of Minnesota's Northwest Architectural Archives.

⁶ Susan Granger, Scott Kelly, and Patricia Murphy, "Historic Context Study for the Standing Structures Survey of the I-35W Study Area," 1993, prepared by Gemini Research for the Minnesota Department of Transportation; Susan Granger, Scott Kelly and Patricia Murphy, "Final Report of the I-35W Standing Structures Survey," [1993?], prepared by Gemini Research for the Minnesota Department of Transportation; Pearson and Roise, "South Minneapolis: An Historic Context."

I. FIRST DEVELOPMENT: EURO-AMERICAN SETTLEMENT TO 1880

The physical presence of this era is recalled in the neighborhood's street grid. Most of the area was platted during this period, but few buildings survive.

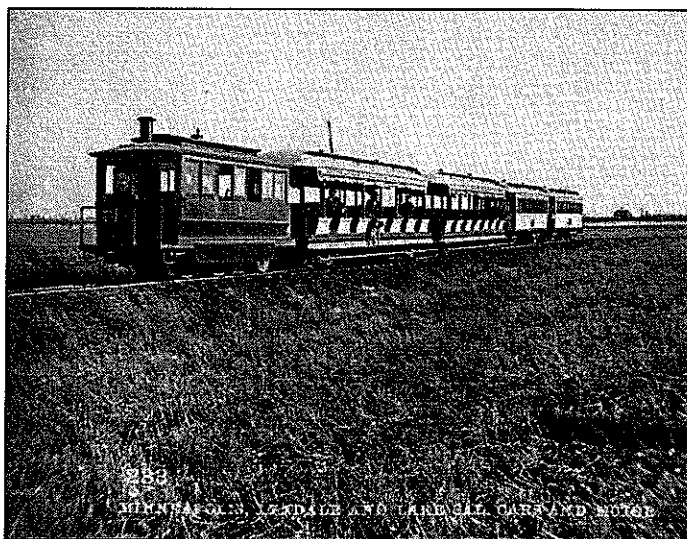
Early Settlement, Landscape, and Topography

The area that is now Whittier was part of the Fort Snelling Military Reservation, established in 1819. The reservation was located on the west side of the Mississippi River and encompassed all of downtown Minneapolis, south Minneapolis, and a section of north Minneapolis. It extended south into Richfield and Bloomington. No legal land claims could be made within the reservation.⁷

Minnesota became a territory in 1849. When Hennepin County was established in 1852, it comprised eighteen townships including the Town of Minneapolis, which was much larger than the city that was founded in 1856. The southern boundary of the city of Minneapolis originally extended to Franklin Avenue, the northern boundary of today's Whittier neighborhood. Additional land was annexed as far south as Twenty-sixth Street in 1867, including the portion of Whittier bounded by Nicollet Avenue on the west, and extending to Portland Avenue on the east.⁸ The land south of what is now downtown Minneapolis was a broad prairie, with a hardwood forest to the east and a series of lakes to the west and further south.

Infrastructure

As the city expanded southward away from the initial core, the street grid shifted from its original orientation to the Mississippi and adopted a true north-south, east-west pattern. In 1878, a horse-drawn street railway was inaugurated along Fourth Avenue South as far as Twenty-fourth Street. A car barn and stable were built at the terminus. Beginning in 1879, the Lyndale Railway Company (also known as the Motor Line) operated steam locomotives from downtown along Lyndale



*Motor Line near Thirty-first Street, ca. 1879
(Minnesota Historical Society)*

⁷ William W. Folwell, *A History of Minnesota*, rev. ed. (1921; Saint Paul: Minnesota Historical Society, 1956), 1:29-30, 73-79, 90-93, 136-140.

⁸ George E. Warner and Charles M. Foote, eds., *History of Hennepin County and the City of Minneapolis* (Minneapolis: North Star Publishing Company, 1881), 343, 378.

Avenue as far as Thirty-first Street, turning to the east shore of Lake Calhoun as the ultimate destination. The line stimulated construction along Lyndale, Whittier's western boundary.⁹

Early Development

Agriculture, especially dairy farming, was a major land use in south Minneapolis prior to residential development. In 1855, two years after the area was removed from military jurisdiction and made available for settler claims, John T. Blaisdell and Robert Blaisdell, Jr., each filed claims for 160-acre farms. John built a log house that was located, according to his daughter Mary, "on the hill near [present-day] Twenty-fourth Street between Pleasant and Lyndale, overlooking the little lake which used to be at what is now Twenty-second and Lyndale. It was filled in many years ago, but old settlers are reminded after every hard rain storm for Lyndale is often flooded there." The log house was replaced by a six-room frame house in the 1860s. The parlor served as the Eighth Ward's first school, and the Blaisdells boarded Lizzie Lockwood, the first teacher.¹⁰

Two plats—Sutton and Pratt's Addition and Post's Addition to Minneapolis—were filed just south of Franklin Avenue in 1857. This was the start of a more urban settlement pattern. The first grand estate appeared a year later when Dorilus Morrison built Villa



"Villa Rosa," Dorilus Morrison House, 1898
(Minnesota Historical Society)

Rosa, an Italianate mansion on ten acres of land near Third Avenue South and East Twenty-fourth Street. This is now the site of the Minneapolis Institute of Arts. Unlike the Blaisdells and others who farmed in the area, Morrison was a wealthy industrialist with extensive investments at Saint Anthony Falls, in railroads, and in other business ventures, including International Harvester Works. Eventually other wealthy Minneapolitans followed Morrison to the Whittier area.¹¹

⁹ John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis and London: University of Minnesota Press, 2007), 18, 28; "Our Street Railways," *Minneapolis Tribune*, May 31, 1880; Warner and Foote, *History of Hennepin County*, 344, 430; "Sub-Context: Street Railways, 1873-1954," 4-5, in Zahn, "Preservation Plan for the City of Minneapolis."

¹⁰ Isaac Atwater, *History of Minneapolis, Minn.* (New York: Munsell Company, 1893), 36-37, 44; "Talk of Renaming Blaisdell Avenue Calls to Mind Sturdy Pioneer Who Helped Build Up Minneapolis," *Minneapolis Tribune*, March 7, 1920.

¹¹ Atwater, *History of Minneapolis*, 614-618.

Between 1872 and 1879, eleven more plats in the area were filed with Hennepin County.¹² These plats made more land available for residential development, although there was not much construction. Clinton Morrison, the son of Dorilus, built his house at 305 East Twenty-fourth Street, across Third Avenue from his father's house.¹³ This is now the site of the Fair Oaks Apartments. A rare surviving house from this period is the Elisha Morse House, an Italianate villa with a cupola and simulated-stone facing, dating from 1872. Originally located at 2404 Fourth Avenue South, it was moved to 2325 Pillsbury Avenue in 1991.¹⁴ The Edward Stebbins House, built in 1879, was designed in the Queen Anne-Eastlake style by one of the first formally trained architects in Minneapolis. Originally located at 320 Oak Grove Street near Loring Park, the house was relocated to 2404 Stevens Avenue in 1982.¹⁵



*Above: Elisha Morse House, 2404 Fourth Avenue
Below: Edward Stebbins House, 2404 Stevens Avenue
(Penny Petersen, photographer)*



¹² The plats are Stevens Addition (1872), George Galpin's Addition (1873), Heaton and Combes Addition (1873), Hengler's Addition (1873), Lindley and Lingenfelter's Addition (1873), R. D. Beede's First and Second Additions (1873), Robert Blaisdell's Addition (1873), J. T. Blaisdell's Addition (1874), Remington's Subdivision (1879), and Re-survey of Max Addition (1879).

¹³ Bronner, "Washburn-Fair Oaks," 9.

¹⁴ http://www.ci.minneapolis.mn.us/hpc/landmarks/Pillsbury_Ave_S_2325-7_Elisha_Morse_House.asp.

¹⁵ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 62.

Designated Properties Associated with the Context

“First Development: Euro-American Settlement to 1880”

National Register of Historic Places

Elisha Morse House

Location: 2347 Pillsbury Avenue South (originally at 2402 Fourth Avenue South; moved to this site in 1991)

Designated: 1995 (designated as a Minneapolis Heritage Preservation Commission Landmark in 1974)

Determined Eligible for the National Register by the State Historic Preservation Office and Federal Agencies¹⁶

Edward Stebbins House

Location: 2404 Stevens Avenue South (originally at 320 Oak Grove; moved to this site in 1982)

Minneapolis Landmarks and Historic Districts (Minneapolis Heritage Preservation Commission)

Elisha Morse House

Location: 2347 Pillsbury Avenue South (originally at 2402 Fourth Avenue South; moved to this site in 1991)

Designated: 1974 (listed in the National Register of Historic Places in 1995)

Washburn-Fair Oaks Historic District

Location: Bounded by Franklin Avenue, Fourth Avenue South, East Twenty-sixth Street, and First Avenue South.

Designated: 1976

The district contains the sites of all properties in the above discussion, as well as the Edward Stebbins House.

¹⁶ A number of properties have been determined eligible for the National Register by federal agencies and the Minnesota State Historic Preservation Office (SHPO), often as a result of an evaluation related to compliance with Section 106 of the National Historic Preservation Act of 1966. These agencies treat properties that are determined eligible as if they had actually been listed, even though the properties are not formally nominated to the National Register or officially listed.

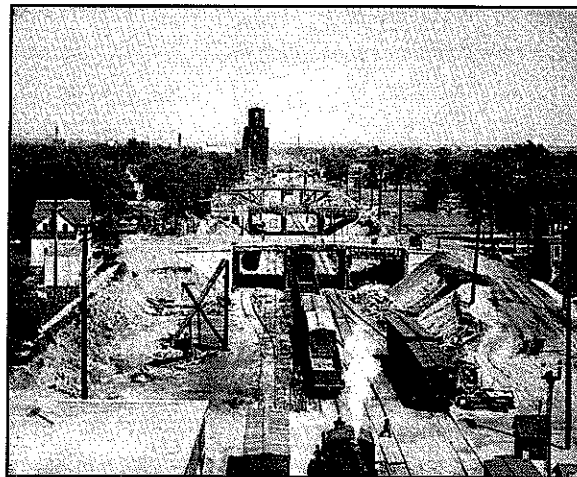
II. URBANIZATION: 1880 TO 1920

In 1880, an era of great expansion began in Minneapolis, manifested in geographic boundaries, in numbers of residents, and in building activity. The residential areas of south Minneapolis largely assumed their present form during this period. In addition to displaying the street layout and block configuration that were established during an earlier era, south Minneapolis, including the Whittier neighborhood, retains many residences and institutional buildings that were erected during this forty-year period.

By April 1883, the state legislature had authorized the expansion of the Minneapolis city limits to encompass all of today's Whittier neighborhood, as well as many other areas. This annexation stimulated the filing of more than twenty plats with the Hennepin County recorder during the decade of the 1880s. Still, plats did not necessarily indicate development. A review of an 1885 plat book shows extensive platting south of Franklin Avenue, but very little construction.¹⁷

Infrastructure

In 1880, the Chicago, Milwaukee and Saint Paul Railway (CM&SP) extended its Hastings and Dakota line from Saint Paul to Minneapolis on a bridge across the Mississippi River at East Twenty-sixth Street. (The bridge was replaced in 1902.) This route was eventually extended west at grade level south of Twenty-ninth Street to meet a line running southwest from downtown Minneapolis between Cedar Lake and Lake of the Isles. After many years of debate and lawsuits, work was finally begun in 1912 on a trench twenty-two feet below grade to separate the trains from surface-level traffic. New bridges carried north-south streets over the trench. Designed by CM&SP engineer H. C. Lothholz, the project was completed in 1916. Today the corridor between Twentieth Avenue South and Humboldt Avenue South, which passes through the Whittier neighborhood, is listed in the National Register of Historic Places as the Chicago, Milwaukee and Saint Paul Railroad Grade Separation Historic District.¹⁸



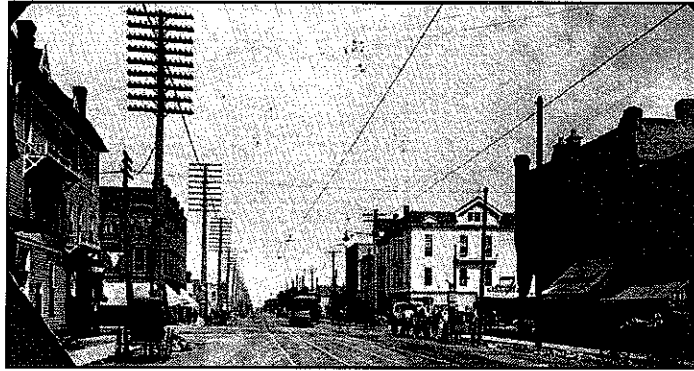
View from tower on Clinton Avenue showing bridges across railroad tracks in vicinity of Clinton Avenue and Twenty Ninth Street East; Portland Avenue bridge in foreground, ca. 1915

(C. J. Hibbard and Company, photographer; Minnesota Historical Society)

¹⁷ "Limits of Minneapolis," *Minneapolis Tribune*, February 7, 1883; display advertisement, *Minneapolis Tribune*, April 17, 1883; Borchert et al., *Legacy of Minneapolis*, 73; G. M. Hopkins, *A Complete Set of Surveys and Plats of Properties in the City of Minneapolis* (Minneapolis: G. M. Hopkins, 1885).

¹⁸ Nicholas Westbrook, ed., *A Guide to the Industrial Archeology of the Twin Cities* (Saint Paul and Minneapolis: Society for Industrial Archeology, 1993), 55; "Milwaukee Road Prepares for Lowering Its Tracks," *Minneapolis Tribune*, April 6, 1913; "Old Flagmen to Go with Lowering of Twenty-ninth Street

The Minneapolis Street Railway (MSR), which had begun horse-car service in 1875, acquired the Motor Line in 1887. In 1889, the Minneapolis City Council authorized the company to experiment with electrifying its lines. With the passage of the Electric Ordinance in 1890, the MSR proceeded to electrify its entire system over the course of several years. The first electric line in regular service operated from



*Lake Street and Lyndale Avenue, 1906
(Minnesota Historical Society)*

Washington Avenue to West Thirty-first Street via Nicollet Avenue. In addition to this north-south line, the east-west lines along Franklin Avenue and Lake Street enabled residential development and helped spur commercial investment along those streets.¹⁹

The importance of both Franklin Avenue and Lake Street as major east-west corridors was reinforced with the construction of bridges crossing the Mississippi River at these locations in 1888. Both bridges were later replaced—the Franklin Avenue Bridge in 1923 and the Lake Street Bridge in 1992.²⁰

Residential Development Patterns

Development in Whittier began rather slowly in the 1880s, but soon picked up with the extension of the streetcar lines. Following the lead of the Morrises, other well-to-do Minneapolitans moved out of the increasing congested and rapidly changing downtown. Due to the lack of geographic barriers, the area south of the original core was easily accessible. Residential development took two forms: single-family residences and multiple dwellings. Both were typically modest in size prior to 1900, but became increasingly large in the twentieth century. The following discussion highlights residential buildings of interest throughout the Whittier neighborhood.

Single-family Residences: 1880-1900

Most of the early development occurred to the east of Nicollet Avenue. The most notable residence of this period was Fair Oaks, built in 1883 by Senator William Drew Washburn on ten acres at Third Avenue South and East Twenty-fourth Street, north of Villa Rosa. Designed by Milwaukee architect E. Townsend Mix, it was a large and imposing mansion. Writing in 1890, William Watts Folwell mentioned it while praising contemporary residential architecture: “Thanks to the taste and enterprise of a number of young architects, who have brought the best ideas and projects of American and foreign schools of architecture, the dwellings of the city are general tasteful in design, and the

Tracks; Familiar Little Shacks with Garden Plots Doomed to Disappear,” *Minneapolis Tribune*, July 13, 1913.

¹⁹ “Subcontext: Street Railways,” in Zahn, “Preservation Plan,” 4-7, 15-16.

²⁰ Westbrook, *Industrial Archeology of the Twin Cities*, 16-17, 25.

instances of decided beauty are numerous. The splendid mansion of Senator William D. Washburn may be referred to as the best example.” The house had the distinction of being one of only two Minneapolis examples illustrated in George Sheldon’s *Artistic Country Seats*.²¹



Above: John T. Blaisdell House, West Twenty Fourth Street and Nicollet Avenue, ca. 1890

Below: Johnson-Pillsbury House, 2200 Stevens Avenue South, ca. 1900
(Minnesota Historical Society)



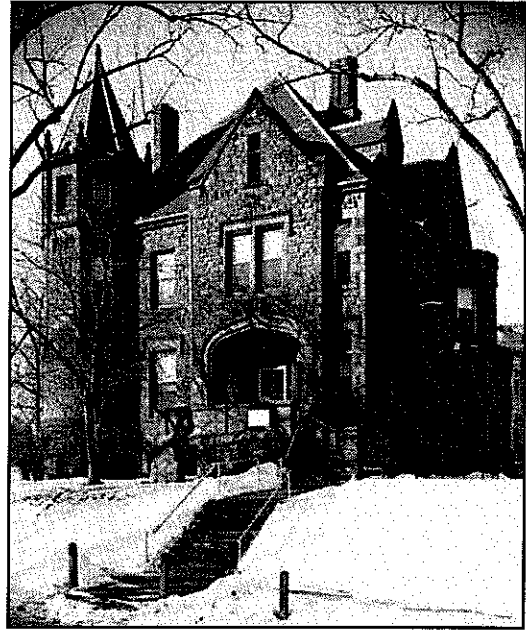
Other houses, big and small, began filling in other blocks. Sometime in the 1880s, long-time resident John Blaisdell built a large brick residence surrounded by extensive grounds at Nicollet Avenue and Twenty-fourth Street, replacing his earlier, more modest frame house.²² A Queen Anne style house, now often referred to as the John Donahue House, was built in about 1882 on Stevens Avenue south of Twenty-fifth Street, across the street from its present location at 2536 Stevens Avenue. In about 1883, John W. Johnson built a house at 2200 Stevens Avenue that was designed by Kees and Fisk. (The house was demolished 1937 and the site now holds the First Christian Church.) Johnson sold the house to Charles Alfred Pillsbury, one of the founders of the Pillsbury Flour Company. Pillsbury commissioned a smoking room for the house from the noted interior designer John Bradstreet, one of several commissions by Bradstreet in Whittier. The Johnson-Pillsbury House was the other Minneapolis example in Sheldon’s *Artistic Country Seats*.²³

²¹ William Watts Folwell, “Minneapolis in 1890,” *New England Magazine* 3 (September 1890): 97; George W. Sheldon, ed., *Artistic Country Seats* (New York: D. Appleton and Company, 1886-1890), vol. 2, part 4, 55-57.

²² “Talk of Renaming Blaisdell Avenue.”

²³ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 86; Bronner, “Washburn-Fair Oaks,” 10, 65-66, 69-70; Michael Conforti, ed., *Art and Life on the Upper Mississippi, 1890-1915* (Newark: University of Delaware Press, 1994), 88, 91; Sheldon, *Artistic Country Seats*, vol. 2, part 4, 77-80.

Bradstreet pulled a permit in 1884 to build a house of his own at 2116 Second Avenue South. He apparently never intended to live in the two-story structure, which was designed by architects Plant and Whitney. Instead, he seems to have used the interior to showcase the furniture, decorative accessories, and interior design of the newly formed firm of Bradstreet and Thurber. Two years later, he sold the imposing, towered, red stone mansion to banker-lawyer Eugene A. Merrill. Merrill was associated with Bradstreet's previous business partner, Edmund Phelps.²⁴ Other notable residences from 1884 include the John D. Hopkins House at 2119 Third Avenue South, designed by Kees and Fisk; the Queen Anne style George and Cora White House at 2414 Stevens Avenue; the Davis House at 2011 Stevens Avenue South, possibly designed by Edward Stebbins; and the L. P. Hubbard House at 2013 Second Avenue South.²⁵



*Bradstreet-Merrill House, 1968
(Norton and Peel, photographer; Minnesota
Historical Society)*

The following year saw a continued flurry of construction. Residences dating from 1885 include the Dr. Hyatt Waterhouse House at 2018 Second Avenue South, which was designed by L. Greff and converted to a duplex in 1917 by William Channing Whitney; the Queen Anne style Charles E. Brewster House at 2418 Stevens Avenue South; the Amelia Hammond House at 2420 Stevens Avenue South, built by contractor James McMillan and designed by Edward Stebbins; the Henry Balch House at 2001 Second Avenue South; the W. H. Groff House at 2015 Second Avenue South; and the Queen Anne style Charles Harris House at 2208 Grand Avenue.²⁶

John Washburn, the nephew of the senator, built a house at 2218 First Avenue South in 1887. Designed by William Channing Whitney, it has been altered over the years. Also from 1887 and subsequently altered is the Queen Anne style S. E. Hatfield House at 2408 First Avenue South. Built about the same time is the Queen Anne style P. M. Gore House

²⁴ Minneapolis Building Permit B24, June 17, 1884; Deeds Book 204, page 21, September 28, 1886; Charles W. Nelson, "Washburn-Fair Oaks Mansion Historic District," National Register of Historic Places Nomination Form, 1976, 5-6; Conforti, *Art and Life*, 65-66. Bradstreet had purchased the land a year earlier; see Hennepin County Deeds Book 116, page 527; Mortgage Book 99, page 40, November 17, 1883.

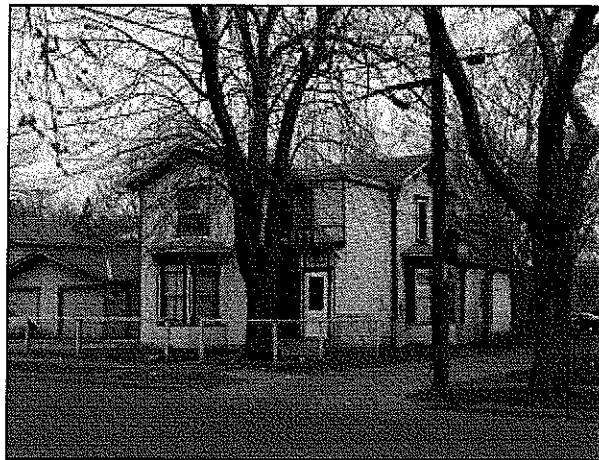
²⁵ The Hopkins and White Houses are in Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 82, 86-87. For the Davis House, see Minneapolis Building Permit B671, 1884; no day or month was given. For the Hubbard House, see Minneapolis Building Permit B1193, 1884, which gives the address as 2015 Second Avenue South; the addresses for several houses on this block appear to have shifted.

²⁶ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 84 (Waterhouse); 85 (Brewster), 87 (Hammond); Minneapolis Building Permit B3455, April 24, 1885 (McMillan); Minneapolis Building Permit B5494, December 4, 1885 (Harris); and Minneapolis Building Permit B2724, February 21, 1885 (Groff). The latter assumes that the address of the Groff House was 2017 Second Avenue South; addresses have shifted slightly since then.

at 2600 Third Avenue South and an Italianate-Queen Anne style house that was moved to 2801 Pleasant Avenue South in 1888. From 1889 are the Sam Wallace House at 2700 Pillsbury Avenue, which was designed by an architect named Vogerli, and the two-story brick W. Smith House at 2719 Pillsbury Avenue, designed by Alexander Murrie.²⁷

Notable residences from the following decade include the 1893 Peter A. Dague House, built by a contractor-builder at 2520 Stevens Avenue South on the site of his shop, and the J. Lewis House, built in 1899 at 2117 Second Avenue South. Contractor Theron P. Healy was responsible for erecting the Queen Anne style L. E. Smith House at 2412 First Avenue South in 1891 and another house at 2220 Pleasant Avenue in 1895. Healy, who exemplifies the residential contractor-builder tradition, also constructed a block of houses along Second Avenue South between East Thirty-first and East Thirty-second Streets during the same time period. This block is now designated as a historic district by the Heritage Preservation Commission and the National Register.²⁸

While much attention is given to large residences for well-to-do owners, houses built for the working class can also have architectural and historical significance. Whittier has some interesting examples including the Italianate style B. Cooper House, built in 1886 at 118 West Twenty-ninth Street. This house, along with the four houses across the street at 117, 119, 121, and 125 West Twenty-ninth Street, “form an intact cluster of late nineteenth century working class homes in the Whittier neighborhood,” according to architectural historian Susan Granger.²⁹

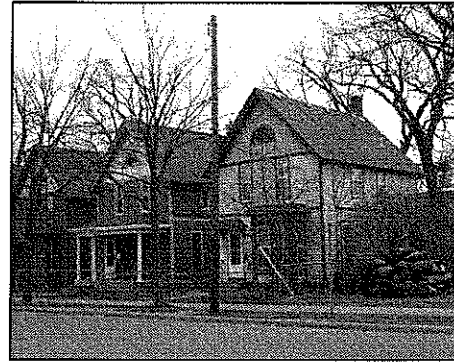


*B. Cooper House, 118 West Twenty-ninth Street
(Penny Petersen, photographer)*

²⁷ Minneapolis Building Permit B11170, no date given; Bronner, “Washburn-Fair Oaks,” 81-82 (Washburn); Minneapolis Building Permit B10648, May 21, 1887; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 84 (Hatfield); Minneapolis Building Permit B16030, August 9, 1888, for repairs to an existing structure; Granger Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 93 (Gore); Minneapolis Building Permit B17471, January 10, 1889; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 92 (Wallace); Minneapolis Building Permit B17420, January 2, 1889 (Smith).

