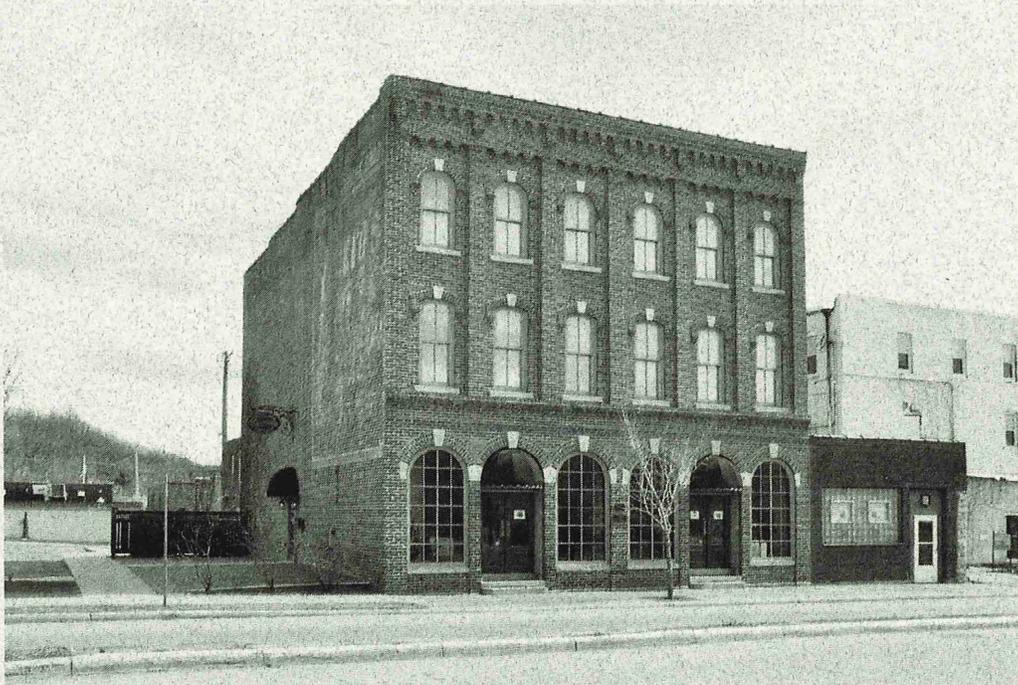


**Red Wing Bridge Project Phase II
Architecture-History Investigation, US Hwy 63,
Bridge 9040, Goodhue County, Minnesota and
Pierce County, Wisconsin (SP 2515-21)**



**Submitted to the
Minnesota Department of Transportation
May 2014**

**Prepared by
Susan Granger and Scott Kelly
Gemini Research, Morris, Minnesota**

Level K

Authorized and funded by the Minnesota Department of Transportation and the Federal Highway Administration (Agr. 01042)

C14 - 0024

Consultant's Report



Minnesota Department of Transportation

Office of Environmental Stewardship

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155

Office Tel: (651) 366-3620

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August 4, 2014

Sarah Biemers
Government Programs & Compliance Manager
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55102-3391

Regarding: SP 2512-21, Red Wing Bridge Project, Goodhue County,
Architectural History Reports and Inventory Forms
SHPO No. 2011-1361

Dear Ms. Biemers:

We have initiated the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the June 2005 Programmatic Agreement (PA) between the FHWA and the State Historic Preservation Office (SHPO).

MnDOT, in cooperation with WSDOT, has been studying alternatives for the replacement of Bridge #9040, the Eisenhower Bridge, which carries TH 63 over the Mississippi River from Red Wing, Minnesota to Trenton County on the Wisconsin side of the river. The project will be using federal funds administered by the Federal Highway Administration (FHWA). Bridge 9040 has been determined to be ineligible for the National Register of Historic Places (NRHP). This was outlined in our letter to your office dated March 10, 2011. Please also refer to the updated Purpose and Need submitted to your office June 12, 2014, for further information. At this time we are consulting with your office on our determination of eligibility for the architectural history properties associated with this project. The determination of effect will be handled separately.

Background

This project includes three separate cultural resources studies:

- 1) a bridge rehabilitation study of Bridge #9103 which carries TH 63 to Bridge 9040 (mailed to your office on October 15, 2013). This bridge was determined eligible to the National Register of Historic Places as part of a statewide evaluation of post-1955 bridges conducted in 2010 by MnDOT. The rehabilitation study of Bridge #9103 was carried out to explore alternatives for the rehabilitation of the bridge and to investigate whether the bridge can be rehabilitated in a manner consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties. The bridge, while currently safely carries normal traffic, has a deteriorating concrete superstructure which threatens its ability to maintain adequate load capacities into the future.

- 2) an archaeological study which is still ongoing. The archaeological work is expected to wrap up in September 2014 and a completed report is expected within 6 months following completion of that work.
- 3) and architectural history studies that are the reason for this submittal. The Phase I and II studies are being submitted to your office at this time for concurrence of eligibility of the structures and of the fully defined Red Wing Commercial Historic District.

The Area of Potential Effect (APE)

Very early on in project planning for the Red Wing bridge and route improvement project, an area was defined by the MnDOT planners as the Environmental Site Assessment Investigation Area (ESAIA). At that time three potential locations were being considered for the proposed new river crossing. The ESAIA was broad in order to capture the potential new bridge areas in addition to those areas that may be impacted by ROW acquisition, construction activities, staging areas, vibration from construction, visual or auditory effects, significant changes to traffic patterns, property access changes and other potential impacts. When MnDOT contracted with Gemini Research to carry out a Phase I architectural history investigation for this project, the ESAIA was modified into the current APE (Modified ESAIA). Three areas of the ESAIA were expanded to better reflect details of the undertaking and its potential to affect architecture-history properties. This area is depicted on Map 1 in the Phase I Architectural History Report (following page 4.2).

A second component to the APE, the Visual APE, lies outside of the MESAIA and is the area in which historic properties might experience substantial visual effects from the undertaking, but not other types of potential effects. The Visual APE was developed by field checking locations from which properties might have a significant view of a new or rehabilitated bridge if it were to be built in one of the three potential locations. Within the visual APE the only properties inventoried were those listed on, or potentially eligible for, the National Register *and* geographically situated such that they may experience substantial visual effects from the undertaking. Please refer to page 2.6 of the Phase I report for a more in-depth description of these properties.

Therefore the architectural-history APE was defined as a combination of the MESAIA and the discrete properties in the Visual APE. In this discussion, reference to the APE mean the combined MESAIA and the Visual APE.

Phase I Architectural History Study

The Phase I study was carried out in 2011. Gemini inventoried 291 properties for this study. Fourteen properties within the APE postdate 1970 and were not inventoried (page 3.21). All but 2 of the 291 inventoried properties are located entirely within the City of Red Wing. Two properties, Bridge 9040 (GD-RWC-909) and the Mississippi River Channel (GD-RWC-1452), span the state border and are located within both Red Wing and Trenton Township.

Gemini recommended that 133 of the 291 properties were not eligible for the National Register and our office concurred with those recommendations (see

column six in Table 4 on pages 3.22 to 3.30 in the Phase I report).

Of the 291 inventoried properties, a total of 158 properties (153 individual properties and 5 historic districts) were considered Phase II properties. They were either eligible for, or listed on, the National Register, or merited further work to assess their eligibility. Of those 158, 130 were already listed on the National Register or were located within a National Register-listed or -eligible historic district (the Executive Summary erroneously states 133). The remaining 28 properties required further research to assess or clarify National Register eligibility.

A total of 87 properties within the MESAIA are located in the Red Wing Commercial Historic District (GD-RWC-1451) which is eligible for the National Register but has not been officially nominated or listed. Several years back the State Historic Preservation Office (SHPO) determined that the district was eligible for the National Register but the boundaries have never been formally determined and nor had the Contributing/Noncontributing status of the resources. The SHPO information on the properties was 30 years old so, as part of this Phase I study, Gemini photographed the properties and prepared updated inventory forms. They also defined boundaries for the potential district and made recommendations as to which properties were Contributing or Noncontributing. A preliminary map of those boundaries can be found following page 4.2, (Map 5) in the Phase I report. A table of the properties within the historic district can be found on page 3.42 (Table 9), of the same report. Please note that Gemini made slight revisions to the district boundaries, areas of significance, and level of significance during the Phase II study: see Phase II below for more information.

Phase II Architectural History Study

The Phase II study was completed in 2014. During Phase II, Gemini re-counted the 291 properties inventoried in Phase I as 292 properties (stated erroneously on page 2.1 and correctly on page 3.1 of the Phase II report) because the CMSTPP Railroad was considered both a site and a district.

In Phase II Gemini evaluated the National Register eligibility of the 28 properties identified in Phase I as requiring further research and assessment. During the research and evaluation, Gemini separated the Red Wing City Hospital Stairway (GD-RWC-1423) from the Red Wing City Hospital (GD-RWC-1438), which created 29, rather than 28, Phase II properties.

Gemini recommended that 9 of the 29 properties were eligible for the National Register (Table 16 on page 7.1) and that the remaining 20 properties were not eligible. Our office concurred with those recommendations. The results of the Phase II research are reported in Chapter 7 of the report.

During Phase II, Gemini also slightly revised their recommendations concerning the Red Wing Commercial Historic District. A revised map of the district boundaries appears on page 6.65 of the Phase II report. We concur with the report's recommendation that the potential Commercial Historic District meets National Register Criteria A (broad patterns of history) and C (architecture) in the areas of Architecture, Commerce, Politics/Government, Communications and Social History. The recommended period of significance is 1858-1945 and the level of significance is State. A total of 61 of the 87 buildings in the potential

district are Contributing and 26 are Noncontributing. A full discussion of this district including the boundary map and list of properties begins on page 6.61 in the Phase II report.

Summary

After completing the Phase II evaluation, Gemini recommended that the architecture-history APE (comprised of both the MESAIA and the Visual APE as defined on page 2.3 of the Phase II report) contains 20 properties individually listed on, or eligible for, the National Register, and five National Register-listed or -eligible historic districts containing 132 properties (Tables 1 through 8 on pages 3.2 to 3.8). Some properties are both individually listed or eligible and in an historic district, or located in more than one historic district. (Appendix A and Appendix B provide a master list of the properties by both street address and SHPO inventory number.)

Enclosed please find both the Phase I and the Phase II architectural history studies done for this project. Also included are the updated and new inventory forms. We ask for your concurrence on the eligibility of the Red Wing Commercial District - both the Contributing and Noncontributing properties and the other inventoried properties. If you have any questions, you can contact me at 651-366-3620.

Sincerely,

A handwritten signature in cursive script that reads "Teresa Martin".

Teresa Martin
Archaeologist
Cultural Resources Unit (CRU)

**RED WING BRIDGE PROJECT
PHASE II ARCHITECTURE-HISTORY INVESTIGATION,
US HWY 63, BRIDGE 9040, GOODHUE COUNTY,
MINNESOTA AND PIERCE COUNTY, WISCONSIN
(SP 2515-21)**

**Submitted to the
Minnesota Department of Transportation
May 2014**

Authorized and funded by the
Minnesota Department of Transportation
and the Federal Highway Administration
Agreement 01042

Prepared by
Susan Granger and Scott Kelly
Gemini Research, Morris, Minnesota

On the cover: Kappel Wagon Works on West Third Street, individually listed on the National Register of Historic Places and Contributing to the National Register-eligible Red Wing Commercial Historic District

EXECUTIVE SUMMARY

The Minnesota Department of Transportation (MnDOT), in cooperation with the Wisconsin Department of Transportation (WSDOT), is proposing to reconstruct or replace Bridge 9040 that carries US 63 over the Mississippi River at Red Wing (SP 2515-21; US 63). The proposed undertaking is called the Red Wing Bridge and Route Improvement Project. Bridge 9040, also called the Eisenhower Bridge, was completed in 1960 and links the city of Red Wing, in Goodhue County, Minnesota, with Trenton Island in Trenton Township, Pierce County, Wisconsin.

The Minnesota Department of Transportation (MnDOT), in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), is proposing the Red Wing Bridge Project (SP 2515-21; US 63). The project includes rehabilitation or replacement of two bridges, US Highway 63 (Eisenhower) Bridge over the Mississippi River (Bridge 9040) and the Highway 63 Bridge (Bridge 9103) over US Highway 61, as well as associated highway connections to Highway 61, Minnesota Highway 58, and approach roadways in Wisconsin. Bridge 9040 or the Eisenhower Bridge links the city of Red Wing, in Goodhue County, Minnesota, with Trenton Township, Pierce County, Wisconsin.

MnDOT contracted with Gemini Research to conduct a Phase II architecture-history investigation in association with the undertaking. (Gemini conducted a Phase I investigation that was completed in November 2011.) The study was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800). Section 106 requires that responsible government agencies take historic properties into consideration during the planning of undertakings that are funded, permitted, or licensed by the federal government. "Historic properties" are defined by the Act as properties that are listed on, or eligible for, the National Register of Historic Places (NRHP). Archaeological resources are being investigated in a separate study.

Gemini Research conducted the Phase II investigation in 2012-2013.

The architecture-history Area of Potential Effect or APE is defined as a combination of a Modified Environmental Site Assessment Investigation Area (MESAIA) and discrete properties in a Visual APE that Gemini identified as meeting National Register eligibility criteria *and* being geographically situated such that they could potentially experience substantive visual effects from the undertaking depending on its details.

In Phase II Gemini conducted research on 28 properties identified in Phase I as requiring further research and analysis to determine or clarify their National Register eligibility. During this research, Gemini separated one of the properties into two inventoried sites, resulting in 29 properties. Gemini recommends that 9 of the properties are eligible for the National Register and that 20 properties are ineligible.

Gemini created a comprehensive list of properties in the architecture-history Area of Potential Effect (APE) that are listed on, or eligible for, the National Register of Historic Places.

A total of 139 properties in the architecture-history APE are listed on, or eligible for, the National Register or located in an historic district that is listed on, or eligible for, the National Register. Twenty of the 139 properties are individually listed on, or eligible for, the National Register, and 132 of the 139 are located in one of five historic districts. (Totals exceed 139 because some

properties are both individually listed on or eligible for the National Register *and* located in a historic district, or are located in more than one district.)

All but one of the 139 properties is located entirely within the City of Red Wing. One property – the Red Wing Segment of the Mississippi River Nine-Foot Channel (GD-RWC-1452) – is located in both Red Wing and in Trenton Township, Pierce County, Wisconsin.

Individual Minnesota architecture-history inventory forms, and this report comprise the final products of the Phase II investigation.

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	GD-RWC-1407 725 6th St. W Hedin House	5.11
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	GD-RWC-007 305-313 Bush St. Gladstone Building	5.13
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	GD-RWC-026 216 Dakota St. Hewitt Laboratory	5.15
	GD-RWC-1387 ca. 100 Highway 63 Bridge 9103	5.16
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GD-RWC-106	418-420 Levee St.	Chic, Milw & St P Passenger Depot	6.58
GD-RWC-1373	ca. 416 Levee St.	Chic, Milw & St P Pump House	6.60
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GD-RWC-1390	223 3rd St. W	RW Creamery Ice Cream Plant	6.67
GD-RWC-1391	ca. 229 3rd St. W	Dankers Park	6.68
GD-RWC-324	313 3rd St. W	IOOF Hall (Carlson's)	6.69

GD-RWC-325	318	3rd St. W	Metro Theater (Malmquist)	6.70
GD-RWC-013	319	3rd St. W	Anderson Bldg-Daily Eagle	6.71
GD-RWC-326	320	3rd St. W	Anderson Shoes (Cut Above)	6.72
GD-RWC-327	321	3rd St. W	Commercial Bldg (Body and Soul)	6.73
GD-RWC-328	401-411	3rd St. W	Wilkinson Bldg (RW Corner Drug)	6.74
GD-RWC-329	410-412	3rd St. W	Union Block (Hanish E part)	6.75
GD-RWC-1392	413	3rd St. W	Sherman Grocery (United Way)	6.76
GD-RWC-331	414-416	3rd St. W	Centennial Blk (PattersonHanish)	6.77
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GD-RWC-332	418	3rd St. W	Ahler Electric (Midwest Vision)	6.79
GD-RWC-333	420-430	3rd St. W	Goodhue Co Co-op (Cornerstone)	6.80
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GD-RWC-1393	429	3rd St. W	Commercial Bldg (Creative Clips)	6.83
GD-RWC-337	432-438	3rd St. W	Webster Livery (Kask Electric)	6.84
GD-RWC-336	433	3rd St. W	RW Printing Co (Republican Eagle)	6.85
GD-RWC-338	312	4th St. W	Monument Works (Walt's)	6.86
GD-RWC-1394	314	4th St. W	Commercial Bldg (Zibble)	6.87
GD-RWC-009	315	4th St. W	Red Wing City Hall	6.88
GD-RWC-339	418	4th St. W	Northwestern Bell (Qwest)	6.89
GD-RWC-340	202	Bush St.	Lawther Blk (Uffda Shop N)	6.90
GD-RWC-341	204-208	Bush St.	Lawther Blk Add (Uffda S)	6.91
GD-RWC-342	207-209	Bush St.	Lawther Blk (Wise Penny)	6.92
GD-RWC-343	210	Bush St.	Smith Blk (Subhouse)	6.93
GD-RWC-344	211-213	Bush St.	Lawther Blk (Life's Little)	6.94
GD-RWC-345	212	Bush St.	Wallower Blk (Great Dragon)	6.95
GD-RWC-346	215-221	Bush St.	Busch Blk (Josephsons)	6.96
GD-RWC-1413	216-224	Bush St.	Goodhue Co. Nat'l Bank Annex	6.97
GD-RWC-350	223	Bush St.	Hoffman Blk (Claydon's N)	6.98
GD-RWC-351	225-227	Bush St.	Smith-Masonic Block	6.100
GD-RWC-349	226-228	Bush St.	Goodhue Co. Nat'l Bank	6.101
GD-RWC-352	301-303	Bush St.	Lawther Post Office (Howe's)	6.102
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GD-RWC-354	310-314	Bush St.	The Casino (Thunder Clan)	6.104
GD-RWC-355	315-317	Bush St.	McCart Livery (Hallstroms)	6.105
GD-RWC-012	316-318	Bush St.	Berglund's Stone Blk-AOUW (Kiki)	6.106
GD-RWC-1414	319-321	Bush St.	Becker Grocery (Aliveo)	6.107
GD-RWC-356	320	Bush St.	Dunham Beauty Shop (Lori's)	6.108
GD-RWC-357	325	Bush St.	Chief Theater (Blue Duck)	6.109
GD-RWC-359	327	Bush St.	Swanson Rest (River City Dental)	6.110
GD-RWC-358	328	Bush St.	Edblom Conoco (Gernentz)	6.111
GD-RWC-1420	ca. 215	East Ave.	Studebaker Park Prkng Ramp	6.113
GD-RWC-1448		Highway 61	Highway 61, Red Wing Segment	6.114
GD-RWC-1425	ca. 205	Main St. W	Behren's Supply Co. Annex	6.115
GD-RWC-299	207-217	Main St. W	RW Creamery (Behren's)	6.116
GD-RWC-300	223	Main St. W	Kempe Block (Barrel House)	6.117
GD-RWC-301	301	Main St. W	Sterling's Brick Blk (Ferrin's)	6.118
GD-RWC-302	302-306	Main St. W	Buchholz-Hadler-Moeller (Riverfr)	6.119
GD-RWC-303	303	Main St. W	Sparrell's Block (Ferrin's)	6.120
GD-RWC-304	305	Main St. W	Sterling and Co (Ferrin's)	6.121
GD-RWC-305	307-311	Main St. W	J. C. Penney (Sarah's)	6.122

GD-RWC-306	308	Main St. W	Day Block (Riverfront Centre) . . .	6.123
GD-RWC-307	310	Main St. W	Betcher Blk (Riverfront Centre) . .	6.125
GD-RWC-308	312-316	Main St. W	Wilson-Baker (Riverfront Centre) .	6.126
GD-RWC-1426	315	Main St. W	Red Wing Shoe Store-Museum . .	6.127
GD-RWC-310	318-322	Main St. W	Simmons-Swanson (Riverfrnt Ctr)	6.128
GD-RWC-311	319-321	Main St. W	Smith-McDonald Blk (Inspired) . .	6.129
GD-RWC-312	323	Main St. W	Towne Blk (RW Confectionery) . .	6.130
GD-RWC-314	325-327	Main St. W	Lawther Block (Confluence)	6.131
GD-RWC-315	329	Main St. W	Clark and Hawley (Moments) . . .	6.132
GD-RWC-006	409	Main St. W	Keystone Building	6.133
GD-RWC-317	413-423	Main St. W	Boxrud Bros Blk (Riverbend Mkt) .	6.134
GD-RWC-318	420-426	Main St. W	Pioneer Garage (Johnson Tire) . .	6.135
GD-RWC-320	433-435	Main St. W	Phelps Block (Brickhouse)	6.136
GD-RWC-1434		Old Main	Old Highway 61, Red Wing Seg .	6.137
GD-RWC-360	201-207	Plum St.	Lawther-Park Blk (Travel)	6.138
GD-RWC-361	210	Plum St.	Globe Electric Light (Ferrin's) . . .	6.139
GD-RWC-362	212	Plum St.	Sterling Block (Ferrin's)	6.140
GD-RWC-363	213	Plum St.	Little Green Front (5 de Mayo) . .	6.142
GD-RWC-364	214	Plum St.	Linne Bldg (Ferrin's)	6.143
GD-RWC-365	217-221	Plum St.	Nat'l Guard Armory-Masonic Hall	6.144
GD-RWC-366	302	Plum St.	Greenwood Blk (Liberty's)	6.145
GD-RWC-368	303	Plum St.	Lyons Brick Blk (Liberty's)	6.146
GD-RWC-367	304	Plum St.	Lindberg Block (Liberty's)	6.147
GD-RWC-369	306-308	Plum St.	Boston Block (Liberty's)	6.149
GD-RWC-370	307	Plum St.	Red Wing Creamery (Red Men) . .	6.150
GD-RWC-371	309-313	Plum St.	Clum Block (Metro Apts)	6.151
GD-RWC-372	310	Plum St.	Smith Harness (Roxx)	6.153
GD-RWC-373	312-314	Plum St.	White Front (B.S. Bar)	6.154
GD-RWC-375	316	Plum St.	Winters Building	6.155
GD-RWC-376	318	Plum St.	Peterson Meat (Sorenson)	6.156
GD-RWC-378	320-324	Plum St.	Salvation Army (Elks N)	6.157
GD-RWC-010	325-327	Plum St.	Hotel de Batlo (Eagle House)	6.158
GD-RWC-379	326-330	Plum St.	Becker Grocery (Elks S)	6.160

7. Phase II Research Results: Recommended Individually Eligible for the NRHP 7.1

GD-RWC-1452	Mississippi River	Mississippi River 9' Channel, R W Seg	7.2
GD-RWC-1407	725 6th St. W	Hedin House	7.11
GD-RWC-746	519 Bluff St.	Luft Doublehouse	7.19
GD-RWC-1417	419 Bush St.	Medical Block Clinic	7.25
GD-RWC-1422	521 Hill St.	Miller House	7.33
GD-RWC-1383	810 Levee Rd.	Burdick Grain Co. Terminal Elevator . .	7.43
GD-RWC-019	129 Main St. W	Red Wing Shoe Company	7.61
GD-RWC-1423	ca. 1162 Oak St.	Red Wing City Hospital Stairway	7.72
GD-RWC-1439	401 Plum St.	First National Bank of Red Wing	7.85

8. Phase II Research Results: Recommended Ineligible for the NRHP 8.1

GD-RWC-1424	Mississippi River	Red Wing Harbor and Levee	8.5
GD-RWC-389	133 4th St. E	Culbertson House	8.25
GD-RWC-1397	1527 4th St. W	Featherstone-Sweasy House	8.30
GD-RWC-1398	1603 4th St. W	Metzler House	8.38
GD-RWC-1400	1759 4th St. W	Doebler House	8.42

GD-RWC-1401	1765 4th St. W	Tollison House	8.48
GD-RWC-425	103 5th St. E	First Baptist Church Parsonage	8.52
GD-RWC-457	304 5th St. E	Anderson House	8.56
GD-RWC-463	342 5th St. E	Johnson House	8.60
GD-RWC-1378	ca. 700 5th St. E	RW Water Dept. Pump House 2	8.65
GD-RWC-1408	1400 6th St. W	McCoy-Jorgensen House	8.74
GD-RWC-739	413 Bluff St.	Anderson House	8.81
GD-RWC-1454	1917 Grandview Ave	Olson House	8.86
GD-RWC-1448	Highway 61	Highway 61, Red Wing Segment	8.91
GD-RWC-1453	ca. 500 Highway 61	Bridge 9449	8.109
GD-RWC-281	ca. 1300 Levee Rd.	Red Wing Yacht Club	8.111
GD-RWC-1436	526 Minnesota St.	Mossberg House	8.124
GD-RWC-1438	1166 Oak St.	RW City Hospital & Old People's Home	8.129
GD-RWC-1434	Old Main/Hwy 61/7th	Old Highway 61, Red Wing Segment .	8.139
GD-RWC-1440	425 Plum St.	Kohn Grocery (Red Wing Laundry) . . .	8.153
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INTRODUCTION

The Minnesota Department of Transportation (MnDOT), in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), is proposing the Red Wing Bridge Project (SP 2515-21; US 63). The project includes rehabilitation or replacement of two bridges, US Highway 63 (Eisenhower) Bridge over the Mississippi River (Bridge 9040) and the Highway 63 Bridge (Bridge 9103) over US Highway 61, as well as associated highway connections to Highway 61, Minnesota Highway 58, and approach roadways in Wisconsin. Bridge 9040 or the Eisenhower Bridge was completed in 1960 and links the city of Red Wing, in Goodhue County, Minnesota, with Trenton Township, Pierce County, Wisconsin. The southern end of Bridge 9040 touches down near the eastern edge of downtown Red Wing. Bridge 9103, also completed in 1960, is the approach bridge to Bridge 9040 and carries Highway 63 over Highway 61 in Red Wing.