²⁸ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 84 (Smith); Minneapolis Building Permit B31068, May 2, 1893; “Eternal Sleep,” *Minneapolis Tribune*, January 11, 1894; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 86 (Dague); Minneapolis Building Permit B34120, March 13, 1895 (Healy on Pleasant); Minneapolis Building Permit B42704, April 11, 1899; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 84 (Lewis).

²⁹ Minneapolis Building Permit B8770, October 6, 1886; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 91.



117, 119, 121,
and 125 West
Twenty-ninth
Street
(Penny
Petersen,
photographer)

Multiple Dwellings: 1880-1900

While the initial residential character of the neighborhood was set by single-family residences, multiple dwellings began to appear in the late 1880s. The four-unit building at 2425-2431 Clinton Avenue was first listed in the *Dual City Blue Book* for 1889-1890, although it does not appear on atlases or insurance maps until 1892. The striking brick and stone structure with ornamental detail has the appearance of a row house. The builders appear to have been stone masons Ernest S. Winter and John S. Ganley, who purchased the land in 1888 from Henry and Florence Lawrence. The Lawrences lived on Fourth Avenue South directly behind the Clinton Avenue site. Frederick A. Clarke designed a six-unit row house at 100-110 East Twenty-fifth Street, which was built in 1889 by Mrs. Kate Knight.³⁰

The F. W. Johnson Triple House, at 2319 First Avenue South and 106-108 East Twenty-fourth Street, was built about 1890 and designed by Harry Wild Jones. J. M. McGuire constructed the row of flats at 1-11 East Twenty-fifth Street in 1893, which was designed by Long and Kees. Sarah Carr erected two Romanesque Revival style duplexes in 1895 at 200-204 and 206-210 East Twenty-sixth Street. A year later, B. W. Bacon erected a four-unit brick building, designed by Joseph Haley, at 2621 First Avenue South. This “double two-decker” design was one of the most popular multiple-dwelling types in the neighborhood.³¹

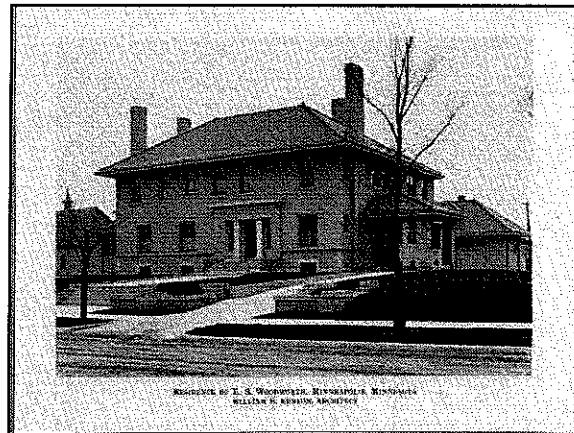
³⁰ Whittier Alliance, “Whittier House Tour,” 1981; *Dual City Blue Book* (Saint Paul: R. L. Polk and Company, 1889), 154; classified advertisement, *Minneapolis Tribune*, December 21, 1890; Hennepin County Deeds Book 249, page 472, recorded April 14, 1888; Hennepin County Mortgages Book 249, page 240, August 13, 1888, and Book 236, page 330, August 31, 1888; Hennepin County Deeds Book 289, page 185, October 3, 1889; Minneapolis Building Permit B18797, May 20, 1889; Bronner, “Washburn-Fair Oaks,” 75-76; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 61. The blue book contains a reverse directory by street address. People had to pay to get listed in this directory, which is considered something akin to a local social register.

³¹ No building permits have been found for the triple house; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 61; Minneapolis Building Permit B29833, April 1, 1893 (McGuire flats); Minneapolis Building Permit B35558, October 5, 1895; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 54, 59 (duplexes). Sarah Carr, who built the duplexes at 200-204 and 206-210 East Twenty-sixth Street, also erected a similar building at 618 East Twenty-second Street in 1891. Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 96-97 (Bacon flats).

Single-family Residences: 1900-1920

By 1900, residential development was becoming more intense throughout the neighborhood. As with many other areas of south Minneapolis, single-family residences were built by a wide variety of people, in popular architectural styles of the period. The well-to-do often hired prominent and fashionable architects. Much of the middle-class housing was constructed by builders. New construction predominated, but a few earlier houses were also enlarged and updated. One example is the Warren Dunbar House at 2444 Stevens Avenue, a brick Italianate style house that received an addition in 1900.³²

Pillsbury Avenue was largely developed during these two decades and has some of the most architecturally distinguished houses in the neighborhood outside of the Washburn-Fair Oaks Historic District. Most feature fairly conservative period revival styles. In 1900, W. Y. Dennis built a house at 2002 Pillsbury Avenue that was designed by Ernest C. Haley. The son of architect Joseph Haley, Ernest was active throughout south Minneapolis. He also designed the A. W. Ressler House at 2444 Pillsbury, which was erected in 1907. Another prominent local architect, Harry Wild Jones, was retained by the president of Northwestern National Life Insurance Company, Leonard K. Thompson, to design his house at 2215 Pillsbury Avenue, which was built in 1903. Jones remodeled it in a rather flamboyant Colonial Revival style in 1915. He was also responsible for the 1905 Frank C. Nickels House at 2500 Pillsbury Avenue. Architect William M. Kenyon designed the C. C. Case House at 2118 Pillsbury, erected in 1904, and made another mark on the street in the following year with the W. M. Higley House at 2417 Pillsbury Avenue. He was also the architect for the Edson S. Woodworth House at 2222 Pillsbury Avenue. Built in 1907, it had at least one room outfitted by John Bradstreet. Two years earlier, Bradstreet had done several rooms for the Samuel J. Hewson House at 2008 Pillsbury Avenue, which was designed by architects Kees and Colburn. In 1910, Bradstreet did some of the rooms for Mrs. Sarah Langdon at 2201 Pillsbury. William Channing Whitney was the architect for



*Above: Edson S. Woodworth House,
2222 Pillsbury
(Western Architect, December 12, 1909)
Below: Samuel J. Hewson House, 2008 Pillsbury,
ca. 1914
(Charles P. Gibson, photographer; Minnesota
Historical Society)*

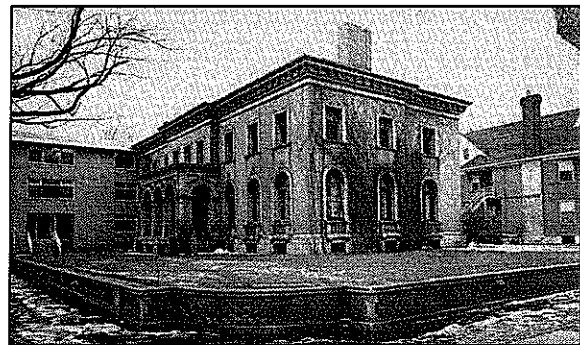
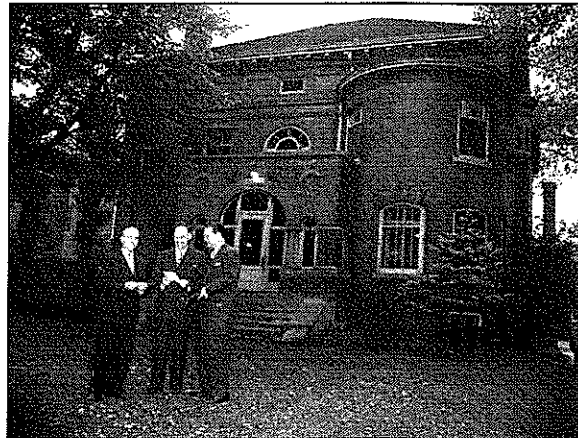


³² Minneapolis Building Permit B46260, June 25, 1900.

that structure and for the Mr. and Mrs. Willard R. Cray House at 2304 Pillsbury, dating from 1909. The work of architect H. E. Hewitt also appears on the street. He designed the D. M. Baldwin House at 2219 Pillsbury in 1910 and, as a partner in the firm Hewitt and Brown, the Walker G. Hudson House at 2400 Pillsbury in 1916.³³

While the Craftsman style is found in many areas of Minneapolis, it is less prevalent in Whittier and rare on Pillsbury. One example is the house at 2528 Pillsbury Avenue that G. F. Lyons commissioned from Ora Wood Williams in 1909. Also in the Craftsman-inspired vein is the Harry Goosman House at 2532 Pillsbury Avenue, which was designed by Prairie School architects Purcell and Feick and built in 1909.³⁴

Blaisdell Avenue also claims several architecturally distinguished residences from this period. In 1903, Thomas Walston started constructing a house at 2302 Blaisdell, designed by Edwin Overmire. A fire broke out in January 1904 before the



Top: Minnesota Baptist Convention (formerly the Thomas Walston House), 2302 Blaisdell, 1948 (Minneapolis Star Journal)

Center: John and Nellie Snyder House, 2118 Blaisdell, ca. 1965

Bottom: Matthew McDonald House, 2400 Blaisdell, 1950 (Norton and Peel, photographer)

(All photographs from Minnesota Historical Society)

³³ Minneapolis Building Permit B46070, June 7, 1900 (Dennis); Millett, *AIA Guide*, 214 (Thompson); Millett, *AIA Guide*, 214 (Case); Minneapolis Building Permit B64931, October 4, 1905; Conforti, *Art and Life*, 85 (Hewson); Minneapolis Building Permit B69039, September 25, 1906; Conforti, *Art and Life*, 86 (Woodworth); Minneapolis Building Permit B62959, March 24, 1905 (Nickels); Minneapolis Building Permit B61891, March 23, 1905 (Higley); Minneapolis Building Permit B72735, July 29, 1907 (Resler). See Borchert et al, *Legacy of Minneapolis*, 157, for photograph of the Hennepin Avenue houses designed by Williams. Minneapolis Building Permit B84813, November 9, 1909 (Cray); Minneapolis Building Permit B88679, July 26, 1910; Conforti, *Art and Life*, 88 (Langdon); Minneapolis Building Permit B87808, June 6, 1910 (Baldwin); Minneapolis Building Permit B124959, October 12, 1916 (Hudson).

³⁴ Minneapolis Building Permit B84035, September 25, 1909; Northwest Architectural Archives files (Lyons); Minneapolis Building Permit B83865, September 13, 1909 (Goosman).

family could occupy the house, but it was subsequently rebuilt. The interior included a music room, library, oval dining room with solarium, ballroom, and many other rooms. The John and Nellie Snyder House at 2118 Blaisdell Avenue, dating from 1913, was designed by Ernest Kennedy. Kennedy was also responsible for the John Bovey House at 2322 Blaisdell, built in 1915. The Beaux-Arts Matthew McDonald House was built in 1903 at 2400 Blaisdell Avenue.³⁵



The John Crosby House (above) at 2104 Stevens and the Preston King House (below) at 2400 Stevens in 1966, when they served as Crosby Hall and Stump Hall, respectively, for the Northwestern Theological Lutheran Seminary (Norton and Peel, photographer; Minnesota Historical Society)

Stevens Avenue has a collection of noteworthy residences as well. The John Crosby House at 2104 Stevens and the Luther Farrington House at 2100 Stevens, dating from 1904 and 1906, respectively, were designed in the Georgian Revival style by William Channing Whitney. Whitney was also responsible for the Preston King House, built in 1909 at 2400 Stevens Avenue. Ernest Kennedy designed the Renaissance Revival style Edward C. Gale House at 2215 Stevens Avenue, which was built in 1912. All except the King House are in the National Register Washburn-Fair Oaks Mansion Historic District.³⁶



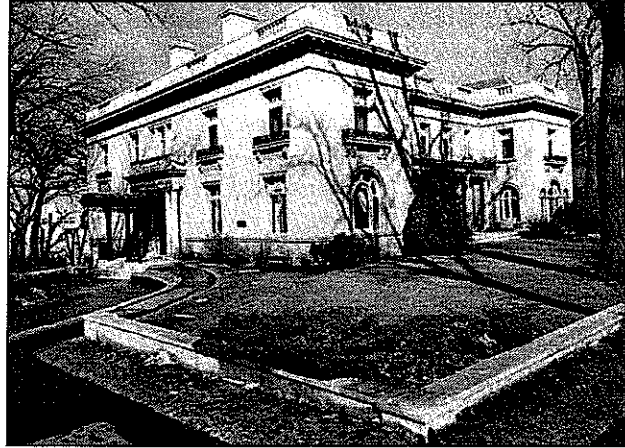
Four other grand houses are included in the Mansion Historic District. The Alfred Fiske Pillsbury House, built in 1903 at 116 East Twenty-second Street, was designed by Ernest Kennedy in the English Tudor Gothic style. The Georgian Revival style Caroline Crosby House was built in 1906 at 2105 First Avenue South and was designed by William Channing Whitney. It is just behind the Crosby house on Stevens Avenue. The Charles S. Pillsbury House at 100 East Twenty-

³⁵ Minneapolis Building Permit B55976, July 21, 1903; "Dwelling Destroyed," *Minneapolis Tribune*, January 14, 1904; "Never in Minneapolis Such Home Values" (advertisement), *Minneapolis Journal*, February 24, 1935 (Walston); Minneapolis Building Permit B105657, August 5, 1913 (Snyder); Minneapolis Building Permit B117570, August 18, 1915 (Bovey); Millett, *AIA Guide*, 214 (McDonald).

³⁶ Bronner, "Washburn-Fair Oaks," 60-61; Nelson, "Mansion Historic District," 2 (Crosby); Bronner, "Washburn-Fair Oaks," 57; Nelson, "Mansion Historic District," 1 (Farrington); Bronner, "Washburn-Fair Oaks," 72; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 85 (King); Bronner, "Washburn-Fair Oaks," 56; Millett, *AIA Guide*, 209; Nelson, "Mansion Historic District," 5. Apparently, no building permit exists for this building (Gale).

second Street was built in 1912 and designed in the English Gothic style by Hewitt and Brown.³⁷

Hewitt and Brown also designed another impressive residence in the vicinity for Mr. and Mrs. George Chase Christian. Built in 1919 at 2301-2303 Third Avenue South, the house is now the headquarters of the Hennepin History Museum. Mrs. Christian was a patron of the nearby Minneapolis Institute of Arts.³⁸



*Edward Gale House, 2115 Stevens, ca. 1965
(Minnesota Historical Society)*

Other houses that are more modest but still of interest were produced during these two decades. Examples include the brick Fred Dickoff House at 508 West Twenty-second Street, built in 1908; the W. H. Kleinsorg House at 2529 Garfield Avenue South, built in the same year from a design by plan book architect Glenn Saxton; the Craftsman-inspired Harry Myers House at 2513 Garfield Avenue, built in 1909 and designed by Purcell and Feick; and the Craftsman style house at 2811 First Avenue South, built in 1911 for Mrs. Mabel Ahle. Also in 1911, Levander and Ericson designed two houses for Israel Liberman—one at 511 West Twenty-fifth Street, which displays a Craftsman style, and the other at 515 West Twenty-fifth Street in the Classical Revival style.³⁹

Multiple Dwellings: 1900-1920

Although the single-family residence was the most popular, multifamily dwellings became more common after 1900. These included a wide range of configurations—from two units to large apartment blocks. Duplexes, which resembled single-family homes in external appearance, were constructed throughout middle-class and working-class neighborhoods in Minneapolis. Buildings with more units typically appeared along streetcar routes or in close proximity to them, but were scattered on other streets in Whittier as well.

Land investors often sought to maximize the value of their holdings by developing multifamily housing. Some communities attempted to prohibit such construction through zoning ordinances. The Minnesota Residence District Act of 1913 allowed the establishment of “residence districts” limited to one- and two-family homes. To create such a district required a petition by 50 percent of the property owners and approval by

³⁷ Bronner, “Washburn-Fair Oaks,” 62-63; Nelson, “Mansion Historic District,” 4-5 (Alfred Pillsbury); Bronner, “Washburn-Fair Oaks,” 67-68; Nelson, “Mansion Historic District,” 2 (Crosby); Bronner, “Washburn-Fair Oaks,” 65-66, 69-70; Nelson, “Mansion Historic District,” 3-4 (Charles Pillsbury).

³⁸ Bronner, “Washburn-Fair Oaks,” 33-34.

³⁹ Minneapolis Building Permit B78409, September 16, 1908 (Dickoff); Minneapolis Building Permit B76253, May 14, 1908 (Kleinsorg); Minneapolis Building Permit B82137, June 10, 1909 (Myers); Minneapolis Building Permit B93009, May 15, 1911 (Ahle); Minneapolis Building Permits B85652, March 9, 1911, and B85653, March 9, 1911 (Liberman).

the city council, but it did not require compensation to the owners for limitations on property use. Following a challenge to this ordinance, a similar act was passed in 1915 that required condemnation proceedings to establish a residence district. Twenty-eight such districts were created by power of eminent domain, including one in the Washburn-Fair Oaks area. In 1918, an investment company that owned property there challenged the 1915 act. Restricted residence zoning was ultimately upheld by the Minnesota Supreme Court in 1920.⁴⁰

The multiple dwellings built in Whittier during this period exhibit a wide variety of types:

Duplexes and Four-plexes

A pair of two-story duplexes with porches at each story was built in 1915 at 2509 and 2515 Clinton Avenue.⁴¹ Three duplexes at 2401 First Avenue South were built in 1916 for S. E. Olson. Designed by Clifford McElroy, they were erected by the Ganley Construction Company, which also built the duplexes at 2425-2431 Clinton Avenue South.⁴²



*Apartment Building, 2322 Garfield, 1966
(Norton and Peel, photographer; Minnesota
Historical Society)*

A number of four-unit buildings, many with gracious porches, appeared in Whittier during this period. J. E. Pilgrim built a two-story, four-unit brick apartment building at 2800 Pleasant Avenue in 1904. John Fagerstrom erected a two-story, four-unit apartment building with two porches and Tuscan columns at 2721 Stevens Avenue in 1905 and a similar building at 2501 Clinton Avenue the following year. The two-story, four-unit apartment building that Mrs. H. C. Lau and Mrs. Northfield erected at 2322 Garfield Avenue in 1912 was designed by plan-book architect Glenn Saxton. A two-story, four-unit apartment building was erected in 1915 by Mrs. Helen Asbury at 2440 Stevens Avenue. A three-story apartment building with four units was built in 1917 by Emma Lilienthal at 2612 Third Avenue South. The Moderne facade was added in 1935.⁴³

⁴⁰ Matthew B. Seltzer, "Zoning by Eminent Domain in Minneapolis, 1912-1925," presented at the Fifth National Conference on American Planning History, Chicago, November 19, 1993, 3-4.

⁴¹ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 83. The Hennepin County web site gives the building's date as 1909.

⁴² Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 83.

⁴³ Minneapolis Building Permit B604420, September 21, 1904 (2800 Pleasant); Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 96 (2721 Stevens) and 87 (2501 Clinton); Minneapolis Building Permit B96480, January 2, 1912 (2322 Garfield); Minneapolis Building Permit B117351, August 17, 1915 (2440 Stevens); Minneapolis Building Permit B126102, January 11, 1917, and B242110, September 6, 1935 (2612 Third).

Apartment Buildings

Edwin P. Overmire designed the Carlton, a three-story apartment building with three porches at 2820 First Avenue South, which was erected in 1901. The ten-unit Minerva, also three stories with three porches, was built in 1904 for Richard Evans at 2809 Stevens Avenue South, and was designed by W. S. Hunt.⁴⁴

The four-story, sixteen-unit apartment building at 2109 Blaisdell Avenue, built in 1901, was designed by architect Adam Lansing Dorr. The four-story Savannah Apartments at 2101 Blaisdell Avenue, built by Carl P. Waldron in 1907, contained eighteen units. Designed by Louis Lockwood, it has a pressed brick and cut-stone facade. The twenty-four-unit brick apartment building at 15 East Twenty-fifth Street, built by A. J. and F. A. Gahring in 1908, was designed by Ernest C. Haley and boasted modern amenities to attract renters. John V. Koecher designed the eleven-unit, two-story apartment building that Peter Sundquist erected at 2106 Garfield Avenue in 1917.⁴⁵

Commercial Development

Commercial development typically followed streetcar lines. Nodes at strategic intersections offered stores for groceries, hardware, and other household needs, as well as local services such as seamstresses and tailors. The intersection of Lyndale Avenue and Lake Street at the edge of the Whittier neighborhood was a prominent transfer point. In the five years after the streetcar lines were electrified in 1890, the total number of businesses at this corner increased from fifty-two to ninety-two. The streetcar line on Franklin Avenue at the north edge of Whittier drew businesses to that street.⁴⁶



The Harry Mathieson House at 2925 Lyndale, pictured here in around 1890, was displaced by the growing commercial activity in this area (Guy M. Baltuff, photographer; Minnesota Historical Society)

⁴⁴ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 71.

⁴⁵ Minneapolis Building Permit B48790, May 28, 1901 (2109 Blaisdell); Minneapolis Building Permit B71692, May 21, 1907, and "Among the Builders," *Minneapolis Tribune*, May 26, 1907 (2101 Blaisdell); Minneapolis Building Permit B77673, August 4, 1908, and "Real Estate Transaction 3—Among the Builders," *Minneapolis Tribune*, August 9, 1908 (15 East Twenty-fifth Street); Minneapolis Building Permit B129642, September 24, 1917 (2106 Garfield).

⁴⁶ Carole Zellie, "Context: Neighborhood Commercial Centers, 1885-1963," 1993, in Zahn, "Preservation Plan."

Neighborhood commercial buildings tended to follow a certain pattern, often rising two or three stories with shops on the ground story and flats above. Some structures were masonry; others were frame with false front parapets that concealed lower roofs. Plan books, such as those published by William Radford and the Harris Brothers Company, were a convenient source for designs.⁴⁷



*Crowell Block, Lake Street at Lyndale Avenue,
June 1974*

*(Charles W. Nelson, photographer; Minnesota
Historical Society)*

A number of interesting examples of commercial buildings from this period survive in Whittier. The Romanesque Revival style Crowell

Block at 614 West Lake Street claimed a prominent site at the intersection of Lyndale Avenue in 1888. Commissioned by Frank Crowell and designed by Joralemon and Ferrin, it featured storefronts at street level and apartments on the upper two stories. The building is locally designated by the Minneapolis Heritage Preservation Commission.⁴⁸

The three-story McCullough Hall was constructed at 109 East Twenty-sixth Street in 1887. Designed by McEachern and Tomlinson, the brick building had ground-story storefronts and apartments above.⁴⁹ The same arrangement was adopted for the three-story brick commercial building constructed by Andrew C. Haugen at 116-118 East Twenty-sixth Street, on the corner of Stevens Avenue. Dating from 1890, it was designed by W. H. Dennis.⁵⁰

A different type of commercial building was developed to meet the expanding needs for telephone service in the neighborhood. The Northwestern Telephone Exchange, built at 2601 Second Avenue South in 1906, was designed by William Dunnell in a modest Classical Revival style and was remodeled on the interior for the Christian Radio Mission in 1933.⁵¹ The Tri-State Telephone Exchange at 2550 Pillsbury Avenue, designed by the architecture firm of Long and Long, was built in 1901 and enlarged in 1906.⁵²

⁴⁷ Zellie, "Context: Neighborhood Commercial Centers, 1885-1963," in Zahn, "Preservation Plan."

⁴⁸ Minneapolis Building Permit B13939, March 9, 1888; "Buildings to Be Erected," *Minneapolis Tribune*, March 18, 1888.

⁴⁹ Minneapolis Building Permit B23694, June 16, 1887; "The Outlook," *Minneapolis Tribune*, September 11, 1898; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 92.

⁵⁰ Minneapolis Building Permit B23694, September 28, 1890; Granger, Kelly, and Murphy, "Final Report of the I-35 Standing Structures Survey," 38.

⁵¹ Minneapolis Building Permits B68240, July 21, 1906, and B235945, July 13, 1933.

⁵² Minneapolis Building Permits B48627, May 15, 1901, and B68383, August 1, 1906.

Public Buildings

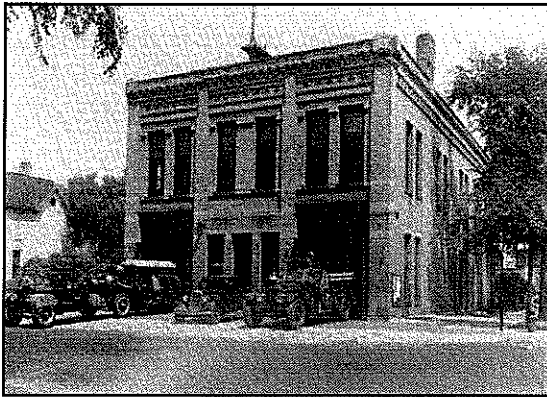
Unlike some areas of the city, Whittier has only two public buildings from this period—a school and a fire station:

Whittier School

The original neighborhood school, held in the parlor of the Blaisdell's house, moved to a one-room frame building, known as Blaisdell's School, on Third Avenue. When the city expanded its limits in 1883, Blaisdell's, Longfellow, and Irving Schools were in the area that was annexed and became part of the city's system. Blaisdell's was renamed in honor of John Greenleaf Whittier, the nineteenth-century American poet and abolitionist. A new brick building, designed in the Romanesque Revival style by architect W. S. Pardee, was constructed in 1883 on Blaisdell Avenue, south of Twenty-sixth Street. As the school population grew, the building was expanded in 1888, 1903, 1910, and 1923. Although no longer in use as a public school and converted to condominium apartments, the original Whittier School is one of the oldest surviving school buildings in Minneapolis.⁵³

Fire Station No. 8

As the neighborhood was built up, it required additional city services, such as police and fire protection. Fire Station No. 8 is located at 2749 Blaisdell Avenue, near the south end of the neighborhood. The original brick structure, built in the 1890s, had two service bays marked by pilasters and brick lintels and cornices. The facade was simplified and a third service bay created in about 1940.⁵⁴



Fire Station No. 8, 1936
(A. F. Raymond, photographer; Minnesota
Historical Society)



Fire Station No. 8, 2009
(Marjorie Pearson, photographer)

⁵³ Zellie, "Minneapolis Public Schools Historic Context Study," 3, 7, 10-12.