MnDOT contracted with Gemini Research to conduct a Phase II architecture-history investigation in association with the undertaking.

Together, Phase I and Phase II of an architecture-history cultural resources investigation identify properties within a defined Area of Potential Effect (APE) that are listed on, or eligible for, the National Register of Historic Places (NRHP). The studies are conducted in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800) which requires government agencies to take historic properties into consideration when planning undertakings that are funded, permitted, or licensed by the federal government. "Historic" properties are defined by the Act as those that are listed on, or eligible for, the National Register of Historic Places.

Archaeological resources are being investigated in a separate study.

A Phase I architecture-history investigation was completed in November 2011 by Gemini Research. During Phase I, Gemini surveyed an Area of Potential Effect and inventoried properties already listed on, or eligible for, the National Register as well as those that merited or required further investigation to determine their National Register eligibility. Collectively these properties are termed Phase II properties.

During the Phase II investigation, Gemini Research conducted fieldwork, research, and analysis to evaluate the National Register eligibility of the properties identified in Phase I as meriting or requiring further evaluation. Gemini then compiled a comprehensive list of architecture-history properties in the APE that meet the Preservation Act's definition of historic.

In subsequent steps in the Section 106 process, MnDOT will determine the potential effect of the proposed undertaking on historic properties, and seek ways to avoid, reduce, or mitigate possible negative impacts.

INTRODUCTION

1.2

PROJECT OBJECTIVE AND METHODS

■ PROJECT OBJECTIVE

The objective of this cultural resources investigation was to complete for the Minnesota Department of Transportation (MnDOT) the second phase of a process to identify historic architecture-history properties in an Area of Potential Effect (APE) for the Red Wing Bridge Project (SP 2515-21; US 63).

The investigation is being conducted in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800) which requires government agencies to take historic properties into consideration when planning undertakings that are funded, permitted, or licensed by the federal government.

“Historic” properties are defined by the Act as properties listed on, or eligible for, the National Register of Historic Places (NRHP). The term “architecture-history” properties generally refers to standing structures as opposed to archaeological resources, which are being identified and evaluated by MnDOT in a separate study.

A Phase I architecture-history survey was completed for MnDOT in November 2011. The final report, entitled *Red Wing Bridge and Route Improvement Project, Phase I Architecture-History Investigation, US Hwy 63, Bridge 9040, Goodhue County, Minnesota and Pierce County, Wisconsin (SP 2515-21)*, was submitted to MnDOT by Gemini Research in November 2011.

The Phase I investigation established an architecture-history Area of Potential Effect (see below) and identified within the APE all pre-1970 properties that:

- were listed on the National Register or in a National Register-listed historic district,
- were already determined to be eligible for the National Register or in a National Register-eligible historic district,
- merited or required further architecture-history work to evaluate or clarify their National Register eligibility, and
- did not appear to be eligible for the National Register.

In the Phase I project, Gemini Research inventoried 291 individual properties, 2 of which span the Minnesota-Wisconsin border and the rest located in Minnesota. Gemini recommended that 133 of the 291 properties were not eligible for the National Register. Gemini recommended that 28 properties required further research and evaluation in Phase II to determine or clarify their National Register eligibility.

The objective of the current Phase II investigation is to complete the identification of historic architecture-history properties within the APE by conducting fieldwork, research, and analysis on those properties identified in Phase I as meriting or requiring further work to evaluate or clarify their National Register eligibility, and to complete a comprehensive list of historic architecture-history properties in the APE.

As MnDOT continues through the Section 106 process, the agency will assess the undertaking's potential effect on historic properties and seek ways to avoid, reduce, or mitigate possible negative impacts.

■ BRIEF DESCRIPTION OF THE UNDERTAKING

The Red Wing Bridge Project (SP 2515-21; US 63) includes rehabilitation or replacement of two bridges, the US Highway 63 (Eisenhower) Bridge over the Mississippi River (Bridge 9040) and the Highway 63 Bridge (Bridge 9103) over US Highway 61. The project also includes the bridges' highway connections to Highway 61, Minnesota Highway 58, and approach roadways in Wisconsin.

Bridge 9040 or the Eisenhower Bridge was completed in 1960 and links the city of Red Wing, in Goodhue County, Minnesota, with Trenton Township, Pierce County, Wisconsin. The southern end of the bridge touches down near the eastern edge of downtown Red Wing. Bridge 9103, also completed in 1960, is the approach bridge to Bridge 9040 and carries Highway 63 over Highway 61 in Red Wing.

The Red Wing Bridge Project is considering alternatives that rehabilitate or replace Bridges 9040 and 9103. For the river crossing bridge, the project is exploring alternatives that use the existing river crossing location as well as alternatives that would establish a new crossing at either Plum Street, Bush Street, or Broad Street, all in downtown Red Wing.

In some scenarios, a new Mississippi River bridge would be similar to the existing bridge in scale, and in other scenarios a new bridge might be considerably taller than the current Bridge 9040 (Eisenhower Bridge).

On the Minnesota end of Bridge 9040, the curving concrete Bridge 9103 could potentially be rehabilitated, replaced in place, or removed entirely. In the latter option, the bridge could be replaced by a new "buttonhook" ramp that curves to the east and moves the Highway 61/63 junction to an at-grade crossing located east of its current location.

The Red Wing Bridge Project may potentially include changes to street widths, curb alignments, turning lanes, medians, sidewalk widths, traffic volume, traffic direction, traffic signaling, and parking throughout an area identified as the Modified Environmental Site Assessment Investigation Area (MESAIA). (See Map 1.)

On the Wisconsin side of the river, Highway 63 may be raised and widened. Access to Island Camping and Marina and nearby properties would be altered.

■ PROJECT METHODS

Susan Granger served as Gemini Research's Principal Investigator for the Phase II architecture-history investigation. Gemini conducted most of its work in late 2012 and 2013. This final report was completed in early 2014.

PROJECT OBJECTIVE AND METHODS

2.2

Architecture-History Area of Potential Effect

The Phase II investigation occurred within an architecture-history Area of Potential Effect (APE) established at the beginning of Phase I. An APE is generally defined as the geographic area in which potential effects to historic properties caused by an undertaking are most likely to occur. Potential effects generally include the possibility of right-of-way acquisition, construction activity (e.g., earth-moving, vibration from construction, construction staging), visual or auditory effects, significant changes to traffic patterns, property access changes, and other potential effects during and after construction.

Before the Phase I architecture-history study began, MnDOT identified an Environmental Site Assessment Investigation Area (ESAIA) that was designed to encompass the area potentially affected by the undertaking.

In the Phase I study, Gemini and the MnDOT Cultural Resources Unit (MnDOT CRU) modified the ESAIA in several locations to better reflect details of the undertaking being considered and its potential to affect architecture-history properties. Map 1 shows the resulting **Modified Environmental Site Assessment Investigation Area (MESAIA)**.

The **MESAIA** served as the survey area for Gemini Research's intensive Phase I architecture-history survey. Within this area, Gemini inventoried all properties except those whose principal structure was built after 1970.

Gemini and the MnDOT CRU also identified a larger **Visual APE** for the architecture-history survey (Map 1). This is the area in which historic properties might potentially experience substantive visual effects from the undertaking but not other types of effects. The Visual APE was developed by field-checking locations from which properties might have a significant view of a new or rehabilitated bridge if it were built at one of the three possible locations (the current crossing, at Plum Street, or at Broad Street).

Within the Visual APE, Gemini Research inventoried *only those properties that were listed on, or potentially eligible for, the National Register and were geographically situated such that they might experience substantive visual effects* from the undertaking. An example might include a Victorian-era house with a tall turret specifically designed to provide an outstanding view of the river; if a new river crossing were to be established at Broad Street, the new bridge might potentially diminish the integrity of the historic property by negatively impacting the intended view.

In the findings discussed in this final report, the phrases "Architecture-History Area of Potential Effect" and "Architecture-History APE" refer to a combination of the MESAIA and discrete properties in the Visual APE that Gemini identified as meeting National Register eligibility criteria and geographically situated such that they could potentially experience substantive visual effects from the undertaking depending on its details.

City of Red Wing's Local Designation Program

The City of Red Wing has established a Heritage Preservation Commission (HPC). Upon recommendation of the HPC and based on historic sites surveys, the City Council has designated four historic districts located in the vicinity of the architecture-history APE described above. All

four districts have National Register counterparts, listed below, that are included in this Phase I and II architecture-history investigation.

The four locally-designated historic districts, and their National Register-listed or -eligible equivalents are:

Locally Designated	National Register-Listed or -Eligible
Downtown Historic District	Red Wing Commercial Historic District
Historic Mall District	Red Wing Mall Historic District
West Residential Historic District	Red Wing Residential Historic District
St. James Historic District	St. James Hotel Complex

In each case the boundaries of the National Register-listed or -eligible historic district are similar to, but not exactly the same as, the local historic district. (Compare Maps 2 and 3.)

Further Information About the Phase I Survey

See the Phase I survey report (Granger and Kelly November 2011) for more information on the Phase I survey including:

- Survey Selection Strategy
- Brief Description of the Survey Area
- Historic Background of the Survey Area
- Historic Contexts
- Previously-Inventoried Properties
- Properties That Postdate 1970

Phase II Fieldwork, Research, and Evaluation

In the Phase II investigation Gemini conducted research and analysis on 28 properties identified in Phase I as requiring further research and evaluation to determine or clarify their National Register eligibility.

In this process Gemini used a combination of fieldwork and archival research to describe and analyze the physical characteristics, historical development, contextual background, and possible significance of the 28 properties. The fieldwork and research was conducted in 2012-2013.

Research was conducted in various state and local repositories. It included deed research, personal interviews, and the review of numerous published and unpublished sources including monographs, historic newspapers, historic photographs and maps, historic sites survey information, and the holdings of the Goodhue County Historical Society and the Minnesota Historical Society. Information on each property was gathered and reported only to the extent necessary to justify a recommendation regarding National Register eligibility.

Gemini evaluated the National Register eligibility of each property using the National Register Criteria for Evaluation (36 CFR 60.4), with guidance from National Register bulletins and within applicable state and local historic contexts.

PROJECT OBJECTIVE AND METHODS

2.4

The final result of the Phase II investigation is a comprehensive list of architecture-history properties in the Area of Potential Effect that are listed on, or eligible for, the National Register. The properties are listed and described in this report.

■ FINAL PRODUCTS: INVENTORY FORMS AND SURVEY REPORT

In the Phase II investigation Gemini Research updated, as needed, the Minnesota Architecture-History Inventory Forms prepared for the properties inventoried in Phase I. Inventory forms for the 28 properties that were the subject of Phase II research and evaluation report the results of the Phase II work.

Gemini prepared this final report to explain the objectives, methods, and results of the Phase II study. This report summarizes the information on the inventory forms; individual inventory forms should be viewed for additional information and photographs on each property.

Minnesota Architecture-History Inventory Forms and this final report comprise the final products of the Phase II investigation. Copies of these materials will be archived at the Minnesota State Historic Preservation Office (MnSHPO) at the Minnesota Historical Society in St. Paul. Copies will also be available from the MnDOT Cultural Resources Unit (MnDOT CRU) in MnDOT's Office of Environmental Stewardship in St. Paul.

PROJECT OBJECTIVE AND METHODS

2.6

SUMMARY OF FINDINGS

■ REVIEW OF PHASE I RESULTS

In the Phase I project, Gemini Research inventoried 292 properties (287 sites and 5 historic districts). Two of the 292 properties span the Minnesota-Wisconsin border and the rest are located in Minnesota.

All but 13 of the 292 properties are located within the Modified Environmental Site Assessment Investigation Area (MESAIA). The remaining 13 are located in the Visual APE outside of the MESAIA. (Map 1.) (See Architecture-History Area of Potential Effect methodology in Chapter 2.)

At the end of Phase I, Gemini recommended that 133 of the 292 properties were not eligible for the National Register of Historic Places (NRHP).

Gemini recommended that 153 of the 292 properties were individually listed on, or eligible for, the National Register, or located in an historic district that was listed on, or eligible for, the National Register. (The 153 does not count the 5 historic districts themselves.)

Gemini recommended that 28 properties required further research and analysis to determine or clarify their National Register eligibility.

The Phase I report summarizes the methodology and findings of the Phase I investigation (Granger and Kelly Nov. 2011).

■ RESULTS OF THE RESEARCH AND EVALUATION OF 28 PHASE II PROPERTIES

In the Phase I investigation, Gemini recommended that 28 properties required further research and analysis to determine or clarify their National Register eligibility. This research and evaluation occurred during Phase II.

After conducting the research and evaluation, Gemini recommends that 9 of the properties are eligible for the National Register and that 20 properties are ineligible. (Together they total 29 rather than 28 properties because in Phase II Gemini separated the Red Wing City Hospital (GD-RWC-1438) and the Red Wing City Hospital Stairway (GD-RWC-1423) into two separate inventory properties.)

A summary of each of the 29 evaluations appears in this report: the properties recommended Eligible for the National Register are described in Chapter 7 and the properties recommended Ineligible are described in Chapter 8.

■ **OVERVIEW OF HISTORIC PROPERTIES IN THE ARCHITECTURE-HISTORY APE**

The “architecture-history Area of Potential Effect” or APE is defined as a combination of the Modified Environmental Site Assessment Investigation Area (MESAIA) and discrete properties in the Visual APE that Gemini identified as meeting National Register eligibility criteria *and* being geographically situated such that they could potentially experience substantive visual effects from the undertaking depending on its details. (See Map 1; see also methodology in Chapter 2.)

After completing Phase II research and evaluation, Gemini Research recommends there are a total of 139 properties in the architecture-history APE listed on, or eligible for, the National Register of Historic Places (NRHP) or located in an historic district that is listed on, or eligible for, the National Register. A master list of those properties appears in Appendix A, arranged by street address, and in Appendix B, arranged by SHPO inventory number. Property locations are shown on Map 4 and on the maps in Chapter 6.

A total of 20 properties in the APE are individually listed on, or eligible for, the National Register. They are listed on Table 2 below and described in Chapter 5.

A total of 132 properties in the APE are located in one of five historic districts. The five historic districts are listed on Tables 1 and 3. The properties themselves are listed on Tables 4 through 8 below and described in Chapter 6.

The sum total of properties individually listed on, or eligible for, the National Register (20) and properties located in a historic district (132) exceeds 139 because some properties are both individually listed or eligible, and located in a historic district.

Table 1. Number of Historic Properties in the Architecture-History APE

	Number of Properties	Listed on Table #	Described in Chapter #
Individually NRHP Listed or Eligible	20	2 and 9	5 and 7
In Red Wing Mall Historic District	29	4 and 11	6
In St. James Hotel Complex	4	5 and 12	6
In Red Wing Residential Historic District	8	6 and 13	6
In CMSTPP RR Corridor Historic District	3	7 and 14	6
In Red Wing Commercial Historic District	88	8 and 15	6
Total	152 ¹		

¹ Exceeds the total of 139 properties because some properties are in more than one district or are individually listed or eligible and in a historic district

All but 6 of the 139 properties are located within the Modified Environmental Site Assessment Investigation Area (MESAIA). The remaining 6 are located in the Visual APE outside of the MESAIA. (Map 1.)

SUMMARY OF FINDINGS

3.2

All but 1 of the 139 properties is located entirely within the City of Red Wing. One property – the Red Wing Segment of the Mississippi River Nine-Foot Channel (GD-RWC-1452) – is located in both Red Wing and in Trenton Township, Pierce County, Wisconsin.

■ **INDIVIDUAL HISTORIC PROPERTIES IN THE ARCHITECTURE-HISTORY APE**

The 20 properties that are individually listed on, or eligible for, the National Register (NRHP) are listed on Table 2 below. Locations are marked on this report’s Map 4. Seven of the properties are also located in an historic district, as indicated on Table 2.

The 20 individually -listed and -eligible properties are briefly described in Chapter 5. New Phase II research was conducted on 9 of the properties to determine or clarify their National Register eligibility. That research is summarized in Chapter 7.

Table 2. List of Individual Historic Properties in the APE

Properties are listed by street address and described in Chapter 5.

SHPO Inv #	Address	Historic Name	NRHP Eligibility
GD-RWC-280	Barn Bluff	Barn Bluff	Listed
GD-RWC-1452	Mississippi River	Mississippi River 9' Channel, R W Seg	Eligible
GD-RWC-008	219-221 3rd St. W	Kappel Wagon Works	Listed ³
GD-RWC-002	443 3rd St. W	Sheldon Memorial Auditorium	Listed ¹
GD-RWC-023	927 3rd St. W	Lawther House	Listed ²
GD-RWC-009	315 4th St. W	Red Wing City Hall	Listed ³
GD-RWC-1407	725 6th St. W	Hedin House	Recomm Eligible
GD-RWC-746	519 Bluff St.	Luft Doublehouse	Recomm Eligible
GD-RWC-007	305-313 Bush St.	Gladstone Building	Listed ³
GD-RWC-1417	419 Bush St.	Medical Block Clinic	Recomm Eligible
GD-RWC-026	216 Dakota St.	Hewitt Laboratory	Listed ²
GD-RWC-1387	ca. 100 Highway 63	Bridge 9103	Eligible
GD-RWC-1422	521 Hill St.	Miller House	Recomm Eligible
GD-RWC-1383	810 Levee Rd.	Burdick Grain Co. Terminal Elevator	Recomm Eligible
GD-RWC-005	401 Levee St.	Red Wing Iron Works	Listed
GD-RWC-019	129 Main St. W	Red Wing Shoe Company	Recomm Eligible
GD-RWC-006	409 Main St. W	Keystone Building	Listed ³
GD-RWC-015	726 Main St. W	Chicago Great Western Depot	Listed
GD-RWC-1423	ca. 1162 Oak St.	Red Wing City Hospital Stairway	Recomm Eligible
GD-RWC-1439	401 Plum St.	First National Bank of Red Wing	Recomm Eligible

¹ Also in the Red Wing Mall Historic District

² Also in the Red Wing Residential Historic District

³ Also in the Red Wing Commercial Historic District

▪ **NATIONAL REGISTER HISTORIC DISTRICTS IN THE ARCHITECTURE-HISTORY APE**

There are five National Register historic districts in the architecture-history APE. They are listed on Table 3. Locations are marked on this report’s Map 4. The properties in each historic district that are located within the architecture-history APE are listed on Tables 4 through 8 below, briefly described in Chapter 6, and marked on maps in Chapter 6.

Table 3. List of National Register Historic Districts in the APE

SHPO Inv #	Historic Name	NRHP Eligibility
GD-RWC-001	Red Wing Mall Historic District	Listed
GD-RWC-004	St. James Hotel Complex	Listed
GD-RWC-022	Red Wing Residential Historic District	Listed
GD-RWC-1371	CMSTPP Railroad Corridor Historic District	Eligible
GD-RWC-1451	Red Wing Commercial Historic District	Eligible

Table 4. List of Red Wing Mall Historic District Properties in the APE

Properties are listed by street address and described in Chapter 6.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-1371	Canadian Pacific RR	CMSTPP Railroad, Red Wing Segment	Contrib ²
GD-RWC-1424	Mississippi River	Red Wing Harbor and Levee	Contrib
GD-RWC-002	443 3rd St. W	Sheldon Memorial Auditorium	Contrib ³
GD-RWC-113	ca. 506 3rd St. W	Broadway Park (Rich Park)	Contrib
GD-RWC-067	603 3rd St. W	Cliff’s Typewriter (Farmers Ins)	Contrib
GD-RWC-066	607-609 3rd St. W	Smith Duplex	Contrib
GD-RWC-065	617 3rd St. W	Smith House	Contrib
GD-RWC-095	454 4th St. W	Masonic Temple	Contrib
GD-RWC-082	508 4th St. W	Christ Church Parish House	Contrib
GD-RWC-109	102 Broad St.	Red Wing Malting (Fleischmann)	Contrib
GD-RWC-108	116 Broad St.	State Empl Office (Royal Crown)	Noncontr
GD-RWC-1420	ca. 215 East Ave.	Studebaker Park Parking Ramp	Noncontr ¹
GD-RWC-091	225 East Ave.	Red Wing Public Library	Noncontr
GD-RWC-093	315 East Ave.	East Avenue Prof (Bergan Dental)	Noncontr
GD-RWC-1448	Highway 61	Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-1380	230 Ikata Dr.	Red Wing Sewage Pumping Station	Noncontr
GD-RWC-1373	ca. 416 Levee St.	Chic, Milw & St Paul Pump House	Contrib ²
GD-RWC-106	418-420 Levee St.	Chic, Milw & St Paul Pass Depot	Contrib ²
GD-RWC-111	432 Levee St.	Levee Park	Contrib
GD-RWC-1430	434 Main St. W	Young Men’s Christian Assoc	Noncontr
GD-RWC-321	437-439 Main St. W	Cogel-Betcher Block	Contrib
GD-RWC-107	604 Main St. W	Preston’s Auto (Taco Johns)	Noncontr
GD-RWC-1433	621 Main St. W	Econo Foods	Noncontr
GD-RWC-1434	Old Main/Hwy 61	Old Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-064	222 West Ave.	U.S. Post Office	Contrib
GD-RWC-068	308-314 West Ave.	Lidberg House	Contrib

SUMMARY OF FINDINGS

3.4

GD-RWC-069	312 West Ave.	Chalet Studio (Red Wing Framing)	Contrib
GD-RWC-070	320 West Ave.	St. Paul's Evang. Lutheran	Contrib
GD-RWC-081	321 West Ave.	Christ Episcopal Church	Contrib

¹ Also in the Red Wing Commercial Historic District (GD-RWC-1451)

² Also in the CMSTPP Railroad Corridor Historic District (GD-RWC-1371)

³ Also individually listed on or eligible for the National Register

Table 5. List of St. James Hotel Complex Properties (All are in the APE)

Properties are listed by street address and described in Chapter 6.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-912	112 Bush St.	Riedell Shoes (Art Reach)	Noncontr
GD-RWC-004	406 Main St. W	St. James Hotel	Contrib
GD-RWC-1428	412 Main St. W	Medical Block (now pt St. James H)	Contrib
GD-RWC-1429	416 Main St. W	NSP (now part of St. James Hotel)	Contrib

Table 6. List of Red Wing Residential Historic District Properties in the APE

Properties are listed by street address and described in Chapter 6.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-115	702 3rd St. W	Hayes House	Contrib
GD-RWC-118	710-712 3rd St. W	Bragg-Olson House	Noncontr
GD-RWC-121	718-724 3rd St. W	Ahlers Flats	Contrib
GD-RWC-123	726-728 3rd St. W	Worden Flats	Contrib
GD-RWC-023	927 3rd St. W	Lawther House	Contrib ¹
GD-RWC-142	1008 3rd St. W	Sprague House	Contrib
GD-RWC-149	1104 3rd St. W	Wilkinson House	Contrib
GD-RWC-026	216 Dakota St.	Hewitt Laboratory	Contrib ¹

¹ Also individually listed on or eligible for the National Register

Table 7. List of CMSTPP Railroad Corridor Historic District Properties in the APE

Properties are listed by street address and described in Chapter 6.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-1371	Canadian Pacific RR	CMSTPP Railroad, R W Segment	Contrib ¹
GD-RWC-1373	ca. 416 Levee St.	Chic, Milw & St P Pump House	Contrib ¹
GD-RWC-106	418-420 Levee St.	Chic, Milw & St P Passenger Depot	Contrib ¹

¹ Also in the Red Wing Mall Historic District (GD-RWC-001)

Table 8. List of Red Wing Commercial Historic District Properties (All are in the APE)