⁵⁴ The Hennepin County property database gives the building a construction date of 1940.

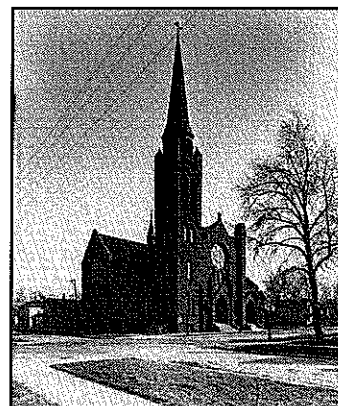
Institutional Buildings

As with other Minneapolis neighborhoods, Whittier saw the construction of churches and related institutional buildings as residential development occurred. These buildings do much to establish the character of the neighborhood.

Churches

Except for Saint Stephen's Church, many of the earlier churches were in the southern part of the neighborhood, suggesting that residents who lived further north continued to worship at churches that were in and around downtown Minneapolis. The first church was constructed in the neighborhood in 1883 for Simpson Methodist Church, under the sponsorship of the Church Extension Society. The small wood structure at Twenty-eighth Street and Nicollet Avenue was described by a contemporary newspaper as "a neat little church in the midst of a section of the city which has had a wonderful growth within a year or two." The congregation erected a new building in 1886 at 2740 First Avenue South, which was redesigned in 1907 by Harry Wild Jones with an auditorium seating 600 people. The new Gothic exterior was finished in stucco cement with a "granolite" base. The church was enlarged in 1924.⁵⁵

Saint Stephen's Catholic Church was first organized in 1885 at a house on Clinton Avenue, near East Twenty-second Street. The cornerstone of its edifice at 2201-2209 Clinton Avenue South was laid on August 18, 1889, with Archbishop John Ireland presiding. Designed by architect Frederick Corser in a Gothic Revival style, it is faced in Bayfield brownstone and has an impressive spired tower.⁵⁶ In 1914-1915, the parish built Saint Stephen's School at 2123 Clinton Avenue, on the corner opposite from the church. The Collegiate Gothic style building was designed by E. J. Donahue of Saint Paul.⁵⁷ The parish's third building was Saint Ann's Residence at 2118 Clinton Avenue South, built in 1923 to serve as a convent. Designed by O'Meara, Hills and Krajenski of Saint Paul, the Spanish Revival style building is faced with multi-



*Saint Stephen's Church, 1913
(Charles J. Hibbard,
photographer; Minnesota
Historical Society)*

⁵⁵ "Simpson Church," *Minneapolis Tribune*, January 28, 1883; Minneapolis Building Permits B7476, June 16, 1886, B70808, April 9, 1907, and B178277, April 22, 1924; "Notable Day in the History of the Simpson M. E. Church," *Minneapolis Tribune*, November 17, 1907; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 92.

⁵⁶ Kathy Stoner, "St. Stephen's Church Celebrates First 100 Years as Whittier Fellowship," *Whittier Globe*, [April 1985?], undated clipping in Minneapolis Collection, Hennepin County Central Library; "St. Stephen's Parish to Celebrate Half Century Next Sunday; Archbishop Murray to Preach," *Minneapolis Tribune*, October 20, 1935; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 60; Bronner, "Washburn-Fair Oaks," 25.

⁵⁷ "Ground Will be Broken for Parochial School," *Minneapolis Tribune*, June 21, 1914; "Parishioners Plan Kermess in New St. Stephen's School," *Minneapolis Tribune*, October 3, 1915; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 58-59, 82; Bronner, "Washburn-Fair Oaks," 20.

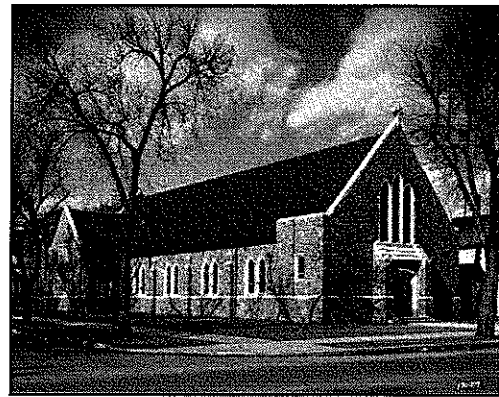


*Calvary Baptist Church, 1953
(Norton and Peel, photographer;
Minnesota Historical Society)*

colored brick and has a tile roof. It later became the Clinton Club, a rooming house for young working women.⁵⁸

Calvary Baptist Church at 2608 Blaisdell Avenue South was built in 1889 and designed by Warren Hayes in a brick Romanesque Revival style with Gothic details. Like Saint Stephen's, it has an impressive corner tower with a spire. Harry Wild Jones designed a new sanctuary for the church in 1902 and a parish house in 1928. The church is locally designated by the Minneapolis Heritage Preservation Commission.⁵⁹

Bethlehem Presbyterian Church was organized 1884 as a mission chapel of Westminster Presbyterian Church. The original frame building at 2549 Pleasant Avenue was replaced by a stone chapel in 1903 and a stone sanctuary in 1908-1909. A large wing with an auditorium, gymnasium, Sunday school rooms and other facilities was added in 1924 and named in honor of the Reverend Stanley Burroughs Roberts, who had been the minister from 1899 to 1923. The sanctuary was badly damaged by a fire in 1945, although the 1924 addition survived and was refurbished. The church was rebuilt in 1947 in a very restrained Gothic Revival style; the plans were drafted by McEnary and Krafft.⁶⁰



*Bethlehem Presbyterian Church,
2549 Pleasant, 1947
(Norton and Peel, photographer;
Minnesota Historical Society)*

The first building for the congregation of Salem Evangelical [English] Lutheran Church was erected in 1888 at 610 West Twenty-eighth Street. That structure was moved before the cornerstone was laid on the same site for the current structure on July 3, 1904. Designed by Adam Lansing Dorr in a Gothic Revival style and faced in blue limestone, the new building was completed the following year.⁶¹

⁵⁸ Minneapolis Building Permit B167830, April 16, 1923; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 86; Bronner, "Washburn-Fair Oaks," 38-39.

⁵⁹ Millett, *AIA Guide*, 211; http://www.ci.minneapolis.mn.us/hpc/landmarks/Blaisdell_Ave_S_2608_Calvary_Baptist_Church.asp.

⁶⁰ "Historic Churches of the Lake Area," *Lake Area News*, June 1990; "New Bethlehem Sanctuary to be Dedicated," *Minneapolis Star*, October 11, 1947.

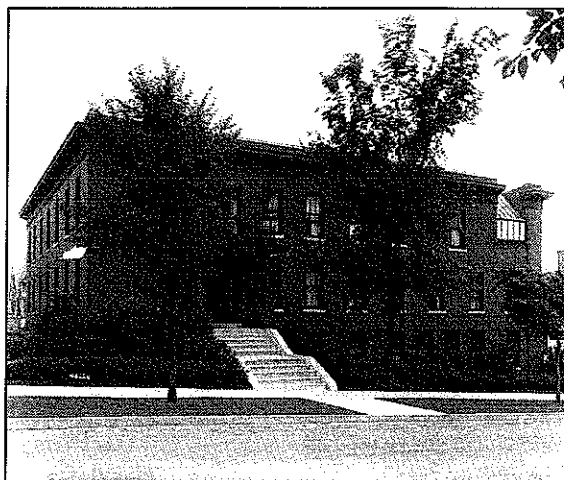
⁶¹ Minneapolis Building Permit B59243, June 15, 1904; "Lay Church Cornerstone," *Minneapolis Tribune*, July 3, 1904; "Will Dedicate Salem Church," *Minneapolis Tribune*, March 10, 1905.

The First Church of Christ, Scientist commissioned Chicago architect Solon S. Beman to design the impressive Neo-Classical structure with a columned entrance portico at 4-10 East Twenty-fourth Street, just east of Nicollet Avenue. Built between 1912 and 1914, the structure is now the home of the First Seventh Day Adventist Church. That congregation had previously occupied a simple stucco-faced Gothic Revival style church at 2700 Stevens Avenue South, which was built in 1916 and designed by Dennis and Moe.⁶²

Hospitals

The Whittier area attracted two hospitals. The first, the Homeopathic Hospital, no longer survives. Built in 1884 on a two-acre site on Fourth Avenue South between East Twenty-fourth and East Twenty-fifth Streets, its location on the street railway line made it accessible from downtown and other parts of the city. After a major fire in 1890, the hospital was rebuilt and a training program for nurses was added. Financial difficulties, however, caused the hospital to close in 1895 and go into foreclosure in 1897. The site is now Clinton Field Park.⁶³

The Hillcrest Surgical Hospital was founded in 1909 as a private institution by four doctors: Archa E. Wilcox, C. G. Weston, Frank C. Todd, and J. Warren Little. The thirty-six bed hospital was located at 501 West Franklin Avenue “in the heart of one of the leading residence districts,” according to the *Minneapolis Journal*. Designed by the firm of Down and Eads, the hospital “was built after ideas [were] obtained by the physicians on visits to many other institutions in this country and abroad. It has sun rooms and sun porches for the convalescent patients,



*Hillcrest Hospital, 501 Franklin, 1914-1921
(Charles J. Hibbard, photographer;
Minnesota Historical Society)
501 Franklin, 2009
(Penny Petersen, photographer)*



⁶² Minneapolis Building Permits B101733, November 22, 1912, and B113004, November 30, 1914; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 60; Bronner, “Washburn-Fair Oaks,” 84-85; Minneapolis Building Permit B123165, July 18, 1916; “Homes Being Built even though other Activities Lessen,” *Minneapolis Tribune*, July 23, 1916.

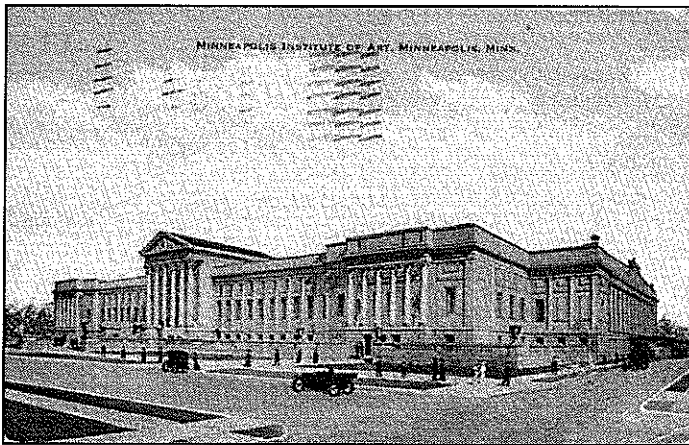
⁶³ “Homeopathic Hospital,” *Minneapolis Tribune*, February 24, 1884; “Homeopathic Hospital Benefit,” *Minneapolis Tribune*, May 8, 1888; “A Fund for Debt,” *Minneapolis Tribune*, February 23, 1889; “Its Doors Closed,” *Minneapolis Tribune*, August 28, 1895; “It Was the Last,” *Minneapolis Tribune*, May 12, 1897.

and the equipment is the latest and most approved.” The facility was enlarged in 1916. One of the city’s smaller hospitals, it dates from a period when surgery was expanding as a medical profession. The building was later converted to apartments.⁶⁴

Minneapolis Institute of Arts and School of Art

The Minneapolis Society of Fine Arts, organized in 1883, established the Minneapolis School of Fine Arts in 1886. The school held classes in a rented house for several years, then moved into the new public library building at Hennepin Avenue and Tenth Street when it opened in 1889. Although the society occasionally held temporary art exhibits, it was not until the early twentieth century that the board resolved to create a permanent collection and build an art museum. Adopting the model of other large art museums in the country, the society “strongly support[ed] municipal ownership of the new museum site so that it could be administered and maintained as a public park.” In 1911, in a prearranged transaction, the city accepted the donation of the site of Villa Rosa from Clinton Morrison, the son of Dorilus, who had died the previous year. The city then granted the society the right to erect an art museum on the land.⁶⁵

In December 1911, the board retained the New York architectural firm McKim, Mead and White to design the large Neo-Classical complex that fronts on East Twenty-fourth Street. The cornerstone was laid in 1913, and the first section of the building opened in 1915. The original marble and granite facade, with its colonnaded portico approached by a monumental staircase, is flanked by simpler gallery wings. A central wing to the south



*Postcard of Minneapolis Institute of Arts, ca. 1915
(Minnesota Historical Society)*

that contains an auditorium was added in 1926. The original building housed the school—by this time rechristened the Minneapolis School of Art—until 1916, when the Julia Morrison Memorial Building was erected to the south. Named in honor of Clinton Morrison’s wife, the building was designed by Hewitt and Brown.

Expansions to the arts campus in 1974-1975 and 2006 will be discussed later in this report.⁶⁶

⁶⁴ Minneapolis Building Permit B83047, July 28, 1909; “How Minneapolis Cares for the Sick of the Northwest,” *Minneapolis Journal*, February 4, 1912.

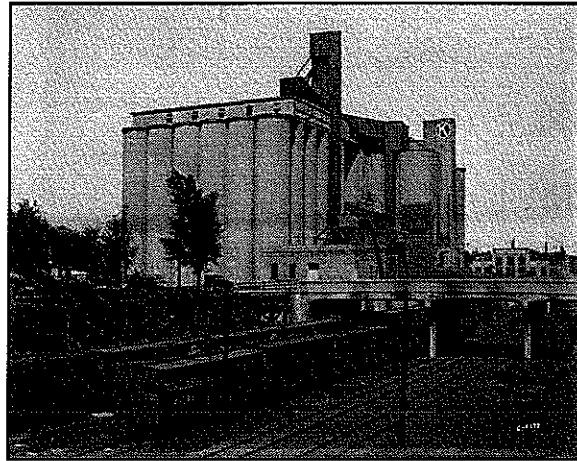
⁶⁵ Jeffrey A. Hess, *Their Splendid Legacy: The First One-hundred Years of the Minneapolis Society of Fine Arts* (Minneapolis: Minneapolis Society of Fine Arts, 1985), 11, 13, 19-20, 28.

⁶⁶ *Ibid.*, 29; “Villa Rosa’ the House that Stood on Morrison Site Till a Year Ago,” *Minneapolis Tribune*, January 11, 1911; “City Takes Big Step Toward Artistic Goal,” *Minneapolis Tribune*, July 31, 1913; “Opening of New Year Marks New Era in Local Art World,” *Minneapolis Tribune*, January 3, 1915; “Home of Art School Will Be Ready Soon,” *Minneapolis Tribune*, August 27, 1916; “More than Thousand at Formal Opening of New Art School,” *Minneapolis Tribune*, November 26, 1916; Millett, *AIA Guide*, 207; Bronner, “Washburn-Fair Oaks,” 107.

Industrial Structures

With the creation of the grade separation trench for the railroad tracks, a number of structures were constructed immediately adjacent to the trench. The Sheffield Elevator Company that once stood at 2831 Garfield Avenue South does not survive. Two buildings from this era were mentioned in the National Register nomination for the Chicago, Milwaukee and Saint Paul Grade Separation Historic District, but neither contribute to the district because they were built after the district's period of significance (1912-1916) or lack physical integrity:

- Western Alloyed Steel Casting Company Building, 2848 Pleasant Avenue South (1916; lacks integrity)
- Eighth Ward Warehouse Building, 2900 Pleasant Avenue South (1919/1927; not within period of significance)⁶⁷



*Sheffield Elevator Company,
2831 Garfield, ca. 1925
(Charles P. Gibson, photographer; Minnesota
Historical Society)*

⁶⁷ Andrea Vermeer and William Stark, "Chicago, Milwaukee and Saint Paul Railroad Grade Separation," National Register of Historic Places Nomination, December 2004, prepared by the 106 Group Ltd., 7:3.

Designated Properties Associated with the Context

“Urbanization: 1880 to 1920”

National Register of Historic Places

Chicago, Milwaukee and Saint Paul Railroad Grade Separation Historic District

Location: Parallel to Twenty-ninth Street between Humboldt Avenue South and Twentieth Avenue South.

Designated: 2005

The district, consisting of the depressed railroad corridor and the street-level bridges crossing it, passes through the Whittier neighborhood. This is now the Midtown Greenway. These contributing bridges are in Whittier:

- Nicollet Avenue Bridge/Bridge No. 90490 (1914)
- Pillsbury Avenue Bridge/Bridge No. L8909 (1914)
- Pleasant Avenue Bridge/Bridge No. L8908 (1913)
- Grand Avenue Bridge/Bridge No. L8907 (1914)
- Harriet Avenue Bridge/Bridge No. L8906 (1914)

Washburn-Fair Oaks Mansion Historic District

Location: The north side of East Twenty-second Street between First Avenue South and Second Avenue South. It is contained within the larger locally designated Washburn-Fair Oaks Historic District.

Designated: 1976.

The district comprises seven residences dating from the late nineteenth and early twentieth centuries:

- Luther Farrington House, 2100 Stevens Avenue South
- John Crosby House, 2104 Stevens Avenue South
- Edward G. Gale House, 2115 Stevens Avenue South
- Caroline Crosby House, 2105 First Avenue South
- Eugene A. Merrill House, 2116 Second Avenue South
- Charles S. Pillsbury House, 100 East Twenty-second Street
- Alfred F. Pillsbury House, 116 East Twenty-Second Street

Determined Eligible for the National Register by the State Historic Preservation Office and Federal Agencies⁶⁸

Carr Apartments

Location: 200-204 and 206-210 East Twenty-sixth Street

⁶⁸ A number of properties have been determined eligible for the National Register by federal agencies and the Minnesota State Historic Preservation Office (SHPO), often as a result of an evaluation related to compliance with Section 106 of the National Historic Preservation Act of 1966. These agencies treat properties that are determined eligible as if they had actually been listed, even though the properties are not formally nominated to the National Register or officially listed.

Church of Christ, Scientist

Location: 4-10 East Twenty-fourth Street

F. W. Johnson Triple House

Location: 2319 First Avenue South and 106-108 East Twenty-fourth Street

Eugene A. Merrill House

Location: 2116 Second Avenue South

Minneapolis Institute of Art

Location: 2400 Third Avenue South

Row House

Location: 2425-2431 Clinton Avenue South

Row House

100-110 East Twenty-fifth Street

Minneapolis Landmarks and Historic Districts (Minneapolis Heritage Preservation Commission)

Calvary Baptist Church

Location: 2608 Blaisdell Avenue South

Designated: 1995

Crowell Block

Location: 614 West Lake Street/2957 Lyndale Avenue South

Designated: 1985

Washburn-Fair Oaks Historic District

Location: Bounded by Franklin Avenue, Fourth Avenue South, East Twenty-sixth Street, and First Avenue South.

Designated: 1976

The majority of the buildings within the boundaries of the historic district fall within this time period and are judged to be contributing to the district.

III. GROWTH AND RENEWAL: 1920 TO 1960

Whittier had assumed much of its physical character during the previous era, but development continued to occur during this forty-year period spurred by major economic surges in the aftermath of the two world wars. Some earlier buildings were replaced, while other construction was on vacant land. Most of the activity was residential, producing multiple-unit dwellings rather than single-family houses. Earlier church buildings were expanded, as was the Whittier School. Pockets of industry mushroomed along the railroad grade separation trench, and commercial growth continued along the major streetcar routes (converted to bus routes by the 1950s) of Franklin, Lake, Nicollet, and Lyndale. On these streets, earlier residences were increasingly displaced by commercial buildings.

Infrastructure

The rise of the automobile as a means of transport had a major impact throughout the city, completely replacing horse-drawn vehicles. This spurred the effort to pave city streets and install sidewalks, curbs, and gutters.⁶⁹

Streets were finally lit with electricity after the city's contract with the Patterson Lighting Company for gas street lamps expired in 1923. Residential areas were also improved by a program of the Minneapolis Board of Park Commissioners to plant trees along streets and boulevards. Charles M. Loring, the first president of the Board of Park Commissioners, is credited with implementing a tree-planting program that made Minneapolis "one of the most uniformly tree-adorned cities of the country." The board was authorized to plant trees along the streets or issue permits for tree planting and to assess adjacent property owners for the cost.⁷⁰

The streetcar system remained a major presence in the Whittier neighborhood, but its dominance waned as automobiles became more affordable and commonplace. The Depression of the 1930s further reduced transit ridership. The Twin City Rapid Transit Company (TCRTC) created competition for its own streetcars by expanding a motor bus system that had been launched in some areas without streetcar lines in 1918. The first independent bus route was established in 1921. Streetcar tracks and the poles to carry power wires overhead were obstacles to the bustling automobile traffic. In 1937, TCRTC announced that it would substitute buses on streetcar routes that had damaged tracks rather than repair the tracks. Internal conflict further weakened the transit company, resulting in a takeover by New York financier Charles Green in 1949. A subsequent lack of investment in the system brought an end to the streetcar system in 1954. Motor buses completely replaced streetcars, the cars were sold or destroyed, and the tracks were ripped up.⁷¹

⁶⁹ Schmid, *Social Saga*, 9-12, 28.

⁷⁰ [?] Lindgren, "Early History of Gas Street and Building Lighting," typescript, compiled by Mrs. Lester J. Eck, Minneapolis, 1956, in Minneapolis Collection, Hennepin County Central Library; Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 39, 207.

⁷¹ "Subcontext: Street Railways," 9-10, in Zahn, "Preservation Plan."

The automobile began directly influencing the city's physical form as plans for high speed, limited-access highways were drafted. What would later become Interstate 35W was first depicted on a map in 1949, aligned along Lyndale Avenue South. By 1956, a highway corridor was proposed between Stevens and Second Avenues. Because this alignment would have cut off part of the Minneapolis Institute of Arts and complicated traffic downtown near the Minneapolis Auditorium, the section between Twenty-eighth Street and downtown was shifted a few blocks to the east. A year later, the city began to condemn and buy properties.⁷²

Parks and Recreation

Unlike many other Minneapolis neighborhoods, Whittier lacked parks and recreation fields. William Washburn had sold his property, Fair Oaks, to the Minneapolis Board of Park Commissioners in 1911, with the provision that he and his wife be allowed to stay in their large and resplendent house until they died. Washburn passed away shortly thereafter, and his widow followed suit in 1915. The stables and other outbuildings were soon demolished, but the house remained standing while the park commissioners debated the property's ultimate function. When local children began to use the grounds as an informal playfield, owners of the substantial houses recently constructed in the area were displeased, believing that recreational activities were detrimental to their property values. Finally in 1924, the badly deteriorated Washburn house was demolished and the site became Washburn-Fair Oaks Park. The park system's superintendent, Theodore Wirth, produced plans for the park as a grand plaza entrance for the Minneapolis Institute of Arts, but these plans were never executed.⁷³

In 1926, the park commissioners purchased the site between Clinton and Fourth Avenues and Twenty-fourth and Twenty-fifth Streets that was previously occupied by the Homeopathic Hospital. Developed into playing fields and playgrounds, Clinton Field Park was officially christened on April 6, 1927. Work was done on the playing field in 1955, and the playground was redone in 2000.⁷⁴

Planning and Zoning

The City of Minneapolis had established a zoning ordinance in 1915 that was based on eminent domain. When the city created a planning commission in 1919, the status of the zoning ordinance was under challenge. In 1921, the Minnesota legislature passed an enabling act that allowed municipalities to establish zoning ordinances under police power rather than eminent domain. Minneapolis adopted its first comprehensive zoning ordinance in 1924, which largely codified existing uses. It provided for residence districts for one- and two-family homes, multiple-dwelling districts, commercial districts that largely followed the streetcar lines, light-industrial districts (in Whittier, generally paralleling Franklin Avenue and Lake Street), and heavy-industrial districts, primarily around railroad lines and yards. In south Minneapolis, the multiple-dwelling district was

⁷² Steve Brandt, "35W at Age 25: Life near the Fast Lane," *Minneapolis Star Tribune*, May 31, 1992.

⁷³ Bronner, "Washburn-Fair Oaks," 45-46; David C. Smith, "Parks, Lakes, Trails and So Much More," 2008, 263-265, prepared for the Minneapolis Park and Recreation Board, available at www.minneapolisparcs.org.

⁷⁴ Smith, "Parks, Lakes, Trails," 35.

generally applied to areas where flats and apartment buildings had already been built, or where it seemed such a use would be appropriate. Property owners in the Washburn-Fairs Oaks area, who had strenuously resisted apartment buildings ten years earlier, now found themselves within a multiple-dwelling district, as was the larger Whittier neighborhood. The land-use designations specified in the ordinance were a major factor in influencing future development.⁷⁵

Residential Development

As a result of the zoning changes and the proximity of the Whittier area to downtown, new residential development during this period was largely multiple dwellings. The Stevens Square area immediately to the north of Franklin Avenue was being developed with apartment buildings by the early twentieth century, and this trend advanced southward. In Whittier, some of the multifamily buildings replaced earlier houses and others appeared on vacant land. Many featured a central court or an entrance court. Most rose three or four stories in height, were faced in brick, and were trimmed with contrasting stone or terra-cotta detail displaying classical or Renaissance forms. Medieval, Tudor, and Spanish details were also popular.