Properties are listed by street address and described in Chapter 6.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-008	219-221 3rd St. W	Kappel Wagon Works	Contrib ²
GD-RWC-1390	223 3rd St. W	RW Creamery Ice Cream Plant	Contrib
GD-RWC-1391	ca. 229 3rd St. W	Dankers Park	Noncontr
GD-RWC-324	313 3rd St. W	IOOF Hall (Carlson's)	Contrib
GD-RWC-325	318 3rd St. W	Metro Theater (Malmquist)	Noncontr
GD-RWC-013	319 3rd St. W	Anderson Bldg-Daily Eagle	Contrib
GD-RWC-326	320 3rd St. W	Anderson Shoes (Cut Above Home)	Noncontr
GD-RWC-327	321 3rd St. W	Commercial Bldg (Body and Soul)	Noncontr
GD-RWC-328	401-411 3rd St. W	Wilkinson Bldg (RW Corner Drug)	Contrib
GD-RWC-329	410-412 3rd St. W	Union Block (Hanish E part)	Contrib
GD-RWC-1392	413 3rd St. W	Sherman Grocery (United Way)	Contrib
GD-RWC-331	414-416 3rd St. W	Centennial Blk (Patterson-Hanish)	Contrib
GD-RWC-330	415-419 3rd St. W	Brink-Hawkins-Luce (Shear Perfect)	Contrib
GD-RWC-332	418 3rd St. W	Ahler Electric (Midwest Vision)	Contrib
GD-RWC-333	420-430 3rd St. W	Goodhue Co Co-op (Cornerstone)	Contrib
GD-RWC-334	425 3rd St. W	Magnussen's Pharm (Best of Times)	Contrib
GD-RWC-335	427 3rd St. W	Commercial Bldg (Blue Moon)	Noncontr
GD-RWC-1393	429 3rd St. W	Commercial Bldg (Creative Clips)	Noncontr
GD-RWC-337	432-438 3rd St. W	Webster Livery (Kask Electric)	Contrib
GD-RWC-336	433 3rd St. W	RW Printing Co (Republican Eagle)	Contrib
GD-RWC-338	312 4th St. W	Monument Works (Walt's)	Noncontr
GD-RWC-1394	314 4th St. W	Commercial Bldg (Zibble)	Noncontr
GD-RWC-009	315 4th St. W	Red Wing City Hall	Contrib ²
GD-RWC-339	418 4th St. W	Northwestern Bell (Qwest)	Noncontr
GD-RWC-340	202 Bush St.	Lawther Blk (Uffda Shop N)	Contrib
GD-RWC-341	204-208 Bush St.	Lawther Blk Add (Uffda S)	Contrib
GD-RWC-342	207-209 Bush St.	Lawther Blk (Wise Penny)	Contrib
GD-RWC-343	210 Bush St.	Smith Blk (Subhouse)	Contrib
GD-RWC-344	211-213 Bush St.	Lawther Blk (Life's Little)	Contrib
GD-RWC-345	212 Bush St.	Wallower Blk (Great Dragon)	Contrib
GD-RWC-346	215-221 Bush St.	Busch Blk (Josephsons)	Contrib
GD-RWC-1413	216-224 Bush St.	Goodhue Co. Nat'l Bank Annex	Noncontr
GD-RWC-350	223 Bush St.	Hoffman Blk (Claydon's N)	Contrib
GD-RWC-351	225-227 Bush St.	Smith-Masonic Block	Contrib

SUMMARY OF FINDINGS

3.6

GD-RWC-349	226-228	Bush St.	Goodhue Co. Nat'l Bank	Contrib
GD-RWC-352	301-303	Bush St.	Lawther Post Office (Howe's)	Contrib
GD-RWC-007	305-313	Bush St.	Gladstone Building	Contrib ²
GD-RWC-354	310-314	Bush St.	The Casino (Thunder Clan)	Contrib
GD-RWC-355	315-317	Bush St.	McCart Livery (Hallstroms)	Contrib
GD-RWC-012	316-318	Bush St.	Berglund's Stone Blk-AOUW (Kiki)	Contrib
GD-RWC-1414	319-321	Bush St.	Becker Grocery (Aliveo)	Contrib
GD-RWC-356	320	Bush St.	Dunham Beauty Shop (Lori's)	Contrib
GD-RWC-357	325	Bush St.	Chief Theater (Blue Duck)	Noncontr
GD-RWC-359	327	Bush St.	Swanson Rest (River City Dental)	Noncontr
GD-RWC-358	328	Bush St.	Edblom Conoco (Gernentz)	Contrib
GD-RWC-1420	ca. 215	East Ave.	Studebaker Park Prkng Ramp	Noncontr ¹
GD-RWC-1448		Highway 61	Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-1425	ca. 205	Main St. W	Behren's Supply Co. Annex	Noncontr
GD-RWC-299	207-217	Main St. W	RW Creamery (Behren's)	Contrib
GD-RWC-300	223	Main St. W	Kempe Block (Barrel House)	Contrib
GD-RWC-301	301	Main St. W	Sterling's Brick Blk (Ferrin's)	Noncontr
GD-RWC-302	302-306	Main St. W	Buchholz-Hadler-Moeller (Riverfr)	Contrib
GD-RWC-303	303	Main St. W	Sparrell's Block (Ferrin's)	Noncontr
GD-RWC-304	305	Main St. W	Sterling and Co (Ferrin's)	Noncontr
GD-RWC-305	307-311	Main St. W	J. C. Penney (Sarah's)	Noncontr
GD-RWC-306	308	Main St. W	Day Block (Riverfront Centre)	Contrib
GD-RWC-307	310	Main St. W	Betcher Blk (Riverfront Centre)	Contrib
GD-RWC-308	312-316	Main St. W	Wilson-Baker (Riverfront Centre)	Contrib
GD-RWC-1426	315	Main St. W	Red Wing Shoe Store-Museum	Noncontr
GD-RWC-310	318-322	Main St. W	Simmons-Swanson (Riverfront Cent)	Contrib
GD-RWC-311	319-321	Main St. W	Smith-McDonald Blk (Inspired)	Contrib
GD-RWC-312	323	Main St. W	Towne Blk (RW Confectionery)	Contrib
GD-RWC-314	325-327	Main St. W	Lawther Block (Confluence)	Contrib
GD-RWC-315	329	Main St. W	Clark and Hawley (Moments)	Contrib
GD-RWC-006	409	Main St. W	Keystone Building	Contrib ²
GD-RWC-317	413-423	Main St. W	Boxrud Bros Blk (Riverbend Mkt)	Contrib
GD-RWC-318	420-426	Main St. W	Pioneer Garage (Johnson Tire)	Contrib
GD-RWC-320	433-435	Main St. W	Phelps Block (Brickhouse)	Contrib
GD-RWC-1434		Old Main/Hwy 61	Old Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-360	201-207	Plum St.	Lawther-Park Blk (Travel)	Contrib
GD-RWC-361	210	Plum St.	Globe Electric Light (Ferrin's)	Noncontr
GD-RWC-362	212	Plum St.	Sterling Block (Ferrin's)	Noncontr
GD-RWC-363	213	Plum St.	Little Green Front (5 de Mayo)	Noncontr
GD-RWC-364	214	Plum St.	Linne Bldg (Ferrin's)	Noncontr
GD-RWC-365	217-221	Plum St.	Nat'l Guard Armory-Masonic Hall	Contrib
GD-RWC-366	302	Plum St.	Greenwood Blk (Liberty's)	Contrib
GD-RWC-368	303	Plum St.	Lyons Brick Blk (Liberty's)	Contrib
GD-RWC-367	304	Plum St.	Lindberg Block (Liberty's)	Contrib
GD-RWC-369	306-308	Plum St.	Boston Block (Liberty's)	Contrib
GD-RWC-370	307	Plum St.	Red Wing Creamery (Red Men)	Noncontr
GD-RWC-371	309-313	Plum St.	Clum Block (Metro Apts)	Contrib
GD-RWC-372	310	Plum St.	Smith Harness (Roxx)	Contrib
GD-RWC-373	312-314	Plum St.	White Front (B.S. Bar)	Contrib
GD-RWC-375	316	Plum St.	Winters Building	Contrib

GD-RWC-376	318	Plum St.	Peterson Meat (Sorenson)	Contrib
GD-RWC-378	320-324	Plum St.	Salvation Army (Elks N)	Noncontr
GD-RWC-010	325-327	Plum St.	Hotel de Batlo (Eagle House)	Contrib
GD-RWC-379	326-330	Plum St.	Becker Grocery (Elks S)	Noncontr

¹ Also in the Red Wing Mall Historic District (GD-RWC-001)

² Also individually listed on or eligible for the National Register

SUMMARY OF FINDINGS

3.8

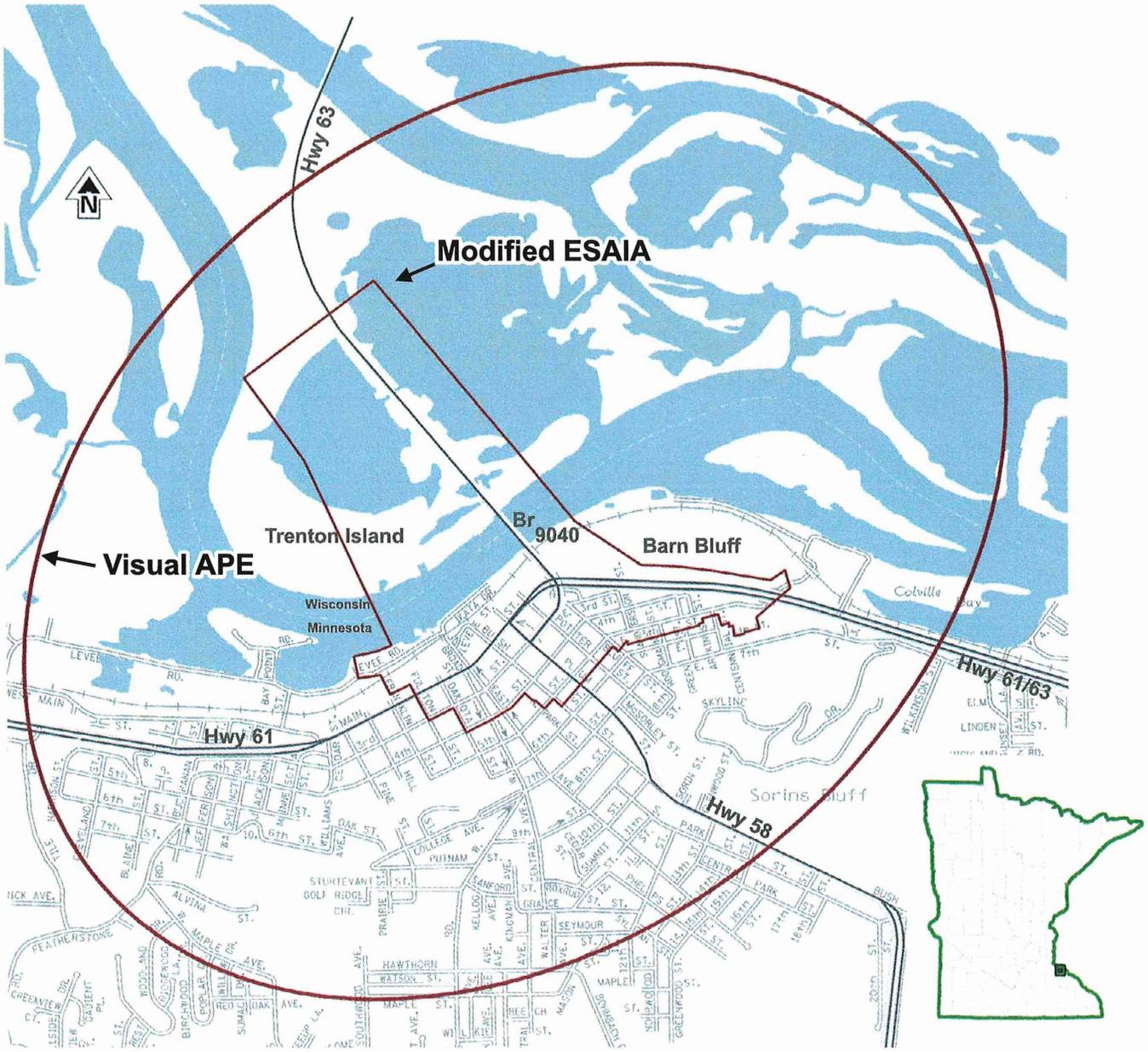
GENERAL MAPS

This chapter has general maps. For maps of individual historic districts, see Chapter 6. For a map of properties recommended ineligible for the National Register after Phase II research, see Chapter 8.