One of the largest developments of the period, the ninety-eight-unit Windsor Apartments, was built in 1922-1923 at 2001-2011 Third Avenue, a site previously occupied by the Judge Edwin S. Jones House. When interviewed about the project, developer Walter M. Walting, president of the Ambassador Holding Company, was sensitive to the negative sentiment that some in the neighborhood felt towards multifamily housing: "An object of our company is to raise the standard of quality of apartment houses. Our motto is to make the apartment house an asset to the city instead of a detriment." He asserted that the Windsor "will be complete in every respect from perfectly landscaped grounds to the smallest construction detail of apartment construction." Designed by architect Louis Bersback, the reinforced-concrete apartment building was faced with tapestry brick and trimmed with Bedford stone, and featured a central court.⁷⁶

Smaller apartment buildings were more the norm. In 1921, for example, Garfield Holding developed the three-story Garfield Court, which has a central projecting bay. Located at 2101 Garfield Avenue, the thirty-three-unit brick building was designed by architect A.

⁷⁵ Daniel Hintzen, "After 39 Years, Zoning in Minneapolis: A Brief History of the Creation of Minneapolis' 1963 Zoning Ordinance," 1980, typescript, prepared for Lawrence Irvin, Director of Planning Emeritus, Minneapolis Department of City Planning, 2-3; Seltzer, "Zoning by Eminent Domain in Minneapolis," 8. Text from the zoning ordinance and the zoning map are in Minnesota Works Progress Administration, *1940 Atlas of the City of Minneapolis, Minnesota* (Minneapolis: City of Minneapolis, 1941).

⁷⁶ Minneapolis Building Permit B165156, November 22, 1922; "Land Sold for \$400 in '68 to Be Site of \$1,000,000 Building," *Minneapolis Journal*, September, 1922; "New Apartment Building Will Cost \$750,000," *Minneapolis Tribune*, September 24, 1922; "Apartment to \$750,000 Going Up Here," n.p., September 1922, and "Informal Dance in Lobby Opens New Windsor Apartment Building," n.p., August 19, 1923, both unidentified newspaper clippings in Minneapolis Collection, Hennepin County Central Library; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 62. Larry Millett states there are 109 units in the building (*ALA Guide*, 203). There is a discrepancy in the spelling of the architect's name, which appears as "Bersback" and "Bershack." Northwest Architectural Archives uses Bersback.

Rose.⁷⁷ In the following year, Rose designed the three-story, thirty-seven-unit Marcelle Arms at 2400 Harriet Avenue for M. A. Floyd. Apartments in the brick structure were arrayed around a central court.⁷⁸

Harold N. Falk developed the three-story, twenty-six-unit apartment building at 2216 Garfield Avenue in 1923. Designed by architect M. C. Sundin, the fireproof terra-cotta tile structure is faced with brick and trimmed with stone.⁷⁹ Two years later, Maurice Mandel erected two two-story apartment buildings, one at 2621 Pleasant Avenue and the other at 2647 Garfield Avenue. Both are faced with brick and are similar in appearance. The Garfield building has the letters “MM,” probably the initials of the owner, above the entrance. The permit for the Garfield building has the name of an architect, S. J. Bowler; an architect is not noted on the other permit.⁸⁰ Bowler also designed the three-story brick apartment building at 2100 Nicollet Avenue. Built in 1928, it was commissioned by C. E. Betcher.⁸¹

Percy Crosier, an architect known for his apartment building designs, was active in the Whittier area. In 1930, he designed a two-story brick building with thirteen apartments at 2701 Grand Avenue for S. W. Goldberg.⁸² A later example of Crosier’s work is the Kahn Pleasant Avenue Apartments at 2100 Pleasant Avenue. Three stories high with seventeen apartments, it dates from 1949.⁸³

Crosier’s most distinguished apartment design in the neighborhood is the Fair Oaks Apartments complex, built in 1939-1940 on the site of Clinton Morrison’s estate, east of the Minneapolis Institute of Arts. The project needed a variance from the Minneapolis Planning Commission to allow the buildings to be approximately four feet from the property line instead of the usual ten-foot setback. Six three-story buildings ringed a large inner court that brought fresh air and light into the units. When it opened in 1940, the complex provided “finer living for 224 families,” a newspaper reported. Units contained “3-1/2, 4, and 4-1/2 rooms, not counting the bathrooms and foyers. Each apartment has two entrances and the modern design allows self-expression in interior decoration.” There were plenty of closets, well-equipped kitchens, laundries for the use of all residents, and underground parking, providing “homes at average rentals with every comfort and convenience.”⁸⁴

⁷⁷ Minneapolis Building Permits B151448, July 19, 1921, and B151497, July 21, 1921.

⁷⁸ Minneapolis Building Permit B156990, April 4, 1922.

⁷⁹ Minneapolis Building Permit B168126, May 1, 1923.

⁸⁰ Minneapolis Building Permits B1185128, January 5, 1925, and B193660, November 10, 1925.

⁸¹ Minneapolis Building Permit B210645, May 21, 1928.

⁸² Minneapolis Building Permit B221175, April 19, 1930.

⁸³ Minneapolis Building Permit B306852, July 25, 1949.

⁸⁴ “Apartment Costing \$900,000 Planned,” *Minneapolis Tribune*, February 4, 1939; “Fair Oaks Is Newest Idea in Apartments,” *Minneapolis Tribune*, October 1, 1940; “224 Families Offered Suites in Fair Oaks,” n.p., April 15, 1940, unidentified newspaper clipping in Minneapolis Collection, Hennepin County Central Library; Bill Beyer, “An Apartment Idyll: Five Decades of Light and Air at Fair Oaks,” *Architecture Minnesota*, May-June 1987.

The Marie Antoinette Apartments at 26-30 West Twenty-second Street were also built in 1939. The four-story building with thirty apartments was designed with a Moderne facade, possibly by Carleton W. Farnham.⁸⁵ Stanley Hall Court at 2108-2124 Pleasant Avenue/304-308 West Twenty-second Street dates from the same year. The three-story brick building with forty-two apartments was designed by Haxby and Bisell.⁸⁶

Apartment building construction halted during World War II but began again in the 1950s, often producing larger buildings. The six-story Rose Manor Apartments at 22 East Twenty-second Street was built in 1950 and designed by M. U. Bergstedt.⁸⁷ The Nisshelle Apartments, now known as the Bauhaus Flats, also dates from 1950. Located at 2201 Third Avenue South, the four-story brick-faced building was designed by J. E. Engler.⁸⁸

Many other less distinguished apartment buildings were erected throughout the neighborhood in the 1950s and 1960s, replacing earlier houses. Ranging in height from two to four stories—with the “two-and-one-half-story walk-up” being a common type—these buildings often followed the same setbacks as the houses they replaced, but lacked architectural detail or other distinguishing features. This trend continued into the 1970s, interrupting blocks previously occupied by single-family houses.

Commercial Development

The intersections of streetcar lines continued to serve as nodes for local businesses during this period. Lyndale was further developed as an important north-south commercial street throughout much of the neighborhood.⁸⁹

Commercial blocks constructed in the 1920s followed the pattern of earlier buildings, often being two or three stories high with shops at the ground floor and offices or apartments above. Plan books still served as the basis for many of these designs. “Artistic-front” stores were popular in the 1920s and 1930s, with a period architectural style such as Spanish or Tudor or the more up-to-date Art Deco or Moderne used to articulate a group of stores.⁹⁰ The building at the northeast corner of Nicollet and Twenty-fifth Street, erected in 1926, is a well-preserved example of the commercial-residential combination.



2443 Nicollet, ca. 1927
(Charles P. Gibson, photographer,
Minnesota Historical Society)

⁸⁶ Minneapolis Building Permit B256574, March 23, 1939.

⁸⁷ Minneapolis Building Permit B315278, August 11, 1950.

⁸⁸ Minneapolis Building Permit B316599, October 21, 1950.

⁸⁹ “Street Railways,” 28, in Zahn, “Preservation Plan.”

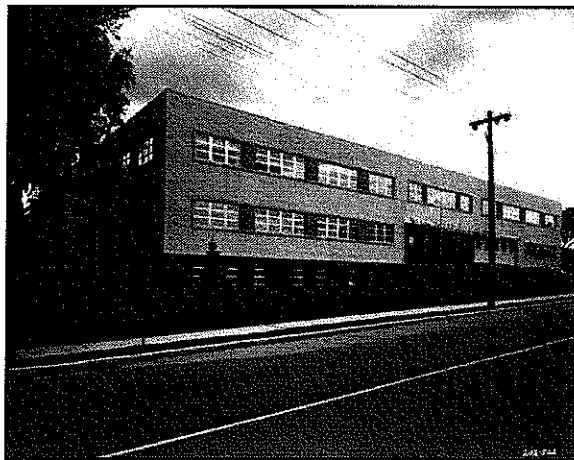
⁹⁰ Zellie, “Neighborhood Commercial Centers,” in Zahn, “Preservation Plan.”

In addition, several more specialized buildings were constructed for commercial or industrial use. In 1922, the old Blaisdell mansion was torn down. In its place, the Hardware Mutual Fire Insurance Company built a three-story brick and concrete office building at 2344 Nicollet Avenue. Designed by Magney and Tusler, the building now houses the City of Lakes Waldorf School.⁹¹



*2344 Nicollet, ca. 1927
(Charles P. Gibson, photographer;
Minnesota Historical Society)*

In 1929, architect Louis Bersback, better known for his apartment buildings, designed a Moorish Revival style building at 2611 First Avenue South for the Despatch Laundry. The commercial laundry facilities were at the rear, while the Moorish Revival storefront served as a form of advertising. The building is locally designated by the Minneapolis Heritage Preservation Commission.⁹²



*Minneapolis and Saint Louis Railway Company
Main Office, 111 East Franklin, 1951
(Norton and Peel, photographer;
Minnesota Historical Society)*

A few structures date from around the time of World War II. Western Alloyed Steel Casting built a one-story office building and garage at 2901 Pleasant Avenue South in 1940-1941.⁹³ In 1945, the Leck Construction Company, which was active in the neighborhood, built a brick office building at 2838 Stevens Avenue. It was designed by Lang and Raugland.⁹⁴

As the country returned to peace and prosperity, the Minneapolis and Saint Louis Railway erected a commercial building at 111 East Franklin in 1950. The ambitious structure, designed by Clyde W. Smith, cost about one million dollars. It has been converted into apartments.⁹⁵

⁹¹ "Office Building to Replace Old Blaisdell Block," *Minneapolis Tribune*, May 26, 1922; Minneapolis Building Permit B163021, September 7, 1922; Millett, *AIA Guide*, 231.

⁹² Millett, *AIA Guide*, 211; http://www.ci.minneapolis.mn.us/hpc/landmarks/1st_Ave_S_2611_Despatch_Laundry_Building.asp.

⁹³ Minneapolis Building Permit A24450, December 31, 1940.

⁹⁴ Minneapolis Building Permit A26130, June 28, 1945.

⁹⁵ Minneapolis Building Permit B311140, April 3, 1950.

Churches and other Institutions

Although Bethlehem Presbyterian Church was rebuilt in 1947 after the original sanctuary was destroyed by a fire in 1945, as mentioned above, the only new church to locate in the neighborhood during this period was First Christian Church. Built in 1954 at 2201 First Avenue South, the long vacant site of the Johnson-Pillsbury House, the church was designed by Thorshov and Cerny. The design recalls that of Eliel Saarinen's influential Christ Church Lutheran, built in 1948-1949 at 3244 Thirty-fourth Avenue South, to the southeast of Whittier. Besides the local Saarinen example, the congregation may also have been inspired by Saarinen's design for the First Christian Church in Columbus, Indiana. A school and nursing home were added to the First Avenue complex in 1964 by Cerny Associates, successor to the original architectural firm.⁹⁶

The Humboldt Institute built a three-story vocational school at 2201 Blaisdell Avenue in 1958-1959. Designed by Carter and Sundt, the building now is owned by the Urban League, although the Humboldt Institute still holds classes there.⁹⁷

⁹⁶ Minneapolis Building Permits B340132, April 27, 1954, and B388057, June 17, 1964; Millett, *AIA Guide*, 209.

⁹⁷ Minneapolis Building Permit B36544, November 21, 1958.

Designated Properties Associated with the Context

“Growth and Renewal: 1920 to 1960”

National Register of Historic Places

No buildings related to this context have been designated.

Determined Eligible for the National Register by the State Historic Preservation Office and Federal Agencies⁹⁸

Despatch Laundry Building

Location: 2611 First Avenue South

Fair Oaks Apartments

Location: the block bounded by East Twenty-fourth and East Twenty-fifth Streets and Third and Clinton Avenues South.

Minneapolis Landmarks and Historic Districts (Minneapolis Heritage Preservation Commission)

Despatch Laundry Building

Location: 2611 First Avenue South

Designated: 1984

Washburn-Fair Oaks Historic District

Location: Bounded by Franklin Avenue, Fourth Avenue South, East Twenty-sixth Street, and First Avenue South.

Designated: 1976

Washburn-Fair Oaks Park and some of the buildings within the boundaries of the historic district fall within this time period.

⁹⁸ A number of properties have been determined eligible for the National Register by federal agencies and the Minnesota State Historic Preservation Office (SHPO), often as a result of an evaluation related to compliance with Section 106 of the National Historic Preservation Act of 1966. These agencies treat properties that are determined eligible as if they had actually been listed, even though the properties are not formally nominated to the National Register or officially listed.

IV. RECENT HISTORY: 1960 TO THE PRESENT

Changes in population and ethnic character have influenced the social and physical fabric of the Whittier neighborhood in the last decades of the twentieth century, leading to its current claim of being “the international neighborhood.” It is changes to the infrastructure, though, especially the construction of Interstate 35W, that have had the greatest impact on the physical character of Whittier—and all of south Minneapolis—during this period.

Highway Construction and Urban Renewal

The City of Minneapolis took advantage of two major federal programs intended to reshape and revitalize urban areas after World War II, the Federal Housing Act of 1949 and the Federal Aid Highway Act of 1956. Implementation of these programs began in the 1950s, and their physical manifestations became visible in the 1960s. The legacy of the Federal Aid Highway Act was the bisection of south Minneapolis from north to south by Interstate 35W, beginning in 1959.⁹⁹

When the preliminary design for the freeway north of Lake Street was presented to the Minneapolis City Council in 1962, neighborhoods were vehemently opposed to the plans, which they had played no role in developing. “The decisions which are now turning out to be so controversial were being made nearly a year and a half ago,” a newspaper reporter observed. “The problems involved were not talked out at that time with the people affected primarily because the system of street and highway planning in Minneapolis is not organized to raise basic policy questions.” The city did not have a system in place for long-range planning for future highway construction or for involving the public, leaving most decisions to the state: “It has not generally taken the initiative in locating future routes and in selling them to the neighborhoods affected.” As a result, “Minneapolis finds itself in 1962, after more than six years experience with the freeway program—facing another impossible choice between accepting a highway plan to which a substantial segment of the community objects, and delaying the program again for another study.”¹⁰⁰

Construction for Interstate 35W entered the city from the south and moved north.¹⁰¹ Newspaper accounts in 1964 highlighted the disruptive effect that the freeway’s impending arrival was having on individual residents north of Lake Street and on the area as a whole. Mr. and Mrs. Leon W. Brooks, for example, did not have a car, so they would not be using the freeway that would soon destroy the four-plex they owned and lived in at 2520 Fifth Avenue South. The couple depended upon rent from the other units to supplement their modest pension and Social Security income. The only comparable property they could find was \$4,000 more than Minnesota highway department would pay for their current building, so their future housing was uncertain. An African American family, Mr. and Mrs. William North, experienced racial discrimination in their

⁹⁹ “Freeways to Make Cities Truly Twins,” *Minneapolis Tribune*, December 8, 1968.

¹⁰⁰ Ted Kolderie, “City Freeway Hits Policy Bottleneck,” *Minneapolis Tribune*, November 23, 1962.

¹⁰¹ “35W Reaches Nicollet Av.,” *Minneapolis Star*, March 11, 1964.

search for a house to replace the one at 2522 Fourth Avenue South that they were being forced to leave. They wanted their children to grow up in a diverse neighborhood like Whittier, but found the only places open to them were segregated.¹⁰²

Despite community resistance, Interstate 35W prevailed. A reporter later described the exodus as construction progressed north in 1965: “The 300-foot strip between Stevens and 2nd Aves. became a linear ghost town as the first residents moved out. Their homes were moved to new sites or razed, sometimes after being looted to the point where sod was stripped from yards.” After the freeway opened from Sixty-second Street to Thirty-first Street in January 1967, the Minneapolis City Council approved an accelerated construction schedule that allowed work to be performed twenty hours per day in hopes of finishing the section between Thirty-first Street and Eleventh Street by year’s end. In November, the last 1.5-mile section of Interstate 35W was completed.¹⁰³

The following year, the *Minneapolis Star* interviewed people in areas along the interstate and found discontent. A man who lived east of the trench near Franklin Avenue complained that his walk to Saint Stephen’s Church was longer by eight blocks because he had to go around the freeway. “Besides that,” he added, “the noise is so loud you can’t hear yourself think.” He claimed that the freeway ruined the neighborhood, citing a “nice old Scandinavian couple” who moved away after the construction started and left their house vacant because they could not sell it. Soon “hippies” moved in and, although the police finally chased them away, the house was damaged beyond repair. Another respondent, Mrs. Bertha Soderlind, tried to take a positive interest in the freeway as it was being built. When she had to move to a nursing home due to health problems, though, she could not find a buyer for her house at 3501 Second Avenue South because no one wanted to live near the freeway.¹⁰⁴

Another article questioned whether the freeway’s construction would ultimately benefit the city. Unnamed city officials were quoted as saying that “the social and economic effects of the freeway on Minneapolis have so far been more negative than positive.” City streets such as Portland and Park were no longer clogged with traffic because the freeway carried 70,000 cars per day between Lake Street and downtown, but city traffic engineer David Koski noted that the relief might be only temporary: the freeway was already overcrowded and would only get worse when Interstate 94 opened to Saint Paul. Most residents objected to the noise, which averaged 75 to 80 decibels, and the physical barrier the freeway posed in neighborhoods. The assistant state highway commissioner, R. P. Braun, dismissed these concerns, referring to “a study done by planning consultants in the mid-fifties [that] concluded that ‘no functional neighborhood existed in the freeway corridor.’ Local neighborhoods have formed along the freeway and are not severed by it.” Marvin Tenhoff, planning director for Minneapolis schools, disagreed. He noted that both

¹⁰² Sam Newlund, “Freeway—Road Paved with Heartaches,” *Minneapolis Tribune*, March 8, 1964.

¹⁰³ Brandt, “35W at Age 25”; “Section of Hwy. 35W to Open Saturday,” *Minneapolis Star*, January 13, 1967; “Speedier Freeway Work Approved,” *Minneapolis Star*, March 6, 1967; “Last Section of Interstate to Open,” *Minneapolis Tribune*, November 19, 1967.

¹⁰⁴ Kristin McGrath, “Freeway View: ‘Noise, Smog, Hippies, Ruins,’” *Minneapolis Star*, November 12, 1968; Kristin McGrath, “Widow, 70 ‘Made Friends’ with Freeway,” *Minneapolis Star*, November 13, 1968.

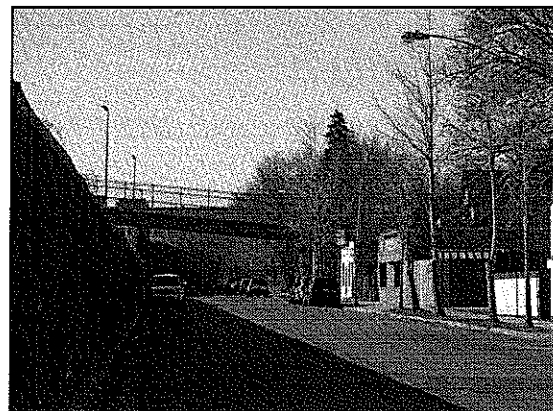
elementary school boundaries and neighborhoods were splintered by the freeway's alignment.¹⁰⁵

It was not until the 1970s that neighborhood concerns began yielding results. A 650-foot-long pedestrian bridge was constructed across the freeway at East Twenty-fourth Street in 1971-1972 in an effort to reconnect the east and west sides. Sound barrier walls were installed in 1974.¹⁰⁶

Sometimes working hand in hand with development of the interstate, urban renewal also affected Whittier in the decades after World War II. The city's planning department and the Minneapolis Housing and Redevelopment Authority identified certain older areas for "improvement." This included Powderhorn, which at that time contained Whittier. Powderhorn was given priority because it bordered the corridor that would be cleared for construction of the interstate. The area became part of the Minneapolis Model Cities demonstration project, which set out to make both social and physical improvements. For the most part, this program focused on upgrading existing housing stock through public and private investment. The project did not result in wholesale clearance, except for a few blocks around the intersection of Lake Street and Nicollet Avenue.¹⁰⁷



*Fourth Avenue South at Twenty-sixth Street,
1930-1939
(Lee Brothers, photographer;
Minnesota Historical Society)*



*Fourth Avenue South looking toward East
Twenty-sixth Street, note I35W freeway sound at
left and pedestrian overpass
(Penny Petersen, photographer)*

The proposal to redevelop the Nicollet-Lake area with a large shopping center featuring an enclosed courtyard was a long and controversial process. Initially proposed in 1972 as a way to address the issues of vacant stores and declining revenues in the vicinity, the shopping center was viewed with skepticism by local business owners and residents who feared that viable shops and houses would be displaced. The initial developer, Nicollet-Lake Associates, was dismissed by the city council in 1976 after missing several deadlines. Waiting in the wings was another developer with a SuperValu grocery and a

¹⁰⁵ Kristin McGrath, "Success of Freeway 'Surgery' in Doubt," *Minneapolis Star*, November 14, 1968.

¹⁰⁶ Elizabeth Walton and Ben Christensen, Minnesota Department of Transportation, telephone interviews by Marjorie Pearson, June 9, 2009; "Pedestrian Overpass Will Span 35W at 24th," *Minneapolis Tribune*, May 19, 1972.

¹⁰⁷ Judith Martin and Anthony Goddard, *Past Choices, Present Landscapes: The Impact of Urban Renewal on the Twin Cities* (Minneapolis: University of Minnesota Center for Urban and Regional Affairs, 1989), 123-125, 136-142.

K-Mart retail store as anchor tenants. K-Mart insisted that to have sufficient parking the development would have to be on a superblock, created by closing Nicollet Avenue between Lake and Twenty-ninth Streets. The city council approved the project in May 1976, and Nicollet Avenue was closed on July 1, 1977. The new SuperValu, which was located on the west half of the site, had already opened in April. It was joined by the new K-Mart, atop the former alignment of Nicollet Avenue, in 1978. Local businesses, especially those to the north and south on Nicollet, soon felt the negative effects of both the street closure and competition from the large retailers.¹⁰⁸

One federally funded program that had a more positive effect on Whittier was “Parks in the Cities.” In 1939, the Minneapolis Board of Park Commissioners had identified areas of the city that were underserved by recreation facilities, and the Whittier area was on the list. Implementation was initially thwarted by a lack of funds and the onset of World War II. Neighborhood residents revived an interest in establishing a park near Whittier School in 1955, but divisions were apparent when it came to selecting a location. In the absence of vacant land, the park board had to demolish buildings to create open space. The battle over location continued even after the board dedicated bond funds for the park in 1959 and started acquiring land. Eventually the project was aborted and the bond funds were withdrawn. Finally in 1973, the Parks in the Cities program paid about half the cost to purchase land at Grand Avenue and West Twenty-fifth Street for Whittier Park. Development of a recreation center, athletic fields, and other facilities for the park began in 1975.¹⁰⁹

A more recent recreational amenity is the transformation of the Chicago, Milwaukee and Saint Paul Railroad grade separation trench into the Midtown Greenway, beginning in 1998. The idea for the project was first suggested in 1980. To enable this adaptive use, the surviving tracks were removed and replaced by paths for bicyclists and pedestrians. These connect with an extensive system of trails throughout the city and suburbs.¹¹⁰

Historic Preservation as a Vehicle for Neighborhood Revitalization

As a reaction to the wholesale demolition that characterized many of the city’s urban renewal efforts, neighborhood groups, including Powderhorn/Whittier, began advocating for a new approach featuring rehabilitation and preservation. As part of the Model Cities program, Charles Nelson, an architect with the city’s planning department (and later the historical architect at the Minnesota Historical Society’s State Historic Preservation

¹⁰⁸ Jim Talle, “Lake St. Plan Divides Businessmen, Residents,” *Minneapolis Star*, August 3, 1972; Eric Pianin, “Developer Order to Tell Center Plans,” *Minneapolis Star*, December 16, 1975; Milton Coleman, “K-Mart, SuperValu Likely Nicollet Center Tenants,” *Minneapolis Star*, March 2, 1976; Robert Guenther, “Mayor Refuses to Veto Plans on Nicollet-Lake,” *Minneapolis Star*, May 21, 1976; Jane Nelson, “New SuperValu Opens At Nico-Lake,” *Southside News*, April 13, 1977; Debra Stone, “‘Nicollet Wall’ Mauls Business, Firms Say,” *Minneapolis Star*, August 23, 1977; Laura Velenty, “Businesses Voice Reaction to Nicollet Closing,” July 20, 1977, unidentified newspaper clipping in Minneapolis Collection, Hennepin County Central Library; Rob MacGregor, “K-Mart Set to Open at Nicollet-Lake,” *Southside Newspaper*, February 22, 1978.

¹⁰⁹ Smith, “Parks, Lakes, Trails,” 274-275.

¹¹⁰ Steve Brandt, “From Lines on a Map to a Dream Come True,” and “A Path to Renewal?” *Minneapolis Star Tribune*, July 24, 1998.

Office) undertook a historical building survey of the Powderhorn community in 1971. Covering the area bounded by Lyndale Avenue on the west, Hiawatha Avenue on the east, Seventeenth Street on the north, and Thirty-sixth Street on the south, the survey identified architecturally and historically interesting and/or significant buildings, many of them in the Whittier neighborhood. The survey helped build interest in the area and its historic resources.¹¹¹

In 1972, a year after the state passed enabling legislation, Minneapolis established Minnesota's first heritage preservation commission. The commission focused much of its early efforts on buildings that Nelson had identified. In 1976, the city locally designated the Washburn-Fair Oaks Historic District. A much smaller area comprising seven properties was listed in the National Register of Historic Places in 1978 as the Washburn-Fair Oaks Mansion Historic District, incorporating four sites that had been individually designated in 1974 and 1975.¹¹²

Some preservation work was fostered by the Neighborhood Revitalization Program (NRP), which the city established in 1991 in response to concerns about the future of Minneapolis neighborhoods. Among other activities, NRP supported improvements to the city's existing housing stock, especially in neighborhoods where conditions had deteriorated. The Whittier neighborhood became one of the first to receive authorization to participate in the program.¹¹³

Institutional Change and Expansion

By the 1960s, many of the churches and other institutions in the area were no longer building new buildings. Instead, they were converting or adapting their older facilities to new needs. Saint Stephen's Church had witnessed a good deal of change by the time it celebrated its centennial in 1985. "A century ago, when the neighborhood was *the* place for the city's wealthy to live, St. Stephen's was *the* place for the city's wealthy Catholic families to worship," a newspaper article noted, but by 1985 it was "a mission church largely funded by the Archdiocese of St. Paul and Minneapolis."¹¹⁴ A few years earlier, in response to the homeless people who were sleeping on the church steps, Saint Stephen's had developed "the first church based homeless shelter in Minneapolis." A 2001 editorial in the *Minneapolis Star-Tribune* commented that this was "an emergency response to a Reagan-era anomaly," and "two decades later the 'emergency' is still emerging."¹¹⁵ Saint Stephen's may have been the first, but it was not alone as virtually every church in the neighborhood established some kind of outreach program.

¹¹¹ Charles W. Nelson and others, "Historical Building Survey for Minneapolis Model City," 1971, prepared for Minneapolis Model City Housing Bureau.

¹¹² Gail Bronner, "Historic Preservation in Minneapolis: Minnesota's First Heritage Preservation Commission," *Hennepin County History* 39 (Fall 1979): 3-13.

¹¹³ *A Decade of Change: The Minneapolis Neighborhood Revitalization Program and the Whittier Neighborhood, 1991-2000* (Minneapolis: Whittier Alliance and Change Architects, 2001), 2-3.

¹¹⁴ Martha Sawyer Allen, "Church Gets Help from Past for Future," *Minneapolis Star-Tribune*, September 8, 1985.

¹¹⁵ "Homelessness at St. Stephen's, Twenty Years of Shelter," *Minneapolis Star-Tribune*, December 12, 2001.

To stabilize and strengthen the neighborhood, residents made getting a new elementary school a priority in 1991. The Minneapolis Board of Education chose the east side of Whittier Park as the site for the facility. The park's recreation building had been renovated and a gymnasium added in 1992-1993. Construction of the school began in 1994, and the Whittier Community School of the Arts opened at 315 West Twenty-sixth Street in 1997. Architectural critic Larry Millett described the building, which was designed by the Kodet Architectural Group, as "the finest public school building of its time in the Twin Cities." He added: "Built largely of reddish brick, the school has a Scandinavian feel. . . . Part of what makes the design exceptional is that the building manages to be both monumental and inviting."¹¹⁶

In the meantime, the growth of the neighborhood's major cultural complex was also a stabilizing influence. By the early 1970s, the Minneapolis Institute of Arts and the School of Art had outgrown their existing facilities. The Children's Theatre Company, which as the Moppet Players had begun offering plays in the museum's auditorium in 1965, also needed its own space. To cope, the Society of Fine Arts acquired several of the large houses in the immediate neighborhood for office space. The society occupied the former Charles S. Pillsbury House at 106 East Twenty-second Street, while the offices of the theater were in the Caroline Crosby House at 2105 First Avenue.¹¹⁷

The organizations launched a major expansion to accommodate their space needs by extending the existing campus to the south. The complex was christened the Fine Arts Park. Japanese architect Kenzo Tange was commissioned to design additions to the galleries, a new theater space, and a free-standing building for the art school, now known as the Minneapolis College of Art and Design. Parker Klein Associates were the local architects for the project, which opened in 1974.¹¹⁸ The college became an independent institution in 1988. The art institute and theater, which was incorporated as the Children's Theatre Company in 1975, remained under the same roof. They eventually found themselves cramped again and commissioned another expansion from architect Michael Graves, with RSP Architects as the local associates. The additional gallery space and expanded theater facilities opened in 2006.¹¹⁹

In addition to these cultural facilities, Whittier has benefited from the presence of smaller artistic organizations. One of these is the Jungle Theater, founded in 1991 in a storefront at the southwest corner of Lake and Lyndale, just beyond Whittier's boundaries. In 1999, the theater moved northeast to 2951 Lyndale Avenue South, a converted V. F. W. hall on the neighborhood's southwestern edge.

¹¹⁶ *A Decade of Change*, 2, 4-5; Millett, *ALA Guide*, 214-215.

¹¹⁷ Bronner, "Washburn-Fair Oaks," 65-68.

¹¹⁸ *Ibid.*, 107; Millett, *ALA Guide*, 206-207.

¹¹⁹ Mary Abbe Martin, "Arts Society Trustees Give Independence to Museum and College," *Minneapolis Star Tribune*, December 29, 1987.



Business block with the USS Yorktown VFW Post, 2947-1/2 Lyndale, 1955, later renovated into the Jungle Theater (Norton and Peel, photographer; Minnesota Historical Society)

Commerce

Commercial development along Nicollet Avenue, Lyndale Avenue, and Lake Street has largely reflected the changing demographics and ethnic shifts in the area. Nicollet became a particularly popular location for ethnic restaurants and related businesses. The neighborhood began working with the Minneapolis Public Works Department in 1993 on plans to upgrade the corridor's infrastructure. In 1998, a promotional campaign was launched, and the city officially designated a portion of Nicollet Avenue "Eat Street." The immigrant businesses put their own stamp on the street, often placing new buildings back from the street to allow off-street parking. Other restaurants have been successfully incorporated into earlier store and flats buildings such as the 1914 structure at 2550 Nicollet Avenue South. Some new construction in the neighborhood, such as the Art Quarter Lofts at 10 East Twenty-sixth Street that was developed between 2003 and 2006, recalls the earlier mixed-use buildings with ground-floor storefronts and apartments on the upper stories.¹²⁰

The Midtown Greenway and Lake Street have also attracted development and redevelopment. New mixed-use buildings have been erected and older buildings have been converted to new uses. Karmel Square, for example, is a 96,000-square-foot complex on Pillsbury Avenue near Lake Street that was previously a repair shop for railroad cars. The transformation started in 2005, and when completed housed a variety of Somali businesses including a bakery, restaurant, and meat-processing facility. Considered the largest Somali shopping mall west of Mogadishu, it is also the oldest and largest of three Somali shopping centers in the Twin Cities.¹²¹

¹²⁰ *A Decade of Change*, 2, 8; Linda Mack, "Seeking a Change of Avenue," *Minneapolis Tribune*, June 25, 1999; Millett, *AIA Guide*, 211.

¹²¹ Chris Serres, "Mall of America-Somalia," *Minneapolis Star Tribune*, July 31, 2005.

Designated Properties Associated with the Context

“Recent History: 1960 to the Present”

National Register of Historic Places

Chicago, Milwaukee and Saint Paul Grade Separation Historic District

Location: Parallel to Twenty-ninth Street between Humboldt Avenue South and Twentieth Avenue South.

Designated: 2005

The district, consisting of the depressed railroad corridor and the street-level bridges crossing it, passes through the Whittier neighborhood. While the district’s period of significance (1912-1916) falls within an earlier context, the conversion of the corridor to the Midtown Greenway dates from this period.

Determined Eligible for the National Register by the State Historic Preservation Office and Federal Agencies

There are no properties in this category.

Minneapolis Landmarks and Historic Districts (Minneapolis Heritage Preservation Commission)

Washburn-Fair Oaks Historic District

Location: Bounded by Franklin Avenue, Fourth Avenue South, East Twenty-sixth Street, and First Avenue South.

Designated: 1976

There are scattered buildings within the boundaries of the district from this period. Some predate the designation of the district. The most distinguished of these are the Kenzo Tange buildings at the Minneapolis Institute of Arts and the Minneapolis College of Art and Design. Since the district was designated, projects requiring a building permit been reviewed by the Heritage Preservation Commission. The latest additions to the Minneapolis Institute of Arts fall into this category.

CONCLUSION AND RECOMMENDATIONS

This historic context study affirms that the Whittier neighborhood has a rich variety of historic properties. Some are already designated, either individually or as part of a historic district, under the local landmark ordinance and/or by the National Register of Historic Places. In fact, the Washburn-Fair Oaks Historic District, which was designated in 1976, was one of the early districts created by the Minneapolis Heritage Preservation Commission.

Looking at the district more than thirty years later, the reason for its designation is still apparent. The district offers a cohesive group of architecturally distinguished buildings, with relatively few intrusions, vacant sites, and noncontributing buildings. Architectural review by the Minneapolis Heritage Preservation Commission has helped to ensure that alterations to existing buildings and new construction are compatible with the existing district.

The intent of this historic context study has not been to evaluate individual buildings or groups of buildings for designation by the Minneapolis Heritage Preservation Commission or the National Register. Instead, it has focused on broad historic and architectural themes to help guide future decision-making. Future evaluation will apply designation criteria to selected properties. This study suggests that the design characteristics of buildings, their architects, their clients, and their relationship to broader trends should be among the evaluation considerations. The local designation criteria that are most likely to cover properties in the neighborhood under these contexts are Criterion 1 (association with significant events or periods that exemplify broad patterns of cultural, political, economic, or social history), Criterion 2 (association with significant persons or groups), Criterion 4 (distinctive characteristics of an architectural or engineering type or style, or method of construction), and Criterion 6 (works of master builders, engineers, designers, artists, craftsmen, or architects).

Such evaluations should focus on buildings and areas in the Whittier neighborhood that are outside of the existing district. An exception might be buildings within the district boundaries that postdate the period of significance but have since gained distinction. Both Blaisdell Avenue and Pillsbury Avenue present a large number of architecturally noteworthy houses, many of them commissioned by persons of some prominence and designed by important local architects such as H. E. Hewitt of Hewitt and Brown, Harry Wild Jones, Kees and Colburn, Ernest Kennedy, William Kenyon, Purcell and Feick, and William Channing Whitney. Interior designer John Bradstreet was also associated with a number of these houses. Grand Avenue and Pleasant Avenue also have distinctive houses. Unfortunately, these streets have been interrupted in the later twentieth century by non-compatible apartment buildings that are often interspersed with freestanding, architecturally distinguished houses. Consequently, there is insufficient cohesion to provide the basis for one or more historic districts. However, it is likely that many of the houses discussed in this context study, including those on Blaisdell and Pillsbury, as well as the group of working-class houses on West Twenty-ninth Street, could meet local designation criteria.

The multiple dwellings that characterize much of the Whittier neighborhood provide a greater challenge for evaluation since many of their forms and styles are repeated in apartment buildings throughout Minneapolis. The Fair Oaks Apartments, already included within the boundaries of the Washburn-Fair Oaks Historic District, stand out by virtue of their plan, design, and landscape setting.

The churches, commercial buildings, and institutional properties in the Whittier neighborhood provide a distinctive counterpoint to the residences. Several of them are already included within the boundaries of the existing district or have been separately designated. Others merit further evaluation.

Some properties might also qualify for the National Register, although the standards for designation are higher. Criteria that are most likely to be applicable are Criterion A (association with events that have made a significant contribution to the broad patterns of our history), Criterion B (association with the lives of significant persons in our past), or Criterion C (embodying the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction).

The Whittier Alliance, through the second phase of the Neighborhood Revitalization Program, is raising awareness of the architectural and historical legacy of the neighborhood through education and outreach efforts. This historic context study is part of that ongoing process, which will expand the community's appreciation of its invaluable cultural resources.

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APPENDIX A: PROPERTIES IN WHITTIER IDENTIFIED BY THE CURA SURVEY

RECOGNIZED HISTORIC RESOURCES IN WHITTIER NEIGHBORHOOD

The Minneapolis Heritage Preservation Commission surveyed the entire city in order to find properties that may be eligible for preservation designation. Properties may be designated locally, nationally, or both. The properties below are candidates for preservation.

2608 Blaisdell Avenue South -- Calvary Baptist Church
2118 Blaisdell Avenue South
2121 Blaisdell Avenue South
2302 Blaisdell Avenue South
2211 Clinton Avenue South -- St. Stephens Church
2425-31 Clinton Avenue South -- brick rowhouse
2509 Clinton Avenue South
2515 Clinton Avenue South
2542 Clinton Avenue South
126 East Franklin Avenue -- Hewitt House (*)
100-04 West Franklin Avenue -- Franklin National Bank
318 West Franklin Avenue
321-29 West Franklin Avenue
600 West Franklin Avenue
610 West 28th Street -- Salem English Lutheran
2426 Garfield Avenue South
2513 Garfield Avenue South -- Meyers House (Purcell & Elmslie)
2645 Garfield Avenue South
2729-31 Grand Avenue South
2302 Harriet Avenue South
2524-26 Harriet Avenue South
614 West Lake Street -- Crowell Block *
523 West Lake Street
2315(?) Nicollet Avenue -- former Christian Science church
2344 Nicollet Avenue
2601(?) Pleasant Avenue South -- former service station
2215 Pillsbury Avenue South -- Thompson House
2223 Pillsbury Avenue South
2520 Pillsbury Avenue South
2528 Pillsbury Avenue South
2532 Pillsbury Avenue South
2550 Pillsbury Avenue South
2621 Pillsbury Avenue South
2700 Pillsbury Avenue South
2642-44 Pleasant Avenue South
2714 Pleasant Avenue South
2720 Pleasant Avenue South
2613-15 Stevens Avenue South
2100 Stevens Avenue South
2115 Stevens Avenue South
2201 Stevens Avenue South -- First Christian Church
Continued on next page.

2418 Stevens Avenue South
 2420 Stevens Avenue South
 2444 Stevens Avenue South
 2512 Stevens Avenue South
 2536 Stevens Avenue South -- Donahue House
 1st Avenue & 28th Street -- Simpson Methodist Church
 2001 1st Avenue South -- Log Cabin Gift Shop
 2218 1st Avenue South
 2401-05 1st Avenue South
 2412 1st Avenue South
 2611 1st Avenue South -- Despatch Laundry building *
 NE corner 2nd Avenue & 26th Street -- 2 apartment buildings
 2014 2nd Avenue South
 2018-20 2nd Avenue South
 2116 2nd Avenue South
 2119 3rd Avenue South -- Hutchin's House
 2303 3rd Avenue South -- Hennepin County Historical Society
 2402 4th Avenue South -- Cupola House (*)
 100 East 22nd Street -- Chas. Pillsbury House (*)
 116 East 22nd Street -- Alfred Pillsbury House (*)
 24th/25th Streets & 3rd/Stevens Avenues -- Mpls Inst. of Art *
 106 East 24th Street
 100 East 25th Street
 304-10 East 25th Street
 109 East 26th Street
 118 East 26th Street -- Haugen Building
 187 East 26th Street
 118 West 29th Street
 117-29 West 29th Street -- 4 workers cottages
 2447 Pillsbury Avenue South -- Gluck House *

Washburn-Fair Oaks District

Whittier Neighborhood Center
 Washburn-Fair Oaks Park

Southside Family School
 St. Stephen School

* = designated for preservation locally
 (*) = designated for preservation both locally and nationally

APPENDIX B: WHITTIER TIMELINE

Prepared by Penny Petersen

- 1851 Brothers John T. and Robert Blaisdell, Jr., arrive from Maine at the village of Saint Anthony, located on the east side of the Mississippi River, near Saint Anthony Falls. Settlement is not allowed on the west side of the river at this point. The two men work in the lumber industry.¹
- 1855 In April, John and Robert Blaisdell file claims on the west side of the Mississippi River in what will become the city of Minneapolis, in the northwest and southwest quarters of Section 34, Township 29, Range 24. Each man's claim contains 160 acres, which they plan to farm. Other patent holders in what will become the Whittier neighborhood are Samuel Franklin, Samuel Draper, Gordon C. Jackins, and Arthur H. Mills.²

Sometime after filing his claim, John Blaisdell built a log house. His daughter Mary recalled it was "on the hill near [present-day] Twenty-fourth Street between Pleasant and Lyndale, overlooking the little lake which used to be at what is now Twenty-second and Lyndale. It was filled in many years ago, but old settlers are reminded after every hard rain storm for Lyndale is often flooded there."³

The derivation of many of the street names in Whittier is known. Lyndale Avenue is named for Lyndale Farm, which was owned by William King. Lyndale Farm, in turn, honors King's father, Rev. Lyndon King. Garfield Avenue was named for President James Garfield; Harriet was named for Lake Harriet; Grand Avenue after the French word for great; Pillsbury Avenue in honor of Governor John S. Pillsbury; Blaisdell for Robert Blaisdell and his three sons (John, Robert, Jr., and Isaac); Nicollet after Joseph N. Nicollet; Stevens Avenue after pioneer John H. Stevens; and Clinton after Clinton Morrison, Dorilus Morrison's son and a prominent businessman in his own right. Apparently, Franklin was named for Samuel Franklin whose land patent bordered this avenue, but scholar Warren Upham notes it may also honor Franklin Steele, who founded the town of Saint Anthony (later part of Minneapolis) and Franklin Cook, an early surveyor. Lake Street was named for its connection to Lake Calhoun. Upham did not offer an explanation for the origin of Pleasant Avenue.⁴

¹ Isaac Atwater, *History of Minneapolis, Minn.* (New York: Munsell Company, 1893), 44; "Talk of Renaming Blaisdell Avenue Calls to Mind Sturdy Pioneer Who Helped Build Up Minneapolis," *Minneapolis Tribune*, March 7, 1920. Another account claims that Robert, along with his father, arrived in Minneapolis in 1852.

² Atwater, *History of Minneapolis*, 36-37.

³ "Talk of Renaming Blaisdell Avenue Calls to Mind Sturdy Pioneer Who Helped Build Up Minneapolis."

⁴ Warren Upham, *Minnesota Geographic Names: Their Origin and Historic Significance* (1920; repr., Saint Paul: Minnesota Historical Society, 1969), 601-603.

- 1857 Two plats, Sutton and Pratt's Addition and Post's Addition to Minneapolis, are filed in Hennepin County. Both describe land just south of Franklin Avenue.⁵
- 1858 About this time, Dorilus Morrison builds his residence, "Villa Rosa," on ten acres of land near Twenty-fourth Street. At the time, it is well beyond the city limits. Unlike the farmsteads scattered around the area, Morrison is not a farmer, but rather a wealthy industrialist. Morrison, a native of Maine, settled in Minneapolis in 1855. Over time, other wealthy and prominent Minneapolis citizens will follow Morrison's lead and relocate to the Whittier neighborhood.⁶
- 1860s In the 1860s, John Blaisdell replaces his log house with a six-room frame house where the family lives for twenty-three years. Mary Blaisdell later recalled that their parlor served as the first school in the Eighth Ward and the Blaisdells boarded the first teacher, Lizzie Lockwood. "The successor to the parlor-school was a little frame building over on Third Avenue, a one-story room that soon became packed with rapidly increasing children of the neighborhood." The school was known as "Blaisdell's School" until Whittier School was built in the mid-1880s.⁷
- 1867 Minneapolis is incorporated as a city, and extends its political boundaries to include a portion of the Whittier neighborhood, bounded by Franklin Avenue, Nicollet Avenue, and East Twenty-sixth Street, and stretching east to Portland Avenue. Dorilus Morrison is elected the city's first mayor.⁸
- 1870s From 1872 through 1879, eleven more plats in Whittier are filed with Hennepin County, including several by John and Robert Blaisdell.⁹

Sometime around 1870, Elisha Morse builds an Italianate Revival house at 2402 Fourth Avenue South. According to the Minneapolis Heritage Preservation Commission's (HPC) web site, it is "the only known example of the Italian Villa style in Minneapolis which has retained its original cupola and cut-plank siding treatment. This siding consists of flat and planed planks incised at regular intervals to convey the impression of cut stone. These planks were then painted with a mixture of paint and sand to further resemble stone. This siding technique was rarely used in Minnesota architecture and extant buildings employing this technique are relatively unique." In 1991, the house was moved to its current

⁵ Hennepin County Recorder, entries for March 23, 1857, and June 30, 1857.

⁶ Atwater, *History of Minneapolis*, 614-618.

⁷ "Talk of Renaming Blaisdell Avenue Calls to Mind Sturdy Pioneer Who Helped Build Up Minneapolis."

⁸ John R. Borchert, David Gebhard, David Lanegran, and Judith A. Martin, *Legacy of Minneapolis: Preservation Amid Change* (Minneapolis: Voyageur Press, 1983), 73.

⁹ The plats are Stevens Addition (1872), George Galpin's Addition (1873), Heaton and Combes Addition (1873), Hengler's Addition (1873), Lindley and Lingenfelter's Addition (1873), R. D. Beede's First and Second Additions (1873), Robert Blaisdell's Addition (1873), J. T. Blaisdell's Addition (1874), Remington's Subdivision (1879), and Re-survey of Max Addition (1879).

address at 2325 Pillsbury Avenue South. The house has both local and National Register designations.¹⁰

- 1873 Clinton Morrison builds a house at 305 East Twenty-fourth Street, across the street from his father's house. Many years later, Morrison's house would be razed and the Fair Oak Apartments would be built on the site. Clinton Avenue (formerly 3-½ Avenue) is named for him.¹¹
- 1878 A street railway (at this point, horse-drawn) coming from downtown and running along Fourth Avenue South reaches Franklin Avenue this year and extends into the present-day Whittier neighborhood to Twenty-fourth Street. Soon a car house and stable is built there.¹²
- 1879 Architect Edward S. Stebbins builds a wood-frame Queen Anne-Eastlake style house for himself at 320 Oak Grove. In 1982, this house was moved to 2404 Stevens Avenue South. Stebbins is among the first of Minneapolis's formally trained architects. The house is considered eligible for the National Register.¹³

The "Motor Line," a name taken from the enclosed steam engines that power the trains, goes into operation. It runs from Bridge Square along Marquette Avenue to Thirteenth Street. It then follows Nicollet Avenue to Thirty-first Street. In the words of one writer, "The Motor Line was built to promote development by providing reliable transportation from the fringes of the city to the downtown." By 1884, the Motor Line extends well past Lake Street. By the 1880s, the Whittier neighborhood is served by three transit lines and commercial development soon grows up along those lines.¹⁴

- 1880s From 1880 through 1889, more than twenty plats from the Whittier neighborhood are filed with the Hennepin County recorder.

John Blaisdell builds a new residence at Nicollet and Twenty-fourth Street. It is made of brick and has large grounds.¹⁵

- 1882 Built about 1882 and now known as the John Donahue House, this Queen Anne style house was originally located across the street from its present location at

¹⁰ http://www.ci.minneapolis.mn.us/hpc/landmarks/Pillsbury_Ave_S_2325-7_Elisha_Morse_House.asp.

¹¹ "Washburn-Fair Oaks: A Study for Preservation," prepared for the Planning and Development Department, City of Minneapolis, 1975, 9.

¹² John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis and London: University of Minnesota Press, 2007), 18; "Our Street Railways," *Minneapolis Tribune*, May 31, 1880.

¹³ Susan Granger, Scott Kelly, and Patricia Murphy, "Final Report of the I-35W Standing Structures Survey," [1993?], prepared by Gemini Research for the Minnesota Department of Transportation, 62.

¹⁴ Diers and Isaacs, *Twin Cities by Trolley*, 28, 18.

¹⁵ "Talk of Renaming Blaisdell Avenue Calls to Mind Sturdy Pioneer Who Helped Build Up Minneapolis."

2536 Stevens Avenue. It was converted to a duplex in 1918 and moved to its present location in 1972.¹⁶

- 1883 In February, the Hennepin County delegation at the state legislature discusses extending the Minneapolis city limits in all four directions. By April, this is accomplished and the entire Whittier neighborhood is now within the city limits. Blaisdell's School, which becomes part of the Minneapolis system, is renamed Whittier in honor of John Greenleaf Whittier, the nineteenth-century poet and abolitionist. It will later become the name for the greater neighborhood.¹⁷

William Drew Washburn builds his residence, "Fair Oaks," on ten acres at the corner of Third Avenue and Twenty-fourth Street (now razed). It is designed by architect Townsend Mix, who later designs the Metropolitan Building (also razed).¹⁸

About this year, John W. Johnson builds a residence at 2200 Stevens Avenue South, which is designed by Kees and Fisk. Johnson lives there only two years before selling the property to Charles Alfred Pillsbury. Many years later, the house is razed, and First Christian Church is eventually built on the site. According to art curator Michael Conforti, John Bradstreet designed a smoking room for this house, which was removed before the building was demolished and survives in a private collection. Charles Pillsbury was the nephew of John S. Pillsbury, and together they founded the Pillsbury Flour Company.¹⁹

Simpson Methodist Church's first building, a small wood structure, is dedicated in 1883. A newspaper notes that the church is built by the Church Extension Society, a joint initiative of Methodist congregations throughout the city. The building is described as "a neat little church at the intersection of Twenty-eighth street and the Motor line in the midst of a section of the city which has had a wonderful growth within a year or two. The church is to be known as Simpson Methodist Episcopal Church."²⁰

- 1884 A Homeopathic Hospital is built on a two-acre plot fronting Fourth Avenue South between Twenty-fourth and Twenty-fifth Streets. The hospital serves as a neighborhood institute and charity. Over the years, many fundraisers are held at

¹⁶ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 86.