GENERAL MAPS

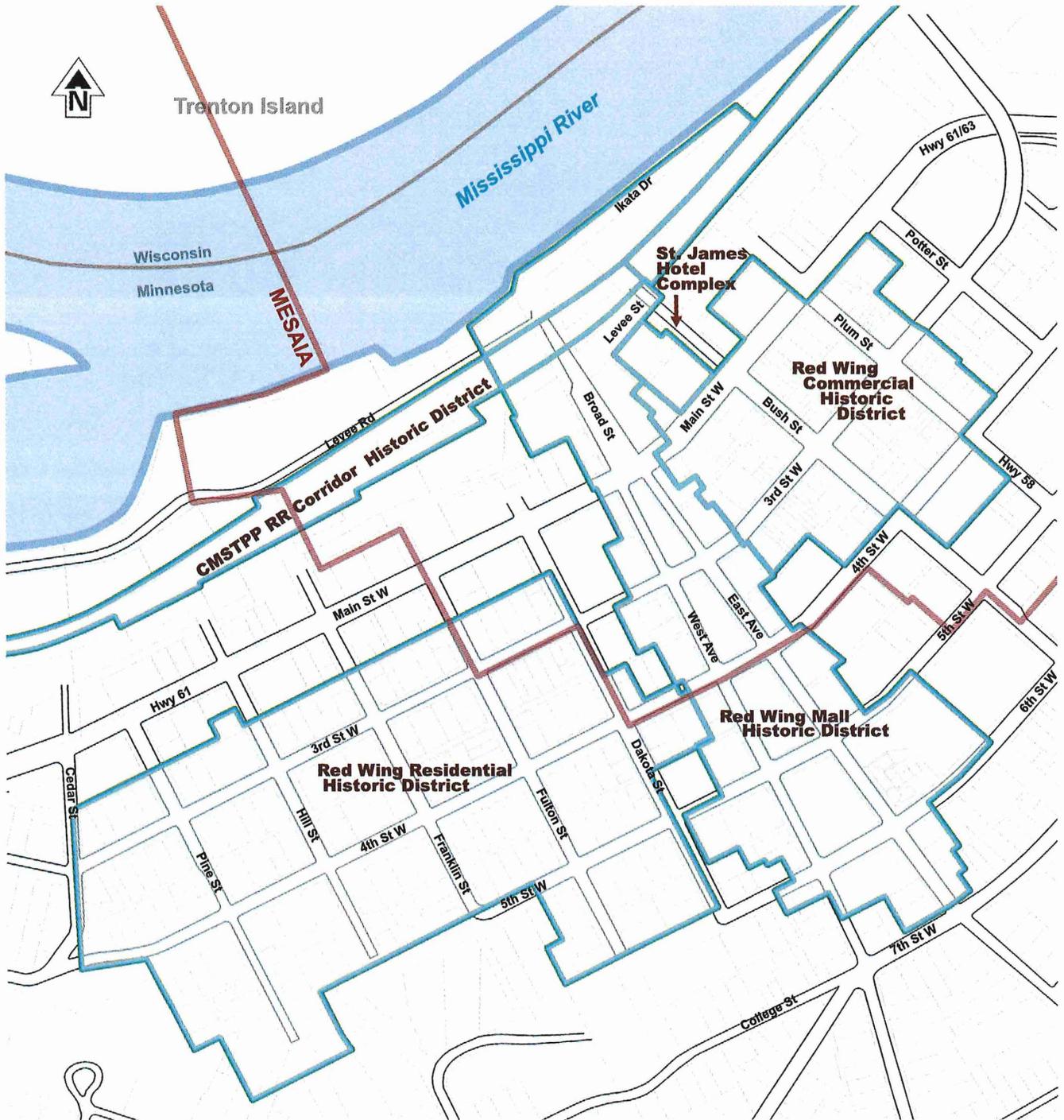
4.2

Red Wing Bridge Project



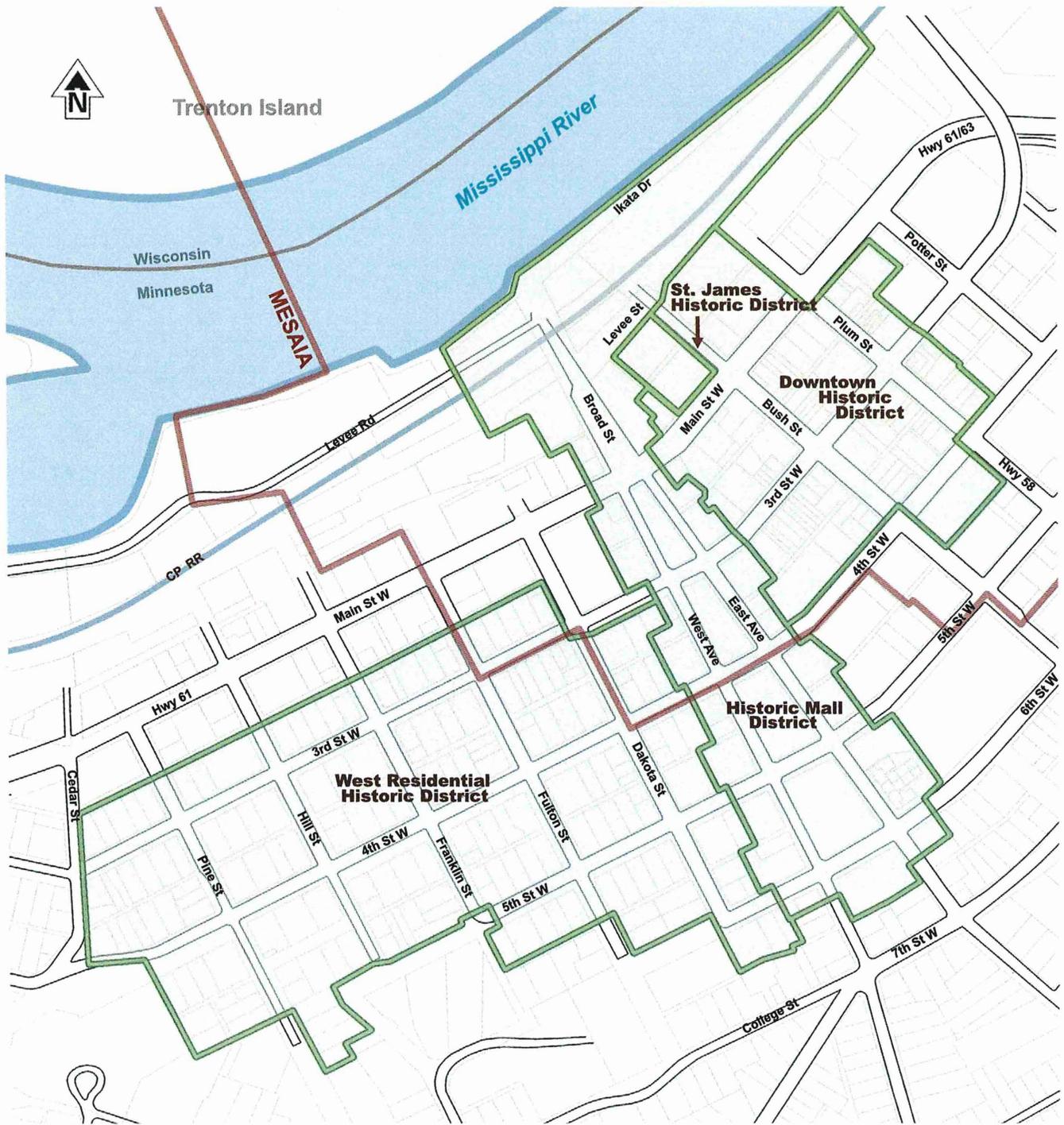
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Map 1 Overview Map Showing MESAIA and Visual APE



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Map 2 National Register-Listed and -Eligible Historic Districts



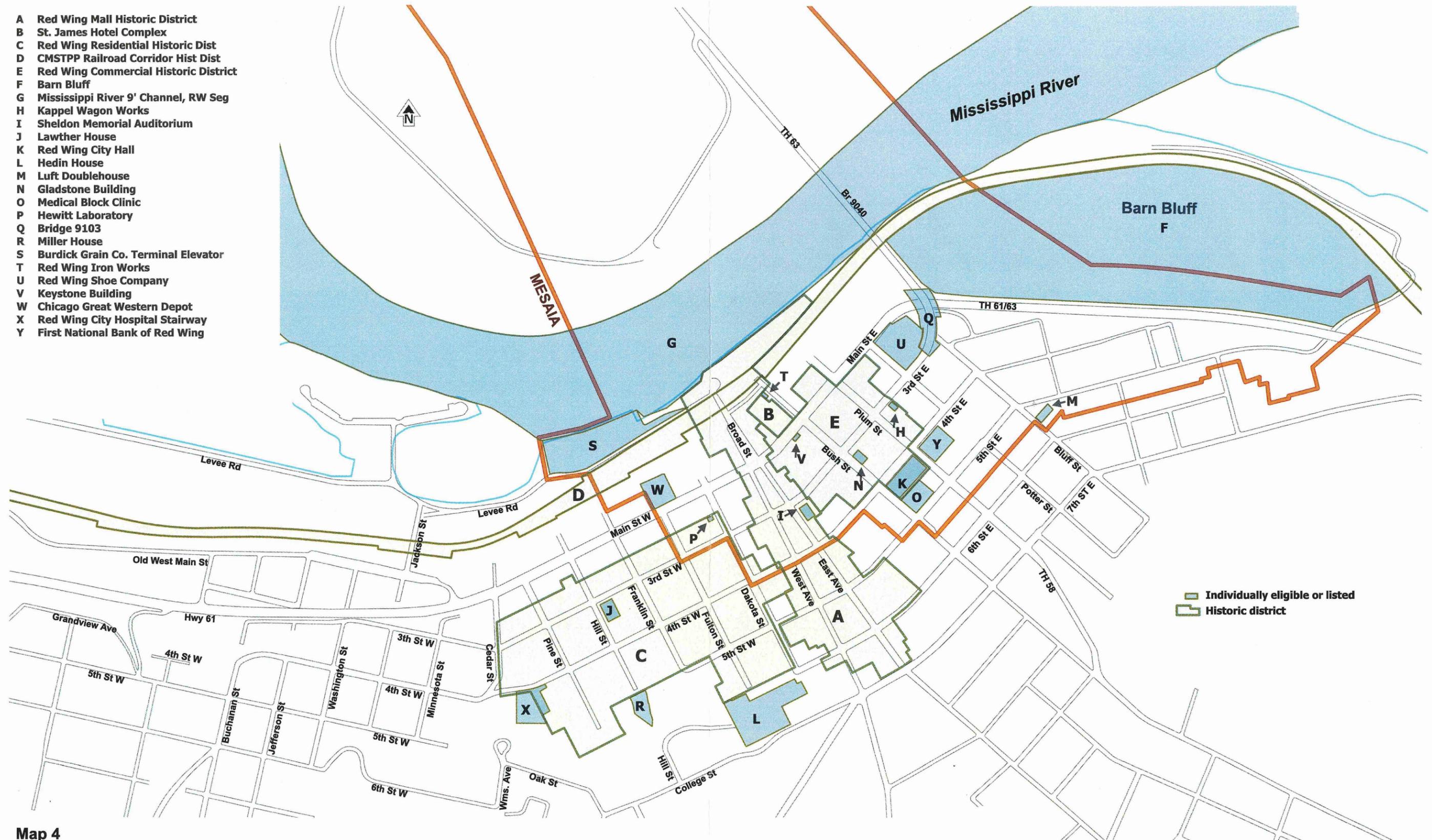
Gemini Research 2014

Map 3 City of Red Wing-Designated Historic Districts

GENERAL MAPS

4.6

- A Red Wing Mall Historic District
- B St. James Hotel Complex
- C Red Wing Residential Historic Dist
- D CMSTPP Railroad Corridor Hist Dist
- E Red Wing Commercial Historic District
- F Barn Bluff
- G Mississippi River 9' Channel, RW Seg
- H Kappel Wagon Works
- I Sheldon Memorial Auditorium
- J Lawther House
- K Red Wing City Hall
- L Hedin House
- M Luft Doublehouse
- N Gladstone Building
- O Medical Block Clinic
- P Hewitt Laboratory
- Q Bridge 9103
- R Miller House
- S Burdick Grain Co. Terminal Elevator
- T Red Wing Iron Works
- U Red Wing Shoe Company
- V Keystone Building
- W Chicago Great Western Depot
- X Red Wing City Hospital Stairway
- Y First National Bank of Red Wing



Individually eligible or listed
 Historic district

Map 4
Properties in the APE Listed on or Eligible for the National Register

DESCRIPTION OF PROPERTIES IN THE ARCHITECTURE-HISTORY AREA OF POTENTIAL EFFECT INDIVIDUALLY LISTED ON OR ELIGIBLE FOR THE NATIONAL REGISTER

This chapter provides an overview of the properties in the architecture-history APE that are individually listed on, or eligible for, the National Register of Historic Places (NRHP). Historic districts are reviewed in Chapter 6.

There are 20 properties in the architecture-history APE that are individually National Register-listed or -eligible. Twelve of the 20 had already been listed or determined eligible when this architecture-history investigation began. The remaining sites were evaluated by Gemini Research during Phase II of the architecture-history investigation. (See Chapters 7 and 8 for a summary of Phase II research. More information and photographs appear on the individual inventory forms.)

The 20 individually-listed and -eligible properties are listed in the table below, in order by street address. Locations are marked on this report's Map 4.