¹⁷ "Limits of Minneapolis," *Minneapolis Tribune*, February 7, 1883; display advertisement, *Minneapolis Tribune*, April 17, 1883; Borchert et al, *Legacy of Minneapolis*, 73; Beverly Hochstetter and Margaret Laird, ed., "An Era That is Past," typescript, [1975], Minneapolis Collection, Hennepin County Central Library.

¹⁸ Atwater, *History of Minneapolis*, 547, 550.

¹⁹ "Washburn-Fair Oaks: A Study for Preservation," 10, 65-66, 69-70; Michael Conforti, ed., *Art and Life on the Upper Mississippi, 1890-1915* (Newark: University of Delaware Press, 1994), 88, 91. The house was razed in 1937.

²⁰ "Simpson Church," *Minneapolis Tribune*, January 28, 1883.

Washburn's Fair Oaks estate to benefit the hospital. The hospital is served by the street railway, making it accessible to many people.²¹

Although usually attributed to banker-lawyer Eugene A. Merrill, the residence at 2116 Second Avenue South was erected by John S. Bradstreet. On October 24, 1883, Bradstreet purchases the south half of Lot 10 and Lot 11 in Block 2, Remington's Addition, from William A. and Mary W. Goodman of Hamilton County, Ohio, for \$6,000. The Goodmans give Bradstreet a \$4,160 mortgage on the property that is to be repaid in two years. In 1884, Bradstreet takes out a permit to erect the 49-foot by 67-foot house, which historian Charles Nelson has described as "an imposing two-and-one-half story, towered red sandstone mansion executed in the French Renaissance/Chateausque style." The permit lists the architect for the house, which is estimated to cost \$10,000, as Plant and Whitney. About two years later, Bradstreet sells the property to Merrill for \$13,000. Bradstreet never occupies the property.²²

There is little indication that Bradstreet intended to live in the large house. A confirmed bachelor, Bradstreet resided in boarding houses during much of his tenure in Minneapolis. At the time he was erecting the house at 2116 Second Avenue, he occupied a room in the former Judd Mansion at 525 South Fifth Street, which was considered a fashionable boarding house.

The development came at a pivotal time for Bradstreet, his business partner, Edmund Phelps, and Eugene Merrill. From the late 1870s until 1882, Bradstreet was part of Phelps and Bradstreet, a furniture retailer. Late in 1882, Edmund Phelps left the firm to form the Minnesota Loan and Trust Company with Merrill, who practiced law. The retail business was reorganized as Bradstreet and Thurber and Company. Owners included Dexter Thurber; his father, Gorham Thurber, who lived in Providence, Rhode Island; and William B. Tillinghast. Bradstreet had an earlier connection with the Thurbers, having worked in Providence at their prominent silverware company, Gorham Manufacturing, from 1863 to 1872.²³

The house on Second Avenue was likely erected to showcase the talents and wares of Bradstreet's newly formed decorating and furniture firm. The house had an excellent location in a high-class neighborhood, and the decor was clearly

²¹ "Homeopathic Hospital," *Minneapolis Tribune*, February 24, 1884; "Homeopathic Hospital Benefit," *Minneapolis Tribune*, May 8, 1888; "A Fund for Debt," *Minneapolis Tribune*, February 23, 1889.

²² Hennepin County Deeds Book 116, page 527; Hennepin County Mortgage Book 99, page 40, recorded November 17, 1883; Minneapolis Building Permit B24, June 17, 1884; Hennepin County Deeds Book 204, page 21, September 28, 1886; Charles W. Nelson, "Washburn-Fair Oaks Mansion Historic District," National Register of Historic Places Nomination Form, 5-6.

²³ Hennepin County Mortgage Book 124, page 115; Atwater, *History of Minneapolis, Minn.*, 744; "A Business Change," *Minneapolis Tribune*, June 7, 1883. According to one source, Phelps and Merrill began working at the Minnesota Loan and Trust on January 1, 1883. The articles of incorporation were filed with the Minnesota Secretary of State on April 11, 1883. See R. I. Holcombe and William H. Bingham, *Compendium of History and Biography of Minneapolis and Hennepin County* (Chicago: H. Taylor Company, 1914), 483-484, 428-429. Another connection between Bradstreet's business and the house at 2116 Second Avenue was that the 1883 Goodman mortgage was assigned to James Tillinghast, probably a relative of one of Bradstreet's partners, William Tillinghast; see Hennepin County Mortgage Book 124, page 115.

designed to appeal to the wealthy clientele that Bradstreet hoped to attract. According to art curator Michael Conforti, Phelps and Bradstreet had followed the model of “Londoner retailer Arthur Lasenby Liberty in which objects for sale were incorporated into artificial, artistically manipulated ‘aesthetic’ interiors within the retail space, giving customers a sense of how such objects might be placed in their own homes.” Like its predecessor, the firm of Bradstreet and Thurber sold furniture, but “put an almost equal emphasis on decorative accessories” including stained glass, pottery, art brasses, and embroideries. If the partners found that artistic arrangements at the store stimulated sales, an entire house would provide an even more compelling environment for their elegant merchandise. This use might have continued even after Merrill purchased the property. He and his family apparently did not occupy the house until about 1890. The family also had a house at Lake Minnetonka and in Pasadena, California.²⁴

The John D. Hutchins House, designed by the firm of Kees and Fisk, is built at 2119 Third Avenue South. “The Hutchins House is fairly representative of the residential development of the Whittier neighborhood in terms of style, age, and integrity,” according to an architectural survey completed in the early 1990s. Although the study identified the house as potentially eligible for the National Register, the Minnesota State Historic Preservation Office (SHPO) “cited [a] lack of architectural distinction” and determined it was not eligible.²⁵

The George and Cora White House is built at 2414 Stevens around 1884. The Whites lived there until 1902. The 1990s study described it as “an intact woodframe Queen Anne style house which is representative in age, style, and integrity of much of the 19th century housing in the immediate vicinity.” The house, however, does not qualify for the National Register.²⁶

Mr. Davis builds a wood-frame house at 2011 Second Avenue South at a cost of \$7,000. Edward Stebbins is listed as the architect on the building permit, but his name is crossed out.²⁷

L. P. Hubbard erects a wood-frame house at 2013 Second Avenue South at a cost of \$8,000.²⁸

A streetcar line running along Lyndale Avenue from downtown extends past West Twenty-eighth Street by this year.²⁹

²⁴ Conforti, *Art and Life*, 65-66.

²⁵ Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 82.

²⁶ *Ibid.*, 86-87.

²⁷ Minneapolis Building Permit B671, 1884. Only the year, and not a day and month, are given.

²⁸ Minneapolis Building Permit B1193, 1884. Only the year, and not a day and month, are given. The addresses for several houses in this block appear to have shifted and this permit is for 2015 Second Avenue South.

²⁹ Diers and Isaacs, *Twin Cities by Trolley*, 18.

1885 Organizing is begun to establish Saint Stephen's Church, which will become an important institution in the Whittier neighborhood. A site at Clinton Avenue (then known as 3-½ Avenue) is purchased and one of the houses there is used as a temporary church.³⁰

Dr. Hyatt Waterhouse builds a house at 2018 Second Avenue South. It is designed by L. Greff and the general contractor is W. Greff. In 1917 it was converted to a duplex from designs by William Channing Whitney. The 1990s survey found it not eligible for the National Register.³¹

The Queen Anne style Charles E. Brewster House is built at 2418 Stevens Avenue South. Brewster was a clerk at a savings and loan company and lived in the house only about one year. The SHPO has determined that the house is not eligible for the National Register.³²

Architect Edward Stebbins designs a house at 2420 Stevens Avenue South for contractor James McMillan. Miss Amelia E. Hammond lives there from 1889 to 1896 with Mr. and Mrs. Stephen B. Howard. The SHPO has determined that the house does not qualify for the National Register.³³

James McKinney builds a two-story, brick commercial building at 2613-2615 Stevens Avenue South at an estimated cost of \$5,000. Because the main facade of the building has been altered, the property is not eligible for the National Register.³⁴

Henry Balch builds a wood-frame house at 2001 Second Avenue South estimated to cost \$10,000. No architect is listed on the permit, but the contractors are Abbot and Clark.³⁵

W. H. Greff builds a wood-frame house at 2015 Second Avenue South estimated to cost \$6,000.³⁶

Charles Harris builds a wood-frame house at 2208 Grand Avenue with an estimated cost of \$3,000. It has distinctive fish-scale siding and appears to be a fairly intact example of the Queen Anne style.³⁷

³⁰ Kathy Stoner, "St. Stephen's Church Celebrates First 100 Years as Whittier Fellowship," *Whittier Globe*, [April 1985?], undated clipping in Minneapolis Collection, Hennepin County Central Library; "St. Stephen's Parish to Celebrate Half Century Next Sunday; Archbishop Murray to Preach," *Minneapolis Tribune*, October 20, 1935.

³¹ Granger, Kelly, and Murphy, "Final Report of the I-35 Standing Structures Survey," 84.

³² *Ibid.*, 85.

³³ *Ibid.*, 87

³⁴ Minneapolis Building Permit B9315, December 6, 1886; Granger, Kelly, and Murphy, "Final Report of the I-35 Standing Structures Survey," 93.

³⁵ Minneapolis Building Permit B3455, April 24, 1885.

³⁶ Minneapolis Building Permit B2724, February 21, 1885. The permit is for 2017 Second Avenue suggesting the addresses have shifted a bit. There is no present-day 2017 Second Avenue South.

³⁷ Minneapolis Building Permit B5494, December 4, 1885.

1886 Apparently, Simpson Methodist Church erects a new wood-frame building at 2740 First Avenue South. In 1907, the building is either greatly modified or entirely rebuilt by Harry Wild Jones. A 1907 newspaper article calls it a new church, noting the auditorium accommodates 600 and is “so arranged that no part of the seating is undesirable.” The article continues, “The general style of the architecture is Gothic, with cement finish and granolite base. The granolite base gives the structure solidity and the stained cement finish makes a very pleasing appearance.” In 1924, the building received an addition. The SHPO has determined that the church is not eligible for the National Register.³⁸

Owner B. Cooper built a wood-frame Italianate style house at 118 West Twenty-ninth Street about this time. The first building permit is for a repair to an existing house. The 1990s survey notes that this house, together with four houses across the street at 117, 119, 121, and 125 Twenty-ninth Street, “form an intact cluster of late 19th century working class homes in the Whittier neighborhood.” The study concludes, though, that none of the houses qualify for the National Register.³⁹

The Minneapolis School of Fine Arts is established in downtown Minneapolis. It will move to Whittier in the early twentieth century.⁴⁰

1887 John Washburn, nephew of W. D. Washburn, builds a house at 2218 First Avenue South designed by William Channing Whitney. A 1975 study notes, “This structure has had so many alterations and additions that little of the original fabric remains.” It is, however, “associated with the early history of Minneapolis through is original owner.”⁴¹

S. E. Hatfield erects a Queen Anne style wood-frame house at 2408 First Avenue South at an estimated cost of \$5,000. Because of alterations, the house is not considered eligible for the National Register.⁴²

The four-plex at 2425-2431 Clinton Avenue was apparently built around this time. Although a neighborhood walking tour booklet gives its construction date as 1881, the building does not show up on any insurance maps or Minneapolis atlases until 1892. The address first appears in the *Dual City Blue Book* for 1889-1890, with Wesley O. Dodge listed at 2427 Clinton. A classified advertisement for a domestic in the *Minneapolis Tribune* in 1890 mentions another unit in the same building, 2431 Clinton. The Minneapolis city directory for 1890-1891 lists

³⁸ Minneapolis Building Permits B7476, June 16, 1886; B70808, April 9, 1907; B178277, April 22, 1924; “Notable Day in the History of the Simpson M. E. Church,” *Minneapolis Tribune*, November 17, 1907; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 92.

³⁹ Minneapolis Building Permit B8770, October 6, 1886; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 91.

⁴⁰ “The Art School,” *Minneapolis Tribune*, April 16, 1886.

⁴¹ Minneapolis Building Permit B11170; “Washburn-Fair Oaks: A Study for Preservation,” 81-82.

⁴² Minneapolis Building Permit B10648, May 21, 1887; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 84.

the following occupants: George H. Malcolmson, 2425 Clinton; Wesley O. Dodge, 2427 Clinton; G. Parker Harding, 2429 Clinton; and Pascal Ticknor, 2431 Clinton. Malcolmson and Dodge are “grain commissioners” for the Chamber of Commerce, Parker is a salesman for F. H. Peavey, and Ticknor is a “traveling agent.” There are no building records for this property before 1907.⁴³

The most likely builders of this structure appear to be Ernest S. Winter and John S. Ganly (in some sources Ganley), who purchased the land from Henry and Flora Lawrence in 1888. The Lawrences lived at 2416 Fourth Avenue South, directly behind 2425-2431 Clinton. A few months after they purchased the land, Ganly and Winter took two mortgages totaling \$12,000 on the property and presumably began construction. Both men were stonemasons and had a short-lived partnership called Winter and Ganly. In September 1889, Alcinda Bennifield bought the property from William H. Varner for \$24,000. At that point, the mortgages taken out by Ganly and Winter were still outstanding.⁴⁴ John Ganly continued in the construction field for many years after building the Clinton Avenue apartments. By 1900, he was listed in the city directory as a “sidewalk manufacturer.” By 1915, he had his own construction company, Ganley Construction, which erected buildings and paved roads. The 1990s study states that the building is eligible for the National Register as “an intact example of a late 19th century brick rowhouse, a property type which is rare in Minneapolis.”⁴⁵

An owner identified as McCullough (or McCollogh) builds a three-story, brick commercial building at 109 East Twenty-sixth Street at an estimated cost of \$22,000. The contractor/architect is McEachern and Tomlinson. For a time, the building was known as McCullough Hall. The storefront and windows have been significantly altered, and the 1990s study found that the building is not eligible for the National Register.⁴⁶

The Fourth Avenue street railway line extends to Lake Street.⁴⁷

Sometime before 1888, P. M. Gore builds a Queen Anne style house at 2600 Third Avenue. According to the 1990s study, it is not eligible for the National Register.⁴⁸

⁴³ Whittier Alliance, “Whittier House Tour,” 1981; *Dual City Blue Book* (Saint Paul: R. L. Polk and Company, 1889), 154; classified advertisement, *Minneapolis Tribune*, December 21, 1890. The *Blue Book* contains a reverse directory by street address. People had to pay to get listed in this directory, which is considered something akin to a local social register.

⁴⁴ Hennepin County Deeds Book 249, page 472, recorded April 14, 1888; Hennepin County Mortgages Book 249, page 240, August 13, 1888, and Book 236, page 330, August 31, 1888; Hennepin County Deeds Book 289, page 185, October 3, 1889.

⁴⁵ Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 61-62.

⁴⁶ Minneapolis Building Permit B23694, June 16, 1887; “The Outlook,” *Minneapolis Tribune*, September 11, 1898; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 92.

⁴⁷ Diers and Isaacs, *Twin Cities by Trolley*, 18.

⁴⁸ Minneapolis Building Permit B16030, August 9, 1888, is for repairs to an existing structure; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 93.

Sometime prior to 1888, the house at 2801 Pleasant is moved to this site. The house appears to be a combination of Italianate and Queen Anne styles.⁴⁹

- 1888 Owner Frank Crowell hires the firm of Joralemon and Ferrin to design his three-story, rusticated stone, commercial building at 610 West Lake Street. There are apartments on the upper floors and storefronts at street level.⁵⁰
- 1889 On August 18, the cornerstone for Saint Stephen's Church is laid. The church, which is listed in the National Register, is designed by architect Frederick Corser and built of Bayfield brownstone.⁵¹

Architect Warren H. Hayes designs Calvary Baptist Church at 2608 Blaisdell in a Romanesque Revival style. Harry Wild Jones designs a sanctuary addition in 1902 and the Parish House in 1928. The church is locally designated.⁵²

Mrs. Kate Knight builds a brick row house containing six flats at 100-110 East Twenty-fifth Street. The architect is Frederick A. Clarke. The building is considered eligible for the National Register "as an intact example of a late 19th century brick rowhouse, a property type rare in Minneapolis."⁵³

Sam Wallace builds a brick house at 2700 Pillsbury. The architect seems to be Vogeril. The SHPO has determined that the house is not eligible for the National Register.⁵⁴

Owner W. Smith builds a two-story brick house at 2719 Pillsbury Avenue. The architect is Alexander Murrie.⁵⁵

The Fourth Avenue South street railway line, "one of the earliest horsecar lines," according to *Twin Cities by Trolley*, "was the first line in Minneapolis to convert to electric operation."⁵⁶

- 1890 The Homeopathic Hospital suffers a serious fire, but is rebuilt. The hospital also has a training program for nurses.⁵⁷

⁴⁹ The first building permit is for moving the house.

⁵⁰ Minneapolis Building Permit B13939, March 9, 1888; "Buildings to Be Erected," *Minneapolis Tribune*, March 18, 1888.

⁵¹ "St. Stephens Church Celebrates First 100 Years;" Granger, Kelly, and Murphy, "Final Report of the I-35 Standing Structures Survey," 60.

⁵² Millett, *AIA Guide*, 211; http://www.ci.minneapolis.mn.us/hpc/landmarks/Blaisdell_Ave_S_2608_Calvary_Baptist_Church.asp.

⁵³ Minneapolis Building Permit B18797, May 20, 1889; "Washburn-Fair Oaks: A Study for Preservation," 75-76; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 61.

⁵⁴ Minneapolis Building Permit B17471, January 10, 1889; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures," 92.

⁵⁵ Minneapolis Building Permit B17420, January 2, 1889.

⁵⁶ Diers and Isaacs, *Twin Cities by Trolley*, 248.

⁵⁷ "A Hospital Fire," *Minneapolis Tribune*, March 4, 1890; "Trained Nurses," *Minneapolis Tribune*, February 18, 1891.

The F. W. Johnson Triple House at 2319 First Avenue South and 106-108 East Twenty-fourth Street is apparently built in 1890 or 1892 and designed by Harry Wild Jones. It is considered eligible for the National Register “as an intact example of a late 19th century brick rowhouse, a property type rare in Minneapolis.”⁵⁸

Andrew C. Haugan hires W. H. Dennis to design a three-story commercial building at 116-118 East Twenty-sixth Street (2538 Stevens Avenue in some sources). The 1990s survey did not consider this building eligible for the National Register.⁵⁹

- 1891 Theron P. Healy builds a Queen Anne style wood-frame house at 2412 First Avenue South for owner L. E. Smith. The house has been altered and is not considered eligible for the National Register.⁶⁰
- 1892 A Queen Anne style wood-frame house is built at 2542 Clinton Avenue South, within what are now the boundaries of the Washburn Fair-Oaks Historic District. The 1990s survey considered it “typical of the late 19th century housing in this portion of the Whittier neighborhood” and did not consider it eligible for the National Register.⁶¹
- 1893 Peter A. Dague builds a two-story wood-frame house at 2520 Stevens Avenue South at an estimated cost of \$8,000. He dies a year later at the house. An obituary describes him as an old settler who arrived in the city in 1855 and made his living as a contractor and builder. The building permit suggests that in the 1880s, before the house was built, the property held his shop. During the late 1970s and early 1980s, architect Thomas Hodne made extensive changes to the house, including rear and side additions, and as a result the property does not qualify for the National Register.⁶²
- J. M. McGuire builds a row of flats at 1-11 East Twenty-fifth Street designed by Long and Kees and estimated to cost \$30,000.⁶³

- 1895 The Homeopathic Hospital shuts down due to financial difficulties. A newspaper characterized the hospital as “one of the best known institutions in the city,” and reported that it “has done a large share of the benevolent work among the sick.”

⁵⁸ No building permits have been found for this building; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 61.

⁵⁹ Minneapolis Building Permit B23694, September 28, 1890; Granger, Kelly, and Murphy, “Final Report of the I-35 Standing Structures Survey,” 38.

⁶⁰ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 84.

⁶¹ *Ibid.*, 83.

⁶² Minneapolis Building Permit B31068, May 2, 1893; “Eternal Sleep,” *Minneapolis Tribune*, January 11, 1894; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 86; Minneapolis Building Permits B48970, June 20, 1978, and B49647, February 11, 1980.

⁶³ Minneapolis Building Permit B29833, April 1, 1893.

Less than two years later, the property is in foreclosure. Eventually, this site will become home to Clinton Field Park.⁶⁴

Sarah Carr builds two brick-veneered duplexes at 200-204 and 206-210 East Twenty-sixth Street. The 1990s study called the two Romanesque Revival style buildings “an example of an increasingly rare property type in Minneapolis” and deemed them eligible for the National Register.⁶⁵

T. P. Healy builds a wood-frame house at 2220 Pleasant Avenue at an estimated cost of \$3,000.⁶⁶

1896 Owner B. W. Bacon builds a four-unit apartment house at 2621 First Avenue South. The brick building is designed by architect J. Haley. The 1990s study observed that “it is an example of a double two decker, the most numerous type of apartment building standing in Minneapolis in 1912,” and found that it was not eligible for the National Register.⁶⁷

1899 The J. J. Lewis House is built at 2117 Second Avenue South at an estimated cost of \$7,000. The 1990s survey described the brick house as displaying a “mildly Queen Anne style with a brick garage,” and did not consider the property eligible for the National Register.⁶⁸

1900s A group of nine houses on Clinton Avenue are built around 1900. Most are wood frame, many are Queen Anne or Colonial Revival in style, and all stand within the boundaries of the Washburn-Fair Oaks Historic District. The 1990s survey identified these houses as potentially eligible for the National Register, but SHPO did not concur.⁶⁹

1900 W. Y. Dennis builds a house at 2002 Pillsbury. E. C. Haley is the architect.⁷⁰

Owner Warren Dunbar takes out a permit for an addition to his brick house at 2444 Stevens Avenue. The house appears to be much older and has several Italianate Revival elements such as brackets beneath the eaves, long, narrow windows, and a low-pitched hipped roof.⁷¹

⁶⁴ “Its Doors Closed,” *Minneapolis Tribune*, August 28, 1895; “It Was the Last,” *Minneapolis Tribune*, May 12, 1897.

⁶⁵ Minneapolis Building Permit B35558, October 5, 1895; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 54, 59. The study also noted a very similar building at 618 East Twenty-second Street, which Sarah Carr built in 1891.

⁶⁶ Minneapolis Building Permit B34120, March 13, 1895.

⁶⁷ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 96-97.

⁶⁸ Minneapolis Building Permit B42704, April 11, 1899; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 84.

⁶⁹ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 82-83.

⁷⁰ Minneapolis Building Permit B46070, June 7, 1900.

⁷¹ Minneapolis Building Permit B46260, June 25, 1900.

Mrs. Nellie Dwyer builds a frame house at 2411 Clinton Avenue South with an estimated cost of \$5,000. Currently, there is an HPC plaque identifying this house as the “Morrison-Vanderlin House,” but a staff member at the Minneapolis Heritage Preservation Commission could not provide any background information related to the plaque.⁷²

- 1901 The Carlton, an apartment building designed by Edwin P. Overmire, is erected at 2820 First Avenue South. The 1990s survey report identifies it as eligible for the National Register as “an intact example of a double three-decker apartment building, a property type uncommon in Minneapolis.”⁷³

Architect Adam Lansing Dorr designs a four-story apartment building at 2109 Blaisdell estimated to cost \$35,000.⁷⁴

- 1903 Alfred Fiske Pillsbury builds a residence at 116 East Twenty-second Street. The architect is Ernest Kennedy and the building is now part of the Mansion Historic District. The house was built at a cost of \$135,000 by contractor F. G. McMillan. According to historian Charles Nelson, the two-and-one-half-story house was built of local limestone in the English Tudor Gothic style, which was popular from the early 1880s through the 1920s. “The facade of the mansion is articulated by a projecting two-story entrance bay topped by a balustrade. This bay is set slightly off-center producing an asymmetrical effect, often characteristic of English Gothic.”⁷⁵

Leonard K. Thompson, president of Northwestern National Life Insurance Company, hires Harry Wild Jones to design a house for him at 2215 Pillsbury. Around 1915, Jones is hired to remodel it. Writer Larry Millet calls it “a vivid Colonial Revival house. With its front-facing pediment gable and two-story Ionic pilasters, the house also evokes the earlier Greek Revival style.”⁷⁶

Thomas Walston builds a house at 2302 Blaisdell at an estimated cost of \$18,000. The architect on the permit is listed as “Overmire.” Before the Walston family moves in, a serious fire breaks out in the house, but the damage is repaired. A 1935 advertisement for the house lists its features: an onyx fireplace in the living; a music room; a library with an all mahogany finish; an oval dining room finished in walnut with an adjoining solarium; five bedrooms; two baths; a four-car garage; a central vacuum system; servants rooms; and a ballroom.⁷⁷

⁷² Minneapolis Building Permit B46962, October 2, 1900.

⁷³ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 71.

⁷⁴ Minneapolis Building Permit B48790, May 28, 1901.

⁷⁵ “Washburn-Fair Oaks: A Study for Preservation,” 62-63; Nelson, “Mansion Historic District,” 4-5.

⁷⁶ Millet, *AIA Guide*, 214.