Table 9. List of Individual Historic Properties in the APE

Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Eligibility
GD-RWC-280	Barn Bluff	Barn Bluff	Listed
GD-RWC-1452	Mississippi River	Mississippi River 9' Channel, R W Seg	Eligible
GD-RWC-008	219-221 3rd St. W	Kappel Wagon Works	Listed ³
GD-RWC-002	443 3rd St. W	Sheldon Memorial Auditorium	Listed ¹
GD-RWC-023	927 3rd St. W	Lawther House	Listed ²
GD-RWC-009	315 4th St. W	Red Wing City Hall	Listed ³
GD-RWC-1407	725 6th St. W	Hedin House	Recomm Eligible
GD-RWC-746	519 Bluff St.	Luft Doublehouse	Recomm Eligible
GD-RWC-007	305-313 Bush St.	Gladstone Building	Listed ³
GD-RWC-1417	419 Bush St.	Medical Block Clinic	Recomm Eligible
GD-RWC-026	216 Dakota St.	Hewitt Laboratory	Listed ²
GD-RWC-1387	ca. 100 Highway 63	Bridge 9103	Eligible
GD-RWC-1422	521 Hill St.	Miller House	Recomm Eligible
GD-RWC-1383	810 Levee Rd.	Burdick Grain Co. Terminal Elevator	Recomm Eligible
GD-RWC-005	401 Levee St.	Red Wing Iron Works	Listed
GD-RWC-019	129 Main St. W	Red Wing Shoe Company	Recomm Eligible
GD-RWC-006	409 Main St. W	Keystone Building	Listed ³
GD-RWC-015	726 Main St. W	Chicago Great Western Depot	Listed
GD-RWC-1423	ca. 1162 Oak St.	Red Wing City Hospital Stairway	Recomm Eligible
GD-RWC-1439	401 Plum St.	First National Bank of Red Wing	Recomm Eligible

¹ Also in the Red Wing Mall Historic District (GD-RWC-001)

² Also in the Red Wing Residential Historic District (GD-RWC-022)

³ Also in the Red Wing Commercial Historic District (GD-RWC-1451)

GD-RWC-280 Barn Bluff

Hist Name: Barn Bluff
Other Name: Mount LaGrange
Built: n/a
NR Status: Listed

Barn Bluff is located on the southern bank of the Mississippi River in northeastern Red Wing where it rises abruptly above the river and the downtown. The bluff is a massive escarpment or island mesa that is 3,100' long by 800' wide and aligned east-west. It stands 335' above the surface of the water. There was a time geologically when the glacial melt-water flow in the region was much deeper, and Barn Bluff and nearby Sorin's Bluff were the only two land masses projecting above the water. Early residents built burial mounds and earthworks on the bluff centuries ago, and Red Wing's Mdewakanton Dakota village was located at its western base.

Barn Bluff was the site of several limestone quarries and lime kilns that were operated on the bluff in the late 19th and early 20th centuries. Quarrying features include pits, caves, and tunnels, the longest being a 65'-long tunnel on the southern side of the bluff. The most well-known remnant is Carlson Lime Kiln (GD-RWC-020), built in 1882 on the northeastern side of the bluff. The kiln is individually listed on the National Register.

Today Barn Bluff is a 73-acre city-owned park with 2.36 miles of hiking trails. On the northern side of the bluff are tall stone cliffs and a steep hiking trail that twists its way to the top through a dense maple-basswood forest. The southern side of the bluff has a more gradual trail that follows the path of an old quarry road. The forest here receives more sun and has a mixture of deciduous trees, shrubs, and sun-tolerant wildflowers and grasses. On top of the bluff is a wide area of treeless, managed prairie with a variety of grasses and forbs.

The remnants of the Citizens Memorial Stairway, built in 1929 and dismantled in 1958 to make way for the Eisenhower Bridge, are located near the top of the bluff at the western end. About 114 of the original poured concrete steps reportedly remain in place, most in ruins.

The City of Red Wing built new flights of steps in 1975 and 1982 using steps salvaged from the 1929 structure. The 1975 set is located at the base of the eastern end of the bluff; this flight serves as the main public entrance to the bluff. The 1982 set is located on the southern side of the bluff about midway to the top. Both flights have simple pipe handrails similar to those used on the 1929 staircase.

Around the base of the bluff, particular on the northern and eastern sides (generally outside of the boundaries of the National Register-listed site), are several other properties. Listed below, they do not significantly diminish the historic integrity of Barn Bluff.

- Chicago, Milwaukee, St. Paul, & Pacific RR, built 1870; now Canadian Pacific; NRHP eligible; GD-RWC-1371
- Gustav A. Carlson Lime Kiln, built 1882; NRHP listed; GD-RWC-020 (not in the arch-history APE for this study)
- Carlson Lime Kiln interpretive marker, built circa 1976 (not in the arch-history APE for this study)
- Red Wing Water Department Pump House No. 2, built 1923; GD-RWC-1378
- the City's Municipal Wastewater Treatment Facility, built 1960; GD-RWC-1379 (not in the arch-history APE for this study)

INDIVIDUALLY NRHP-LISTED AND -ELIGIBLE PROPERTIES IN THE APE

5.2

- Northern States Power (now Xcel) electrical generating plant, built 1948; GD-RWC-1374; the NSP coal dock is now the city's Municipal Wharf (not in the arch-history APE for this study)
- the former Forest Products Company Office, built ca. 1910; once accompanied by a sawmill; now the Isaac Walton League Club House; GD-RWC-1377 (not in the arch-history APE for this study)
- East Fifth Street, a local street that curves around the eastern end of the bluff (not inventoried)

Historical Background. Barn Bluff is Red Wing's best-known landmark. The bluff was an important cultural feature in the lives of early Euro-American settlers, as well as in the lives of the many generations of native people who preceded them. The bluff has served as a sacred site for burial mounds and earthworks and has been a landmark for travelers. The bluff has been a lookout, a source of quarry stone and lime, and a monolith explored by artists, writers, geologists, and tourists. Many observers have described what landscape historian Carole Zellie notes: "[Barn Bluff's] orientation to the river is particularly striking. Seen from downriver, it appears almost to stand alone in the river above Colvill Bay" (Zellie "Barn Bluff" 1989).

Native Peoples. According to the Institute for Minnesota Archaeology (IMA), "At any particular time between 900 and 1300 A.D., it is likely that there were several thousand people living in the Red Wing Locality [roughly the site of present-day Red Wing], making it the most densely populated part of Minnesota during the centuries before Europeans arrived." The Institute explains that people living at Red Wing may have represented the northern extension of the Mississippian people whose population center was in southwestern Illinois. The people at Red Wing may also have belonged to a related Great Lakes culture, the Oneota. According to the IMA, centuries ago people at Red Wing "constructed mounds for a variety of purposes, including burial of the dead. . . . Mounds are and were sacred places to American Indians" ("Red Wing Locality" 2003). When Euro-Americans first visited the Red Wing area, they found more than 2,000 mounds and earthworks, including several on and near Barn Bluff.

More recent Native Americans, the Mdewakanton Dakota, maintained a sizable village at the base of the western end of Barn Bluff. The bluff was called Proymueche (meaning "mountain in the water") and Hemminnicha or Hham-necha (meaning "wood, water, and hill"). (For more information, see the archaeological study being conducted by Two Pines Resources for the Red Wing Bridge Project.)

Euro-Americans. Barn Bluff marks the northern end of a 300-mile stretch of Mississippi River bluff land that extends from Red Wing south to Dubuque, Iowa. Some Euro-Americans called Barn Bluff "Mount LaGrange", "la grange" meaning barn in French. The bluff was an important navigational landmark and is frequently mentioned in travel accounts and diaries written by Euro-American explorers, missionaries, and travelers of the 17th, 18th, and 19th centuries (see Zellie 1989). The bluff was an inspiration to painters, illustrators, poets, and photographers. Climbing the bluff was a favorite pastime for generations of people living in the area.

With its commanding views, Barn Bluff has always been a popular lookout. Area residents climbed the bluff, for example, to wait for the sight of overland travelers. Before the first railroad was built in 1870, Red Wing was dependent on the river for most communication and transportation. Spotting the first steamboat of the spring from the top of Barn Bluff was an annual and much-anticipated event since it meant the navigation season had opened for the year (Angell 1977).

In 1869 Barn Bluff was the site of symbolic bonfires lit by local residents to celebrate Easter following an ancient Scandinavian custom. In 1899 bonfires were lit on the bluff to mark the return of soldiers from the Spanish American War, and in 1918 fires were lit to celebrate the armistice that ended World War I (Angell 1977).

In the 1870s Barn Bluff was used for cattle grazing. In the 1930s a Civilian Conservation Corps (CCC) camp was located at the northeastern end of the bluff.

Quarrying. The rock that forms Barn Bluff represents at least 450 million years of geologic history. The oldest exposed stone is a layer of green Franconia sandstone, about 8' thick, visible at the base of the western end. A tan limestone called oneota dolomite – one of the bluff's more recent rock layers – is Goodhue County's best-known building material. It was quarried extensively on the bluff from 1852 to 1908 by several companies. The limestone was primarily used for building construction. It was also burned in kilns to make calcium oxide or quick lime, an ingredient in mortar, plaster, soil amendments, disinfectant, and other products.

For years local residents complained about the noise, dust, percussion, and danger from the quarries' forceful blasts. Citizens finally pressured community leaders to ban quarrying on the bluff, and the last stone was taken in 1908. In 1910 Barn Bluff became a city park.

Park Land and Stairway. Even before Barn Bluff became an official park, Red Wing residents tried to beautify their famous landmark and make it more accessible. In 1889, a walking trail to the summit, following an historic footpath, was built by volunteers led by C. C. Webster. Residents periodically cleared Webster's Way of fallen stones in the spring and then celebrated with a picnic. In 1907 the Red Wing Civic League developed a picnic area midway up the eastern end of the bluff. In 1908 Webster's Way at the western end was reconstructed by a crew of businessmen organized by A. W. Pratt; the trail was again maintained with an annual cleanup.

In 1929 the Red Wing Kiwanis Club built Citizens Memorial Stairway up the western end of Barn Bluff. The stairway was designed by a Red Wing civil engineer and contractor named C. Walter Johnson. It was a 310'-long, poured concrete structure with 450 steps, 8 large landings, and 12 smaller landings. The lowest landing served as an entrance sheltered by a red ceramic tile hipped roof. Citizens Memorial Stairway was entirely funded by local subscriptions and donations, and each concrete step was imprinted with the donor's name. Minnesota Governor Theodore Christianson was the keynote speaker at the stairway's dedication on August 24, 1929, and the event was marked by a special edition of the *Red Wing Daily Republican* newspaper.

Transportation. Transportation systems have taken their toll on Barn Bluff. In 1870 the northern flank was altered when the St. Paul and Chicago Railroad (later CMSTPP; GD-RWC-1371) was constructed between the side of the bluff and the water's edge.

Eighty years later in the late 1950s and early 1960s, Highway 61 was realigned along the southern base of the bluff and the Eisenhower Bridge was built at its western end. The highway construction permanently altered Barn Bluff and caused hard feelings in the community that are still remembered today. In 1958, according to an article in the *Daily Republican Eagle*, "A huge portion of the south side of Barn Bluff had to be removed because of the project." According to the article, "Slashing a huge gash across the face of the bluff was deemed a necessity by engineers while construction of the new interstate bridge and approaches here was in its planning stages." The article also reports that "huge earth-moving equipment has shaved off almost the entire front portion of the bluff" and that, as part of the construction, the lower 75% of Citizens

Memorial Stairway was removed (Ladner 1958). Several months later, in 1960, a large, distinctive rock formation on the western tip of the bluff – promoted in early tourist brochures as an Indian head – was removed, ending hopes that it could remain above the end of the new river bridge (“No Traces” 1960; “Safety” 1961; Angell 1977). According to a 1983 source, “when the Stairway was sacrificed on the altar of traffic flow, most all of the citizens felt a distinct sense of loss” (“Red Wing’s Barn Bluff” 1983).

National Register Eligibility. Barn Bluff was individually listed on the National Register in 1990. According to the National Register nomination, “Barn Bluff is one of the best-known natural features along the Mississippi River between La Crescent and St. Paul. It is significant for its association with the exploration of the Upper Mississippi in the 19th century, and for its association with mid-19th through early 20th-century travel, tourism, and recreation. A many-layered interpretation of the feature is evident in local legend, as well as in published historical and scientific accounts, works of art, and photography” (Zellie “Barn Bluff” 1989). The property was listed under National Register Criterion A (broad patterns of history) in the areas of Entertainment/Recreation and Exploration/Settlement. The period of significance is 1817-1939. The level of significance is Local.

The boundary of the National Register-listed property is defined in the 1989 National Register nomination as following the 740' contour line around the bluff. Gemini Research recommends that this boundary is too small and excludes a significant lower part of the bluff. It is recommended that the boundaries of the listed property be amended to follow the boundaries of the city park and that, in the meantime, the portion of Barn Bluff within the city park boundaries be considered eligible for the National Register.