⁷⁷ Minneapolis Building Permit B55976, July 21, 1903; “Dwelling Destroyed,” *Minneapolis Tribune*, January 14, 1904; “Never in Minneapolis such Home Values,” advertisement, *Minneapolis Journal*, February 24, 1935.

1904 The John Crosby House, which is now part of the Mansion Historic District, is built at 2104 Stevens Avenue South. Designed by William Channing Whitney and constructed by contractor C. F. Haglin, the house is estimated to cost \$14,000. The two-and-one-half-story red-brick structure features the Georgian Revival style, although, as historian Charles Nelson notes, “the principal facade is asymmetrical in nature.”⁷⁸

Property owner Richard Evans erects the Minerva apartment building at 2809 Stevens. W. S. Hunt is the architect. The 1990s survey identifies the property as eligible for the National Register “as an intact example of a double three-decker apartment building, a property type uncommon in Minneapolis.”⁷⁹

Architect Adam Lansing Dorr designs Salem Evangelical Lutheran Church at 610 West Twenty-eighth Street. Estimated to cost \$25,000, the structure is built of blue limestone and sits on the site of first Salem church, which was moved to a nearby vacant lot.⁸⁰

C. M. Case builds a house at 2118 Pillsbury, which is designed by William Kenyon.⁸¹

J. E. Pilgrim erects a two-story, brick apartment building at 2800 Pleasant Avenue that is estimated to cost \$2,000.⁸²

1905 One of the last additions in the area, Hanson's Twenty-fourth Street Re-arrangement, is platted.

Samuel J. Hewson hires architects Kees and Colburn to design his residence at 2008 Pillsbury Avenue South. Theron P. Healy is the general contractor and John Bradstreet designs several of the rooms.⁸³

Property owner John Fagerstrom builds a two-story brick apartment at 2721 Stevens Avenue, which the 1990s survey describes as “an intact Colonial Revival style open porch supported by Tuscan columns. It is an example of a double two decker, the most numerous type of apartment building standing in Minneapolis in 1912.” The study concludes that it is not eligible for the National Register.⁸⁴

1906 Edson S. Woodworth hires William Kenyon to design his residence at 2222 Pillsbury. John S. Bradstreet designs at least one room in the house.⁸⁵

⁷⁸ “Washburn-Fair Oaks: A Study for Preservation,” 60-61; Nelson, “Mansion Historic District,” 2.

⁷⁹ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 71.

⁸⁰ Minneapolis Building Permit B59243, June 15, 1904; “Lay Church Cornerstone,” *Minneapolis Tribune*, July 3, 1904; “Will Dedicate Salem Church,” *Minneapolis Tribune*, March 10, 1905.

⁸¹ Minneapolis Building Permit B58492, May 21, 1904.

⁸² Minneapolis Building Permit B604420, September 21, 1904.

⁸³ Minneapolis Building Permit B64931, October 4, 1905; Conforti, *Art and Life*, 85.

⁸⁴ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 96.

⁸⁵ Minneapolis Building Permit B69039, September 25, 1906; Conforti, *Art and Life*, 86.

The Luther Farrington House is built at 2100 Stevens at an estimated cost of \$19,000. Designed by William Channing Whitney, the house is now part of the Mansion Historic District. Historian Charles Nelson writes that the house is “executed in the Georgian Revival mode popular at the turn of the century, and features a dormered gambrel roof, end chimneys, formal entrance portico, and symmetrical facade arrangement.”⁸⁶

Caroline Crosby builds a two-and-one-half-story, red-brick house at 2105 First Avenue South, which is designed by William Channing Whitney. Now part of the Mansion Historic District, the house is directly behind the John Crosby House and is closely related to it in its Georgian Revival style and general appearance.⁸⁷

Property owner John Fagerstrom builds a double two-decker apartment at 2501 Clinton Avenue South. No architect is listed on the permit. The SHPO has determined that the property is not eligible for the National Register.⁸⁸

Frank C. Nickels builds a house at 2500 Pillsbury, which is designed by Harry Wild Jones. Originally brick-veneered, the house has since been covered with stucco.⁸⁹

W. M. Higley builds house at 2417 Pillsbury, which is designed by William M. Kenyon.⁹⁰

Architect William Dunnell designs a building at 2601 Second Avenue South for the Northwestern Telephone Exchange. In 1933, it is remodeled into the Christian Radio Mission. Later, the building is used by caterer Jimmy Jingle.⁹¹

1907 Owner Carl P. Waldron builds the Savannah apartment building at 2101 Blaisdell. It is designed by architect Louis Lockwood. A newspaper article notes that the four-story building “will be 75 x 48 of pressed brick and cut stone and contain eight modern apartments,” and will cost \$35,000 to complete.⁹²

A. W. Ressler builds a house at 2444 Pillsbury Avenue. It is designed by E. C. Haley.⁹³

1908 A. J. and F. A. Gahring hire architect E. C. Haley to design what a newspaper describes as a “brick apartment building at 15 Twenty-fifth Street east, 40 x 124,

⁸⁶ “Washburn-Fair Oaks: A Study for Preservation,” 57; Nelson, “Mansion Historic District,” 1.

⁸⁷ “Washburn-Fair Oaks: A Study for Preservation,” 67-68; Nelson, “Mansion Historic District,” 2.

⁸⁸ Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures,” 87.

⁸⁹ Minneapolis Building Permit B62959, March 24, 1905

⁹⁰ Minneapolis Building Permit B61891, March 23, 1905.

⁹¹ Minneapolis Building Permits B68240, July 21, 1906, and B235945, July 13, 1933.

⁹² Minneapolis Building Permit B71692, May 21, 1907; “Among the Builders,” *Minneapolis Tribune*, May 26, 1907.

⁹³ Minneapolis Building Permit B72735, July 29, 1907.

containing 24 apartments, all with modern improvements, steam heating plant complete, etc.”⁹⁴

Fred Dickoff builds a brick house at 508 West Twenty-second Street.⁹⁵

W. H. Kleinsorg builds a wood-frame house at 2529 Garfield Avenue South, estimated to cost \$4,000. Glenn Saxton is the architect.⁹⁶

1909 Preston King builds a house at 2400 Stevens Avenue South, designed by William Channing Whitney. Preston was the son of William S. King, publisher of the *State Atlas* and a one-time congressman. The 1990s survey found that the house is not eligible for the National Register.⁹⁷

G. F. Lyons hires architect Ora Wood Williams to design a Craftsman style house at 2528 Pillsbury Avenue South. Williams designs other Craftsman style houses “on spec” at 3404, 3408, and 3412 Hennepin Avenue.⁹⁸

Harry Myers builds a wood-frame Craftsman style house at 2513 Garfield. It is designed by Purcell and Feick.⁹⁹

Hillcrest Surgical Hospital, designed by the firm of Down and Eads, is built at 501 West Franklin. In 1916, the hospital receives an addition. It has been converted to apartments.¹⁰⁰

William Channing Whitney designs a brick-veneered house at 2304 Pillsbury for Mr. and Mrs. Willard R. Cray.¹⁰¹

The Harry Goosman House at 2532 Pillsbury Avenue is built. It is designed by Purcell and Feicke.¹⁰²

1910 Villa Rosa is razed. Within a few years, a building to house the Minneapolis Institute of Arts and the Minneapolis School of Fine Arts will rise on this site.¹⁰³

⁹⁴ Minneapolis Building Permit B77673, August 4, 1908; “Real Estate Transaction 3—Among the Builders,” *Minneapolis Tribune*, August 9, 1908.

⁹⁵ Minneapolis Building Permit B78409, September 16, 1908.

⁹⁶ Minneapolis Building Permit B76253, May 14, 1908.

⁹⁷ “Washburn-Fair Oaks: A Study for Preservation,” 72; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 85.

⁹⁸ Minneapolis Building Permits B84035, September 25, 1909; Northwest Architectural Archive files. See *Legacy of Minneapolis*, 157, for a photograph of the Hennepin Avenue houses.

⁹⁹ Minneapolis Building Permit B82137, June 10, 1909.

¹⁰⁰ Minneapolis Building Permit B83047, July 28, 1909.

¹⁰¹ Minneapolis Building Permit B83865, September 13, 1909.

¹⁰² Minneapolis Building Permit B84813, November 9, 1909.

¹⁰³ “‘Villa Rosa’ the House that Stood on Morrison Site Till a Year Ago,” *Minneapolis Tribune*, January 11, 1911.

Mrs. Sarah Langdon hires William Channing Whitney to design her house at 2201 Pillsbury. John Bradstreet designs some of the interior.¹⁰⁴

D. M. Baldwin builds a house at 2219 Pillsbury Avenue. He has hired H. E. Hewitt to design it.¹⁰⁵

- 1911 Mrs. Mabel Ahle builds a one-story Craftsman style house at 2811 First Avenue at an estimated cost of \$2,500.¹⁰⁶

Israel Liberman builds houses at 511 and 515 West Twenty-fifth Street. Both are designed by Levander and Ericson. The Craftsman style house at 511 is estimated to cost \$1,800, while the one at 515 is a Classical Revival duplex estimated to cost \$6,000.¹⁰⁷

- 1912 After many years of debate and lawsuits, work is finally begun on a trench that is mostly aligned along Twenty-ninth Street for the Hastings and Dakota line of the Chicago, Milwaukee, and Saint Paul Railroad. In time, trains will run on tracks approximately twenty-two feet below grade, while bridges will carry streetcar and other vehicular traffic above. Work on the \$1.5 million project starts near Dupont Avenue South.¹⁰⁸

The Christian Science Church is begun at 4-10 East Twenty-fourth Street and completed in 1914. Designed by architect Solon S. Berman, the building is considered eligible for the National Register of Historic Places. One study called it “an excellent and intact example of the Neo-Classical style” and “the work of [a] noted Chicago architect.”¹⁰⁹

Edward C. Gale builds a mansion at 2215 Stevens Avenue South, which is designed by Ernest Kennedy. It is now part of the Mansion Historic District. Larry Millet calls this house an “elegant, subtly asymmetrical Renaissance Revival house [that] keeps everything at a human scale.” According to Charles Nelson, it is built of buff Bedford limestone, cut into rectangular blocks, with a columned portico on the main entrance at Stevens Avenue.¹¹⁰

Charles S. Pillsbury builds a residence at 100 (106 in some sources) East Twenty-second Street. The architect is Hewitt and Brown. It is now part of the Mansion Historic District. The two-and-one-half-story, reinforced-concrete and grey Bedford limestone house cost \$300,000 to erect. It reflects the English Gothic

¹⁰⁴ Minneapolis Building Permit B88679, July 26, 1910; Conforti, *Art and Life*, 88.

¹⁰⁵ Minneapolis Building Permit B87808, June 6, 1910.

¹⁰⁶ Minneapolis Building Permit B93009, May 15, 1911.

¹⁰⁷ Minneapolis Building Permits B85652, March 9, 1911, and B85653, March 9, 1911.

¹⁰⁸ “Milwaukee Road Prepares for Lowering Its Tracks,” *Minneapolis Tribune*, April 6, 1913.

¹⁰⁹ Minneapolis Building Permits B101733, November 22, 1912, and B113004, November 30, 1914; Granger, Kelly, and Murphy, “Final Report of the I-35W Standing Structures Survey,” 60.

¹¹⁰ “Washburn-Fair Oaks: A Study for Preservation,” 56; Millett, *AIA Guide*, 209; Nelson, “Mansion Historic District,” 5. Apparently, no permit exists for this building.

style, which was popular from the 1890s to the 1920s. The interiors of the mansion were designed by Charles Duveen of London and feature many fine woods and decorative glass panes. The stone fireplace in the library is from London and dates to the Great Fire of 1666. The grounds are enclosed on two sides by low stone walls and two stone lions flank the main entrance.¹¹¹

Property owners Mrs. H. C. Lau and Mrs. Northfield erect a two-story apartment house at 2322 Garfield estimated to cost \$9,500. Glenn Saxton is the architect.¹¹²

- 1913 The cornerstone of the Minneapolis Institute of Arts is laid. The new museum will be erected on the site formerly occupied by Dorlius Morrison's Villa Rosa. Clinton Morrison, Dorilus's son, donated the land for the institute, but did not live to see the dedication.¹¹³

The following year, more progress is made on the Chicago, Milwaukee, and Saint Paul Railroad trench, although it does not yet reach the Whittier neighborhood. A newspaper article notes that the trench will eliminate the jobs of about twenty flagmen at street crossings along Twenty-ninth Street. Henry Sands, a ten-year veteran of the Milwaukee Road, is the guard at Second Avenue and has been at that the job for three years. Patrick Cawley has served as the flagman at Third Avenue for eighteen years.¹¹⁴

John and Nellie Snyder build a house at 2118 Blaisdell. It is designed by Ernest Kennedy and has an estimated cost of \$35,000. The house has had a large addition.¹¹⁵

- 1914 Ground is broken for Saint Stephen's School at the corner of Twenty-second and Clinton. E. J. Donahue of Saint Paul is the architect. The \$70,000 school open the following year. The 1990s survey found that the Collegiate Gothic style school is eligible for the National Register.¹¹⁶
- 1915 The Minneapolis Institute of Arts, founded in 1883, finally has its own building. It is designed by McKim, Mead and White, with later additions by Hewitt and Brown (1916), Kenzo Tange, (1974), and Michael Graves (2006). The original building reflects the Beaux-Arts style. The property is considered eligible for the National Register.¹¹⁷

¹¹¹ "Washburn-Fair Oaks: A Study for Preservation," 65-66, 69-70; Nelson, "Mansion Historic District," 3-4.

¹¹² Minneapolis Building Permit B96480, January 2, 1912.

¹¹³ "City Takes Big Step Toward Artistic Goal," *Minneapolis Tribune*, July 31, 1913.

¹¹⁴ "Old Flagmen to Go with Lowering of Twenty-ninth Street Tracks; Familiar Little Shacks with Garden Plots Doomed to Disappear," *Minneapolis Tribune*, July 13, 1913.

¹¹⁵ Minneapolis Building Permit B105657, August 5, 1913.

¹¹⁶ "Ground Will be Broken for Parochial School," *Minneapolis Tribune*, June 21, 1914; "Parishioners Plan Kermess in New St. Stephen's School," *Minneapolis Tribune*, October 3, 1915; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 58-59, 82.

¹¹⁷ "Opening of New Year Marks New Era in Local Art World," *Minneapolis Tribune*, January 3, 1915.

A pair of identical brick, two-decker duplexes are built at 2509 and 2515 Clinton Avenue around 1915. Although within the boundaries of the Washburn-Fair Oaks Historic District, the buildings are not considered eligible for the National Register.¹¹⁸

John Bovey builds a house at 2322 Blaisdell. It is designed by Ernest Kennedy.¹¹⁹

Mrs. Helen Asbury builds a two-story apartment building at 2440 Stevens Avenue with an estimated cost of \$7,500. There is Minneapolis Heritage Preservation Commission plaque affixed to this building, but HPC staff could not provide information related to the plaque.¹²⁰

1916 Three duplexes are built at 2401 First Avenue South for owner S. E. Olson. Designed by Clifford McElroy, the general contractor was the Ganley Construction Company. Ganley seems to have been involved in the building of 2425-2431 Clinton Avenue South as well. The SHPO has determined that the building is not eligible for the National Register.¹²¹

The Minnesota Conference of the Seventh-Day Adventist Church builds a two-story, stucco-veneered church at 2700 Stevens Avenue at an estimated cost of \$16,000. The architects are Dennis and Moe.¹²²

Walker G. Hudson builds a house at 2400 Pillsbury. It is designed by Hewitt and Brown.¹²³

The Minneapolis School of Art moves into a new facility, the Julia Morrison Memorial Building, on Twenty-fifth Street, on the same block as the Minneapolis Institute of Arts. Founded by the Minneapolis Society of Fine Arts and originally known as the Minneapolis School of Fine Arts, the school was located at 1021 Hennepin Avenue after it was established in 1886. Three years later, it moved into the new Minneapolis Public Library on Hennepin and Tenth Street. The school found a new home on the fourth floor of the newly completed Institute of Arts in 1915. In 1974, the school would expand into a new building south of the Morrison Building that was designed by Kenzo Tange. Beginning on July 1, 1988, the school, by then known as the Minneapolis College of Art and Design, became independent from the Minneapolis Institute of Arts.¹²⁴

¹¹⁸ Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures," 83. The Hennepin County web site gives the building as 1909.

¹¹⁹ Minneapolis Building Permit B117570, August 18, 1915.

¹²⁰ Minneapolis Building Permit B117351, August 17, 1915.

¹²¹ "Final Report of the I-35W Standing Structures," 83.

¹²² Minneapolis Building Permit B123165, July 18, 1916; "Homes Being Built even though other Activities Lessen," *Minneapolis Tribune*, July 23, 1916.

¹²³ Minneapolis Building Permit B124959, October 12, 1916.

¹²⁴ "Home of Art school Will Be Ready Soon," *Minneapolis Tribune*, August 27, 1916; "More than Thousand at Formal Opening of New Art School," *Minneapolis Tribune*, November 26, 1916; Millett, *AIA*

1917 Owner Emma Lilienthal builds a three-story apartment house at 2612 Third Avenue at an estimated cost of \$8,600. The building apparently receives a Moderne facade in the 1930s.¹²⁵

Owner Peter Sundquist erects an apartment building at 2106 Garfield. It is designed by John V. Koecher.¹²⁶

1919 George Chase Christian builds a residence at 2301-2303 Third Avenue South, which is designed by Hewitt and Brown. George is the son of George Henry Christian, who developed the middlings purifier process that greatly improved the quality of flour. George Chase Christian dies before the house is completed and his widow, Carolyn, inherits it. She also administers the \$4 million fund left by her father-in-law for charitable causes. In addition to her long-term leadership with the Citizen's Aid Society, Mrs. Christian is involved with the Society of Fine Arts and is the first president of the Friends of the Institute. She donates her house to the Minneapolis Institute of Arts in the 1950s, and it is later sold to the Hennepin County Historical Society, which operates the Hennepin History Museum there. The house is considered eligible for the National Register.¹²⁷

The City of Minneapolis builds an oil pump house, known as the Eighth Ward Warehouse, at 2900 Pleasant.¹²⁸

1921 Garfield Holding builds the three-story, brick Garfield Court at 2101 Garfield Avenue. The building is designed by A. Rose and the initial cost is \$100,000.¹²⁹

1922 Work is begun on the Windsor apartment building at 2001-2011 Third Avenue South, a site formerly occupied by the residence of Judge Edwin S. Jones. Architect Louis Bersback designed the 98-unit, reinforced-concrete building, which has an H-shaped footprint. The exterior is faced with tapestry brick and trimmed with Bedford stone. The building has room for commercial ventures, such as barber shops and grocery or other retail stores, on the ground level and three stories of apartments above. Developer Walter M. Walting, president of the Ambassador Holding Company, noted that the building "will be complete in every respect from perfectly landscaped grounds to the smallest detail of apartment construction." Walting added: "An object of our company is to raise the standard of quality of apartment houses. Our motto is to make the apartment house an asset to the city instead of a detriment." Most of the apartments contain two, three or four rooms, but one has seven rooms and two bathrooms to provide an alternative to a single-family dwelling. The building's opening in 1923 is

Guide, 207; Mary Abbe Martin, "Arts Society Trustees Give Independence to Museum and College," *Minneapolis Star Tribune*, December 29, 1987.

¹²⁵ Minneapolis Building Permits B126102, January 11, 1917, and B242110, September 6, 1935.

¹²⁶ Minneapolis Building Permit B129642, September 24, 1917.

¹²⁷ "Washburn-Fair Oaks: A Study for Preservation," 33-34.

¹²⁸ Minneapolis Building Permit B134500, April 1, 1919.

¹²⁹ Minneapolis Building Permits B151448, July 19, 1921, and B151497, July 21, 1921.

celebrated with a dance in the spacious lobby, which measures 43 feet wide and 104 foot in length. It has two fireplaces, a tile floor, and sun parlors. The building is eligible for the National Register.¹³⁰

Property owner M. A. Floyd hires architect A. Rose to design the Marcelle Arms apartments at 2400 Harriet Avenue. The three-story building, which has a central courtyard, is estimated to cost \$100,000 to construct.¹³¹

The old Blaisdell mansion is razed to make way for a building for the Hardware Mutual Fire Insurance Company. The three-story, brick and concrete office building at 2344 Nicollet Avenue is designed by Magney and Tusler. The building is now home to the City of Lakes Waldorf School.¹³²

- 1923 Saint Ann's Residence is built at 2118 Clinton Avenue South to serve as a convent for Saint Stephen's parish. It was designed by O'Meara, Hills and Krasjinki of Saint Paul. The SHPO has determined that this property is not eligible for the National Register.¹³³

Property owner Harold N. Falk builds a three-story brick and tile apartment house at 2216 Garfield Avenue South. M. C. Sundin is the architect for the building, which is estimated to cost \$80,000.¹³⁴

- 1924 W. D. Washburn's mansion, Fair Oaks, is razed. The Minneapolis Park Board develops the site into Washburn-Fair Oaks Park.¹³⁵

- 1925 Maurice Mandel builds a two-story apartment building at 2621 Pleasant. There is no architect listed on the permit, which gives an estimated cost of \$25,000 for the construction.¹³⁶

Maurice Mandel erects a two-story, brick apartment at 2647 Garfield at an estimated cost of \$30,000. The letters "MM," seen above the front entrance, are

¹³⁰ Minneapolis Building Permit B165156, November 22, 1922; "Apartment to \$750,000 Going Up Here," unnamed newspaper, September 1922, at the Minneapolis Collection, Hennepin County Central Library; "Land Sold for \$400 in '68 to Be Site of \$1,000,000 Building," *Minneapolis Journal*, September, 1922; "New Apartment Building Will Cost \$750,000," *Minneapolis Tribune*, September 24, 1922; "Informal Dance in Lobby Opens New Windsor Apartment Building," unnamed newspaper, August 19, 1923, at the Minneapolis Collection, Hennepin County Central Library; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 62. Larry Millett states there are 109 units in the building (*AIA Guide*, 203). There seems to be a widespread discrepancy in the spelling of Louis Bersback's name, which is "Bershack" in some sources. Northwest Architectural Archives uses Bersback.

¹³¹ Minneapolis Building Permit B156990, April 4, 1922.

¹³² "Office Building to Replace Old Blaisdell Block," *Minneapolis Tribune*, May 26, 1922; Minneapolis Building Permit B163021, September 7, 1922; Millett, *AIA Guide*, 231.

¹³³ Minneapolis Building Permit B167830, April 16, 1923; Granger, Kelly, and Murphy, "Final Report of the I-35W Standing Structures Survey," 86.

¹³⁴ Minneapolis Building Permit B168126, May 1, 1923.

¹³⁵ "Washburn-Fair Oaks: A Study for Preservation," 11.

¹³⁶ Minneapolis Building Permit B1185128, January 5, 1925.

probably those of the owner. S. J. Bowler is the architect. This building is very similar to the one at 2621 Pleasant Avenue.¹³⁷

- 1928 C. E. Betcher builds a three-story apartment complex at 2100 Nicollet. S. J. Bowler is the architect.¹³⁸
- 1929 Auditor's Subdivision No. 213, which includes the site of 2425-2431 Clinton, is platted.

Architect Louis Bersback designs the Moorish Revival building at 2611 First Avenue South for Despatch Laundry. The building is locally designated and is eligible for the National Register.

- 1930 S. W. Goldberg builds a two-story apartment house at 2701 Grand Avenue, which is designed by Perry Crosier.¹³⁹
- 1939 A later newspaper article notes: "Congress, inspired by Germany's limited-access autobahns, directed a study of a national system of super highways. Two of Minnesota's interstate highways—35 and 94—first appeared on a 1939 map." What would later become Interstate 35W was first depicted in 1949, aligned along Lyndale Avenue South.¹⁴⁰

Plans for the Fair Oaks Apartments are announced. The project requires a setback variance from the Minneapolis Planning Commission to allow the buildings to be approximately four feet from the property line instead of the usual ten. The three-story buildings on the former Clinton Morrison estate feature a large inner court, underground parking, and plenty of fresh air and light. A contemporary newspaper notes: "Entrances are so arranged [that] only two families on each floor use the same entrance." When it opens in 1940, a newspaper describes it as "finer living for 224 families," with "3-1/2, 4, and 4-1/2 rooms, not counting the bathrooms and foyers. Each apartment has two entrances and the modern design allows self-expression in interior decoration." The apartments offer plenty of closets, well-equipped kitchens, and laundries for the use of all residents. The project provides "homes at average rentals with every comfort and convenience." Architect Bill Beyer called Fair Oaks and Highland Village, a similar project in Saint Paul, probably "the biggest coup" of the career of architect Perry Crosier, who designed and supervised the construction of both projects. "Crosier designed other apartment buildings before and after these, but nothing comparable in scale and quality." Fair Oaks Apartments is considered eligible for the National Register.¹⁴¹

¹³⁷ Minneapolis Building Permit B193660, November 10, 1925.

¹³⁸ Minneapolis Building Permit B210645, May 21, 1928.

¹³⁹ Minneapolis Building Permit B221175, April 19, 1930.

¹⁴⁰ Steve Brandt, "35W at Age 25: Life near the Fast Lane," *Minneapolis Star Tribune*, May 31, 1992.

¹⁴¹ "Apartment Costing \$900,000 Planned," *Minneapolis Tribune*, February 4, 1939; "Fair Oaks Is Newest Idea in Apartments," *Minneapolis Tribune*, October 1, 1940; "224 Families Offered Suites in Fair Oaks," unnamed newspaper clipping, April 15, 1940, at the Minneapolis Collection, Hennepin County Central

Owners W. K. Jessup and A. C. Johnson build the Moderne style Marie Antoinette Apartments at 26-30 West Twenty-second Street. The building permit does not list as architect, but writer Larry Millett believes Carleton W. Farnham was the designer.¹⁴²

The firm of Haxby and Bisell designs the apartment building at 2108-2124 Pleasant Avenue (also known as 304-08 West Twenty-second Street). The cost is estimated to be \$195,000. The original name seems to be Stanley Hall Court.¹⁴³

1940 Western Alloyed Steel Casting erects an office at 2901 Pleasant Avenue at an estimated cost of \$20,000.¹⁴⁴

1945 Leck Construction builds a one-story, brick office building at 2838 Stevens Avenue at an estimated cost of \$5,000. It is designed by the firm of Lang and Raugland.¹⁴⁵

1949 Perry Crosier designs a three-story brick apartment building, the Kahn Pleasant Avenue Apartments, at 2100 Pleasant.¹⁴⁶

1950 M. U. Bergstedt is the architect for the six-story Rose Manor Apartments erected at 22 East Twenty-second Street.¹⁴⁷

The Minneapolis and Saint Louis Railroad spends one million dollars to build an office at 111 East Franklin, which is designed by Clyde W. Smith. It has recently been converted to housing.¹⁴⁸

The Nisshelle Apartment Group erects an apartment house at 2201 Third Avenue South, now known as Bauhaus Flats. It is designed by J. E. Engler.¹⁴⁹

1954 First Christian Church, designed by the firm of Thorshov and Cerny, is built at 2201 First Avenue South. In time, the site will include a school and nursing home. Writer Larry Millet describes the 1954 structure as “a modernist brick church modeled on Eliel Saarinen’s Christ Lutheran Church (1949).”¹⁵⁰

Library; Bill Beyer, “An Apartment Idyll: Five Decades of Light and Air at Fair Oaks,” *Architecture Minnesota*, May-June 1987.

¹⁴² Minneapolis Building Permit B257859, June 1, 1939; Millet, *AIA Guide*, 214.

¹⁴³ Minneapolis Building Permit B256574, March 23, 1939.

¹⁴⁴ Minneapolis Building Permit A24450, December 31, 1940.

¹⁴⁵ Minneapolis Building Permit A26130, June 28, 1945.

¹⁴⁶ Minneapolis Building Permit B306852, July 25, 1949.

¹⁴⁷ Minneapolis Building Permit B315278, August 11, 1950.

¹⁴⁸ Minneapolis Building Permit B311140, April 3, 1950.

¹⁴⁹ Minneapolis Building Permit B316599, October 21, 1950.

¹⁵⁰ Minneapolis Building Permits B340132, April 27, 1954, and B388057, June 17, 1964; Millet, *AIA Guide*, 209.

- 1956 An article recounting the history of the freeway notes: “By 1956, highway planners were suggesting a corridor between Stevens and 2nd Aves., but that clipped the west side of the Minneapolis Institute of Arts and complicated traffic near the Minneapolis Auditorium. A year later the route, between 28th St. and downtown, was shifted a few blocks east and the process of buying and razing homes began.” The enthusiasm for the freeway was in part based on the unbearable congestion on city streets. The funding was also attractive, with the federal government paying 90 percent of the cost of interstate construction.¹⁵¹
- 1958 The Humboldt Institute builds a large, three-story structure at 2201 Blaisdell Avenue, which has been designed by the firm of Carter and Sundt. The building is now used by the Urban League.¹⁵²
- 1962 The preliminary design for Interstate 35W north of Lake Street comes before the Minneapolis City Council. A newspaper article notes that many neighborhoods are opposed to the freeway and traces this resistance to the lack of public input in planning for the freeway. “It is clear . . . that the decisions which are now turning out to be so controversial were being made nearly a year and a half ago. The problems involved were not talked out at that time with the people affected primarily because the system of street and highway planning in Minneapolis is not organized to raise basic policy questions.” The city had limited its role in the planning process, leave most decisions to the state: “It has not generally taken the initiative in locating future routes and in selling them to the neighborhoods affected.” As a result, “Minneapolis finds itself in 1962, after more than six years experience with the freeway program—facing another impossible choice between accepting a highway plan to which a substantial segment of the community objects, and delaying the program again for another study.” The same article observes that the people who will be the most affected by the freeway construction will not be the primary users of the new interstate system: “Freeways are not, and can not be, designed for short trips; they are for medium and long-distance trips through the metropolitan area.”¹⁵³

A study conducted by engineers John Janssen and Curtis Motchenbacher concludes that freeway noise along Interstate 35W in Richfield and Bloomington is less than that of city streets or Highway 100 in Saint Louis Park. “Normal activities inside a house nearby almost drown out sounds from cars and trucks.”¹⁵⁴

- 1963 A newspaper article reports that nearly \$28 million of the state’s \$314 million highway construction program is earmarked for Minneapolis freeway projects. “Most of the city expenditure will be for the development of the ‘south ring’

¹⁵¹ “35W at Age 25: Life near the Fast Lane”; Martin Merrick, “\$28 Million Fund Earmarked for Freeway Projects in City,” *Minneapolis Star*, August 2, 1963.

¹⁵² Minneapolis Building Permit B36544, November 21, 1958.

¹⁵³ Ted Kolderie, “City Freeway Hits Policy Bottleneck,” *Minneapolis Tribune*, November 23, 1962.

¹⁵⁴ Paul Gilje, “Freeway Noises Don’t Come Indoors,” *Minneapolis Star*, April 12, 1962.

freeway bordering downtown where the building of costly and complicated roads and interchanges will take five to seven construction seasons.”¹⁵⁵

- 1964 Construction of Interstate 35W is expected to reach the Nicollet-Stevens Avenue area by the end of 1965.¹⁵⁶

A reporter investigates the cost of the freeway to some long-time Whittier residents. Mr. and Mrs. Leon W. Brooks of 2520 Fifth Avenue South do not have car and will not use the freeway that will soon destroy their home. They have not been able to find a comparable four-plex to replace the one they live in now. The couple depends upon rent to supplement their modest pension and Social Security income. The other four-plex the couple considered was \$4,000 more than the Minnesota highway department will pay them for their current home. Seventy-nine-year-old George Geisler at 2519 Fifth Avenue South, who relies on rent from an upstairs apartment, will likewise not be able to replicate his living situation with the \$8,300 offered by the state. An African American family, Mr. and Mrs. William North at 2522 Fourth Avenue South, has experienced racial discrimination in their search for a replacement house. They want their children to grow up in a diverse neighborhood (like Whittier), but find the only places open to them are segregated.¹⁵⁷

- 1965 “When construction of 35W began, the 300-foot strip between Stevens and 2nd Avs. became a linear ghost town as the first residents moved out. Their homes were moved to new sites or razed, sometimes after being looted to the point where sod was stripped from yards.”¹⁵⁸

- 1967 In January, Interstate 35W opens from Sixty-second Street to Thirty-first Street.¹⁵⁹

The Minneapolis City Council approves an accelerated construction schedule that allows work to be performed twenty hours per day in the hope of completing the freeway between East Thirty-first Street and Eleventh Avenue South by year’s end. The longer work hours will mean more noise for area residents, but the freeway will be completed earlier.¹⁶⁰

In November, the last 1.5-mile-long section of Interstate 35W is completed.¹⁶¹

- 1968 The *Minneapolis Star* interviews people living along the route of the newly opened Interstate 35W and finds discontent. One man residing near Franklin Avenue claims the freeway has ruined the neighborhood. His walk to Saint Stephen’s Church is longer by eight blocks because he has to go around the

¹⁵⁵ Merrick, “\$28 Million Fund Earmarked for Freeway Projects in City.”

¹⁵⁶ “35W Reaches Nicollet Av,” *Minneapolis Star*, March 11, 1964.

¹⁵⁷ Sam Newlund, “Freeway—Road Paved with Heartaches,” *Minneapolis Tribune*, March 8, 1964.

¹⁵⁸ “35W at Age 25: Life Near the Fast Lane.”

¹⁵⁹ “Section of Hwy. 35W to Open Saturday,” *Minneapolis Star*, January 13, 1967.

¹⁶⁰ “Speedier Freeway Work Approved,” *Minneapolis Star*, March 6, 1967.

¹⁶¹ “Last Section of Interstate to Open,” *Minneapolis Tribune*, November 19, 1967.

freeway. “Besides that, the noise is so loud you can’t hear yourself think.” He mentions a “nice old Scandinavian couple” that moved away after construction started, leaving their house vacant because they could not sell it. Soon “hippies” moved in, and although the police finally chased them away, the house was wrecked. Another respondent, Mrs. Bertha Soderlind, tried to take a positive interest in the freeway as it was being built. After she had move to a nursing home due to health problems, however, she could not find a buyer for her house at 3501 Second Avenue South because no one wanted to live near a freeway.¹⁶²

Urban designer Lawrence Halprin says the “freeway in the city has been a great destroyer of neighborhood values,” bringing in pollution and noise and forcing relocation. “Worse still, a block-wide swath cut through a neighborhood, in spite of well-meant pedestrian overpasses, effectively destroys a cohesive neighborhood as a pedestrian precinct.”¹⁶³

Another article questions the freeway’s ultimate benefit. It quotes unnamed city officials who assert: “The social and economic effects of the freeway on Minneapolis have so far been more negative than positive.” City streets such as Portland and Park now have less traffic because the freeway carries 70,000 cars per day between Lake Street and downtown. City traffic engineer David Koski notes that the relief is only temporary, though, because the freeway is already overcrowded and will only get more so when Interstate 94 to Saint Paul opens. Most residents in the vicinity object to the noise, which averages 75 to 80 decibels, and the barrier that the freeway creates in neighborhoods. The project sponsors, however, “disagree regarding the validity of this complaint. R. P. Braun, assistant highway commissioner, said a study done by planning consultants in the mid-fifties concluded that ‘no functional neighborhood existed in the freeway corridor.’ Local neighborhoods have formed along the freeway and are not severed by it, he said.” However, “Marvin Tenhoff, planning director for Minneapolis schools agreed with the residents that the freeway has broken up neighborhoods” by bisecting elementary school boundaries, resulting in a reconfiguration of neighborhoods.¹⁶⁴

- 1971 Construction starts on Bridge No. 27668, a pedestrian walkway that crosses above the freeway at East Twenty-fourth Street. The 650-foot structure is completed the following year. Costing \$158,000, it has an eight-foot wide walkway enclosed by a metal mesh fence.¹⁶⁵

¹⁶² Kristin McGrath, “Freeway View: ‘Noise, Smog, Hippies, Ruins,’” *Minneapolis Star*, November 12, 1968; Kristin McGrath, “Widow, 70 ‘Made Friends’ with Freeway,” *Minneapolis Star*, November 13, 1968.

¹⁶³ McGrath, “Freeway View: ‘Noise, Smog, Hippies, Ruins.’”

¹⁶⁴ Kristin McGrath, “Success of Freeway ‘Surgery’ in Doubt,” *Minneapolis Star*, November 14, 1968.

¹⁶⁵ Elizabeth Walton, Minnesota Department of Transportation, interview by Marjorie Pearson, June 9, 2009; “Pedestrian Overpass Will Span 35W at 24th,” *Minneapolis Tribune*, May 19, 1972.

One study finds the noise levels near Interstate 35W are at 85 to 90 decibels during the day and 14 to 20 decibels at night.¹⁶⁶

A stretch of Interstate 35W near Minnehaha Creek will be resurfaced in the hopes of reducing freeway noise. A newspaper reports, "That portion has been the object of strong citizen complaints about traffic noise and also was studied by Dr. Robert Lambert, University of Minnesota acoustician, who found the noise levels objectionable." The pavement may have been worn down by studded snow tires, which were subsequently outlawed.¹⁶⁷

- 1972 A plan is unveiled to revitalize the Nicollet-Lake area with a large shopping center featuring an enclosed courtyard. Advocates believe the plan will address the problems of vacant stores and declining revenues, but others are wary, fearing that existing businesses and homes will be displaced.¹⁶⁸

Sound barriers are built along Interstate 35W between Diamond Lake Road and Minnehaha Creek. The eight-foot barriers stretch for about a mile.¹⁶⁹

- 1974 Sound barrier walls are erected along Interstate 35W in the Whittier neighborhood.¹⁷⁰

Architect Kenzo Tange designs an extension to the Minneapolis Institute of Arts, which includes a 746-seat auditorium for the Children's Theatre, and a free-standing building for the Minneapolis College of Art and Design (formerly the Minneapolis School of Art).¹⁷¹

The Minneapolis City Council selects the Nicollet-Lake Associates to build a 170,000 square-foot shopping center at Nicollet-Lake. The developer subsequently misses two deadlines for the \$8.4 million project.¹⁷²

- 1976 The city council terminates the contract with the Nicollet-Lake Associates.¹⁷³

In March, the city council considers K-Mart and SuperValu as the major tenants in a revised plan for the Nicollet-Lake redevelopment. The plan calls for closing

¹⁶⁶ Betty Wilson, "Hwy. 35W Found Loud as 'Boiler Room,'" *Minneapolis Star*, February 19, 1971.

¹⁶⁷ "State Will try to Reduce Noise in I-35 Stretch," *Minneapolis Tribune*, June 24, 1971.

¹⁶⁸ Jim Talle, "Lake St. Plan Divides Businessmen, Residents," *Minneapolis Star*, August 3, 1972.

¹⁶⁹ "Noise-dampening Walls Are Going Up along a Stretch of 35W," *Minneapolis Tribune*, September 13, 1972.

¹⁷⁰ Ben Chistensen, Minnesota Department of Transportation, telephone interview by Marjorie Pearson, June 9, 2009.

¹⁷¹ Millett, *AIA Guide*, 207.

¹⁷² Eric Pianin, "Developer Order to Tell Center Plans," *Minneapolis Star*, December 16, 1975.

¹⁷³ Howard Gelfand, "Nicollet Developer Maybe Out," *Minneapolis Tribune*, January 3, 1976.

Nicollet Avenue between Twenty-ninth and Lake Streets to accommodate K-Mart's requirement for surface parking.¹⁷⁴

Some council members who had been opposed to the closing of Nicollet have a change of heart. Alderman Lee Munnich said he would support the plan if traffic problems could be worked out, if K-Mart hires its workers from the neighborhood, and if the city "commits itself to revitalize Nicollet Avenue." K-Mart claims its new 84,000 square-foot store will have 250 employees.¹⁷⁵

By May the city council and Mayor Charles Stenvig approve the redevelopment plans.¹⁷⁶

A newspaper article reports in August that "for the first time, property taxes will be used next year to pay off bonds for Minneapolis' lagging Nicollet-Lake redevelopment project." This is confirmed by a later article: "In 1977, taxpayers in Minneapolis paid \$391,000 to support Nicollet-Lake, which was supposed to be self-supporting, when there was not enough new development in the district to generate the revenue needed to pay off bonds sold by the city." The pattern continued in the following year, when "taxpayers had to pay an estimated \$600,000 as development lagged." Norm Corson, who was once a city project manager at Nicollet-Lake, later observed: "There was just too much of an over expectation." He added that the project "really fell behind right from the start."¹⁷⁷

The Minneapolis Heritage Preservation Commission designates the Washburn-Fair Oaks Historic District. It is bounded by Franklin Avenue to the north, Interstate-35W to the east, and East Twenty-sixth Street to the south. The boundary to the west is delineated by the alley between First Avenue South and Nicollet Avenue except at one location, where it jogs west to include the building on the northeast corner of the intersection of Nicollet Avenue and East Twenty-fourth Street.¹⁷⁸

1977 April witnesses the opening of the SuperValu store, which had been the first business to break ground in the Nicollet-Lake redevelopment area. The owner, Sherm Quisberg, had operated a smaller SuperValu at Twenty-ninth and Blaisdell. The new store is twice the size of his previous one. Nicollet Avenue is still open at this point.¹⁷⁹

¹⁷⁴ Milton Coleman, "K-Mart, SuperValu Likely Nicollet Center Tenants," *Minneapolis Star*, March 2, 1976.

¹⁷⁵ "K-Mart Plan for Nicollet Faces Three Ifs," *Minneapolis Star*, May 13, 1976.

¹⁷⁶ Robert Guenther, "Mayor Refuses to Veto Plans on Nicollet-Lake," *Minneapolis Star*, May 21, 1976.

¹⁷⁷ Robert Guenther, "Tax Funds to Prop Sagging Project," *Minneapolis Star*, August 23, 1976; Mike Kazuba, "Nicollet-Lake after 15 Years: Is It a Success - or a Mess?" *Minneapolis Star Tribune*, January 2, 1988.

¹⁷⁸ City of Minneapolis website (http://www.ci.minneapolis.mn.us/hpc/landmarks/Washburn_Fair_Oaks.asp).

¹⁷⁹ Jane Nelson, "New SuperValu Opens at Nico-Lake," *Southside News*, April 13, 1977.

On July 1, Nicollet Avenue is closed between Twenty-ninth and Lake Streets. Existing businesses in the area soon feel the effect. Many of the businesses had depended on drive-by traffic, which has been cut off. Peter Feider of the Town Crier Pancake House reports his business has dropped substantially. A newspaper article notes that trade at Brownberry Ovens, a retail bakery at 2801 Nicollet, is “off 35 to 40 percent since the closing,” and “business has dropped ‘to nothing’ at Furniture Intrigue located on the corner of Nicollet Av. and Lake St. according to owner Marian Dennis.”¹⁸⁰

- 1978 The Washburn-Fair Oaks Mansion Historic District is listed in the National Register. The district contains seven properties: the Luther Farrington House (2100 Stevens), the John Crosby House (2104 Stevens Avenue), the Caroline Crosby House (2105 First Avenue South), the Charles S. Pillsbury House (100 East Twenty-second Street), the Alfred F. Pillsbury House (116 Twenty-second Street), the Edward C. Gale House (2215 Stevens Avenue), and the Eugene A. Merrill House (2116 Second Avenue). In the words of historian Charles Nelson, these wealthy families moved here “because of its location near to the central business district of Minneapolis as well as its relative environmental/geographic separation from the working community.” While the earlier Villa Rosa and Fair Oaks estates are not longer extant, “the second generation mansions which remain comprise a tightly-knit complex of seven buildings, separated by no intrusive elements. All have retained a high degree of original design integrity although functions have been changed from residential to commercial and institutional.”¹⁸¹
- 1978 The K-Mart store opens at Nicollet and Lake, marking another step in the redevelopment of the area. An article notes, “K-Mart’s requirement that their store and parking lot design be consistent with other stores of similar size results in the closing of Nicollet Avenue between 29th and Lake Street, and has been a point of controversy during the past year.” The story adds that the store will employ between 150 to 200 people, with 75 of those positions being full time.¹⁸²

A reporter noted, “When the Lake Street K-Mart turned its concrete backside to the Whittier neighborhood, residents were offended.” The neighbors could not persuade the store to put in a back entrance, as it was considered too expensive. Residents took to calling “the 21 by 161-foot wall of beige concrete blocks” the “Berlin Wall.” As a concession to the neighborhood, K-Mart agreed to have a mural painted on the rear wall by artist Roger Nelson. The design of the mural, chosen by five neighborhood groups, consists of nine panels depicting a man opening a door wider and wider, finally revealing a battleship.¹⁸³

¹⁸⁰ Debra Stone, “‘Nicollet Wall’ Mauls Business, Firms Say,” *Minneapolis Star*, August 23, 1977; Laura Velenty, “Businesses Voice Reaction to Nicollet Closing,” July 20, 1977, unidentified clipping at Minneapolis Collection, Hennepin County Central Library.

¹⁸¹ Nelson, “Mansion Historic District,” 1.

¹⁸² Rob MacGregor, “K-mart Set to Open at Nicollet-Lake,” *Southside Newspaper*, February 22, 1978.

¹⁸³ Ruth Hammond, “Lake St. K mart, famous for its Backside, Puts on a Warm heart for its Neighbors,” *Minneapolis Tribune*, July 8, 1978.

- 1981 Saint Stephen's becomes "the first church based homeless shelter in Minneapolis" to address the basic needs of people sleeping on the church steps. It was "an emergency response to a Reagan-era anomaly," an editorial observed in 2001, and "two decades later the 'emergency' is still emerging."¹⁸⁴
- 1985 Saint Stephen's Church celebrates its one-hundredth year. A newspaper observed that much had changed since the late nineteenth century: "A century ago, when the neighborhood was *the* place for the city's wealthy to live, St. Stephen's was *the* place for the city's wealthy Catholic families to worship." Now, though, it is "a mission church largely funded by the Archdiocese of St. Paul and Minneapolis."¹⁸⁵
- 1988 A newspaper looks at the Nicollet-Lake area fifteen years after the first plans were laid for its redevelopment. The city had hoped to "buy and clear 37 1/2 acres for a miniature version of Southdale in the heart of the city." The original plans had actually envisioned that "two enclosed shopping malls, connected possibly by a skyway over Lake St., would be the centerpiece. Double-decked ramps would be built to accommodate nearly a thousand cars." Instead, a White Castle landed on the corner of Lake Street and Blaisdell, "prostitutes stroll along Lake St.," and "there are no enclosed malls. And the biggest store, a K mart, came only after the city made a controversial decision to close off Nicollet Av., one of the busiest streets in the city." Public investment "originally projected at \$7 million, grew to \$12.7 million. The outstanding bond indebtedness for the project as of 1984, when the city merged the project's indebtedness with that of other more successful districts to make it easier to support financially, stood at \$16.8 million. Interest on the indebtedness totaled \$5.7 million."¹⁸⁶
- 1989 Food critic Jeremy Iggers reviews several Chinese New Year banquet offerings. One restaurant, the Caravelle at 2529 Nicollet, is in the area that will come to be known as "Eat Street." Two years later, another reporter notices that although business dropped off after Nicollet Avenue closed, "in recent years the 26th and Nicollet area has been refurbished and rekindled by an influx of Vietnamese and Hmong who have reopened up boarded up business fronts and created a viable retail center catering to Oriental needs and interests."¹⁸⁷
- 1997 A new Whittier School, designed by the Kodet Architectural Group, is built at 315 West Twenty-sixth Street.¹⁸⁸

¹⁸⁴ "Homelessness at St. Stephen's, Twenty Years of Shelter," *Minneapolis Star-Tribune*, December 12, 2001.

¹⁸⁵ Martha Sawyer Allen, "Church Gets Help from Past for Future," *Minneapolis Star-Tribune*, September 8, 1985.

¹⁸⁶ Kazuba, "Nicollet-Lake after 15 Years: Is It a Success - or a Mess?"

¹⁸⁷ Jeremy Iggers, "Year of the Snake," *Minneapolis Tribune*, February 3, 1989; Ray Whebbe, Jr., "Despite Language and Cultural Differences Lakes Area's 'China Town' Flourishes," *Lake Area News*, April 1991.

¹⁸⁸ Millett, *AIA Guide*, 214-215.

- 1998 Construction begins on the long-planned Midtown Greenway. First suggested in 1980, the greenway will transform the grade-separation trench along Twenty-ninth Street that was developed by the Chicago, Milwaukee and Saint Paul Railroad between 1912 and 1916. The train tracks will be removed and paths developed for bicycles, roller skaters, and pedestrians. When completed, the greenway will stretch from the Mississippi River to the Chain of Lakes, and the paths will be linked to a large network of bike trails.¹⁸⁹
- 1999 By this year, a portion of Nicollet Avenue is being called “Eat Street.” At some point, the immigrant businesses put their own stamp on the street, often placing new buildings back from the street to allow off-street parking.¹⁹⁰
- 2000 Newspapers report on a plan for “International Village,” proposed by Sherman Associates, to relocate the K-Mart store, reopen Nicollet, and build 400 units of housing.¹⁹¹
- 2003 Sherman Associates cannot find a replacement retail tenant for K-Mart, which by now is in bankruptcy, so its development rights for Nicollet-Lake are not extended by the city council. The Sherman plan also required a subsidy from the city that was considered too large. In the words of reporter Steve Brandt, “It’s beginning to look as though the 25-year-old closure of Nicollet Avenue in south Minneapolis isn’t likely to be reversed any time soon.”¹⁹²
- 2005 Karmel Square, a 96,000-square-foot complex with up to on hundred shops, is developed on Pillsbury Avenue near Lake Street in a building previously used as a repair shop for railroad cars. When the development is completed, Karmel Square will have a Somali bakery, restaurant and meat-processing facility. It is claimed to be the largest Somali shopping mall west of Mogadishu, and is the oldest and largest of three Somali shopping centers in the Twin Cities.¹⁹³

¹⁸⁹ Steve Brandt, “From Lines on a Map to a Dream Come True,” and “A Path to Renewal?” *Minneapolis Star Tribune*, July 24, 1998.

¹⁹⁰ Linda Mack, “Seeking a Change of Avenue,” *Minneapolis Tribune*, June 25, 1999.

¹⁹¹ Steve Brandt, “New Stores, Housing, more Proposed for Nicollet-Lake,” *Minneapolis Star Tribune*, November 1, 2000; Scott Russell, “Reopening the Road,” *Southwest Journal*, September 24-October 7, 2001.

¹⁹² Steve Brandt, “No Quick Nicollet Avenue Opening in Offing,” *Minneapolis Star Tribune*, March 4, 2003; Steve Brandt, “One Nicollet Av. Redevelopment Plan Passes; One Doesn’t,” *Minneapolis Star Tribune*, March 22, 2003.

¹⁹³ Chris Serres, “Mall of America-Somalia,” *Minneapolis Star Tribune*, July 31, 2005.