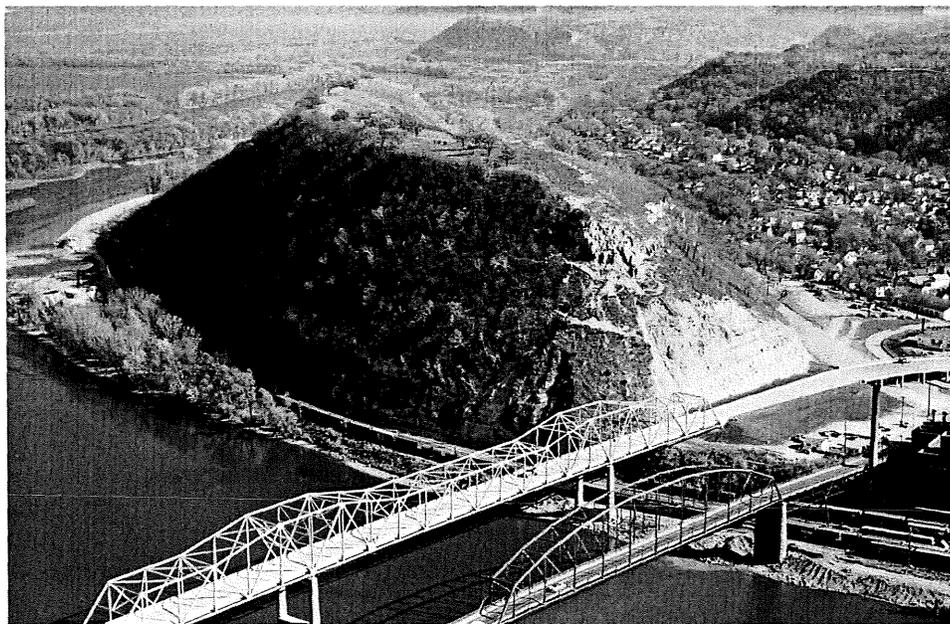


Fig. 1. Barn Bluff. Barn Bluff, October 1960 photo by St. Paul Dispatch (Minnesota Historical Society photo) (facing E)

GD-RWC-1452 Mississippi River

Hist Name: Mississippi River 9' Channel, R W Seg

Built: 1931-1940

NR Status: Eligible

For the purposes of this review, the Red Wing Segment of the Mississippi River Nine-Foot Channel extends for about 8.5 miles from Lock and Dam Number 3 (six miles upstream from downtown) to the east Red Wing city limits. The channel ranges from 550' to 950' wide within this segment. (See sketch map in Chapter 7.)

The Nine-Foot Channel was designed and built by the U.S. Army Corps of Engineers from 1931-1940 with additional work in 1948. It extends for 670 miles from St. Paul to St. Louis. It was one of the nation's largest New Deal public works projects and one of the largest projects in Army Corps history. It established the Upper Mississippi as a modern transportation artery critical to the development of agriculture, commerce, and industry, and to the economy of river towns like Red Wing. The channel revitalized river traffic after decades of slumber and stimulated significant public and private investment in new harbors, wharfs, grain terminals, and other structures. In Red Wing the channel enabled the construction and success of several important facilities including the Municipal Dock (1937-1938), Northern States Power (1948-1949), the City's Industrial or Upper Harbor (1956-1962), Burdick Grain Company Terminal Elevator (1955-1956), and the barge terminal of Red Wing Milling (1956, now ADM).

The Red Wing Segment of the Nine-Foot Channel is recommended eligible for the National Register. For Phase II research and recommendations, see Chapter 7.

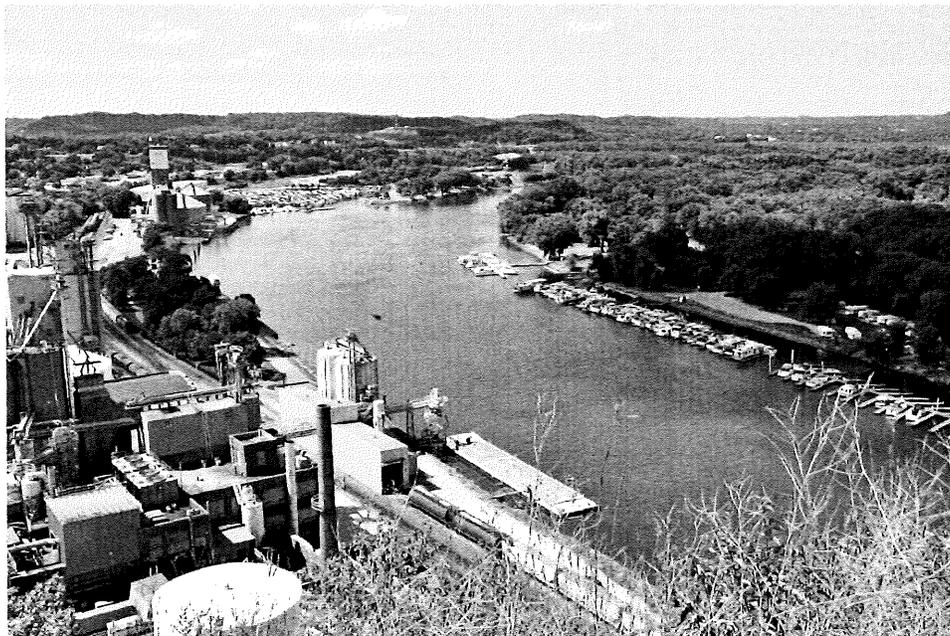


Fig. 2. Mississippi River. Mississippi River 9' Channel, R W Seg, current view from the top of Barn Bluff (facing W)

GD-RWC-008 219-221 3rd St. W

Hist Name: Kappel Wagon Works

Other Name: Knudsen's Cheesecake

Built: 1875

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

Kappel Wagon Works was built in 1875 to house the largest of Red Wing's several wagon factories. The business was started in 1865 in a woodframe building that was replaced in 1875 by this larger brick and limestone structure. Faded painted advertising lettering on the eastern facade includes the words "wagon and carriage shop." The building is an excellent example of the Italianate and the exterior retains good historic integrity.

Kappel Wagon Works was individually listed on the National Register in 1979. It was listed under National Register Criteria A (broad patterns of history) and C (architecture) in the areas of Commerce and Architecture. The level of significance is Local.

Kappel Wagon Works is also a Contributing property within the National Register-eligible Red Wing Commercial Historic District (GD-RWC-1451). (See Chapter 6 for the district.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 3. 219-221 3rd St. W. Kappel Wagon Works (facing S)

GD-RWC-002 443 3rd St. W

Hist Name: Sheldon Memorial Auditorium

Built: 1904

NR Status: Listed

Contributing to Red Wing Mall Historic District

T. B. Sheldon Memorial Auditorium, built in 1904, is located at the southwestern corner of West Avenue and Third Street – a prominent site on the eastern side of the Red Wing Mall. It is a handsome Renaissance Revival style building faced with gray brick. Each side wall has a porte cochere. The main (southern) facade has a sensitively designed 1930s foyer addition. The building was designed by Minneapolis architect Lowell A. Lamoreaux and built by Minneapolis contractor J. and W. A. Elliott. The theater was rehabilitated in the late 1980s.

Sheldon Auditorium was individually listed on the National Register in 1976. It was listed under Criterion C (architecture) in the area of the Performing Arts. The level of significance is Local.

The auditorium is also a Contributing property in the Red Wing Mall Historic District (GD-RWC-001), which was listed on the National Register in 1980. (See Chapter 6 for the district.)

The property is also within the City of Red Wing’s Historic Mall District.



Fig. 4. 443 3rd St. W. Sheldon Memorial Auditorium (facing S)

GD-RWC-023 927 3rd St. W
Hist Name: Lawther House
Other Name: Octagon House Bed & Breakfast
Built: 1857
NR Status: Listed
Contributing to Red Wing Residential Historic District

The Lawther House, built in 1857, is located on a slope at the southeastern corner of Third and Hill streets. It is a rare example of the Octagonal style. The house is crowned by a third-story belvedere that reportedly was designed to provide a good view of the Mississippi River valley. A rear wing was added in 1870. James Lawther was a prominent businessman and philanthropist. His widow, Eva Lawther, lived here until the mid-1940s.

The Lawther House was individually listed on the National Register in 1975. It was listed under Criteria B (important person) and C (architecture) in the areas of Architecture, Commerce, and Politics/Government. The level of significance is Local.

The Lawther House is also a Contributing property in the National Register-listed Red Wing Residential Historic District. (See Chapter 6 for the district.)

The property is also within the City of Red Wing's locally-designated West Residential Historic District.



Fig. 5. 927 3rd St. W. Lawther House (facing SE)

GD-RWC-009 315 4th St. W

Hist Name: Red Wing City Hall

Built: 1905

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

Red Wing City Hall, built in 1905, is located on the southern side of Fourth Street between Bush and Plum Streets. The main facade faces north. The one-half-block site has a large grassy lawn and parking areas east and west of the building.

City Hall is a Renaissance Revival style building designed by Minneapolis architect Lowell A. Lamoreaux. It is faced with peachy-brown brick and has stone trim. A five-bay-wide section at the center of the main facade projects forward. Window openings are decorated with pedimented window hoods and ornate keystones, and there are pilasters between bays. The exterior retains good historic integrity with some fairly minor changes.

Red Wing City Hall was individually listed on the National Register in 1979. It was listed under National Register Criteria A (broad patterns of history) and C (architecture) in the areas of Architecture and Politics/Government. The level of significance is Local.

City Hall is also a Contributing property within the National Register-eligible Red Wing Commercial Historic District. (See Chapter 6 for the district.) The property is also within the City of Red Wing's Downtown Historic District.



Fig. 6. 315 4th St. W. Red Wing City Hall (facing S)

GD-RWC-1407 725 6th St. W

Hist Name: Hedin House

Built: 1951

NR Status: Eligible

The Hedin House, built in 1951, is located on the toe of a bluff on College Hill overlooking the Mississippi River valley, Barn Bluff, the Eisenhower Bridge, and downtown Red Wing.

The house was designed by Twin Cities architect Elizabeth Close, a pioneering Modernist of national standing who was one of the first women to practice architecture in Minnesota. The house is an excellent, well-preserved example of her work, designed early in her career. It is one of the most dramatically-sited houses designed by Close, and one of relatively few built outside the Twin Cities. It is also one of the most important examples of the International Style in Red Wing. The original owners were Raymond and Lydia "Elizabeth" Hedin. Raymond Hedin, a physician and Red Wing mayor, died in 1955. Elizabeth Hedin, a prominent civic leader and the first woman to serve on the Red Wing City Council, lived in the house for many decades.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The Hedin House is recommended eligible under National Register Criterion C (architecture) in the area of Architecture. Evaluation of the property's eligibility under Criterion B (important person) for Elizabeth Hedin's contributions should be conducted at some point in the future. The level of significance is State. The period of significance is provisionally 1951, pending future research. (For Phase II research and recommendations, see Chapter 7.)

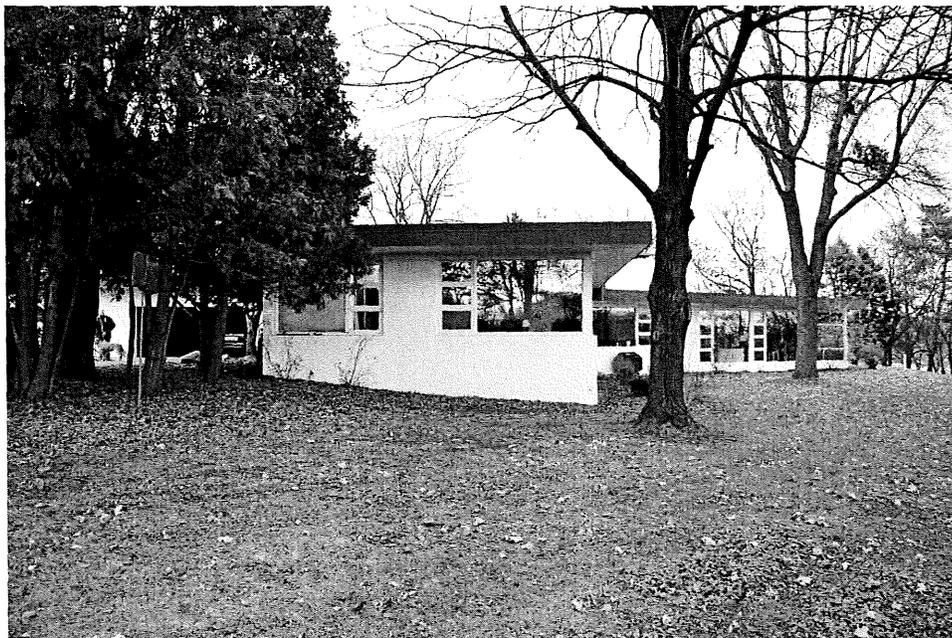


Fig. 7. 725 6th St. W. Hedin House, south facade of south wing (facing NW)

GD-RWC-746 519 Bluff St
Hist Name: Luft Doublehouse
Built: ca. 1896
NR Status: Eligible

The Luft Doublehouse, built circa 1896, is located on Bluff Street in East Red Wing. It is an unusually well-preserved example of a late 19th century doublehouse, a property type rare in Red Wing. It is also an excellent and intact example of the Queen Anne style, richly ornamented with well-preserved detailing. For the first 30 years the doublehouse was owned and occupied by an extended family of Swedish immigrants led by Peter and Karna Luft.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The Luft Doublehouse is recommended eligible under National Register Criterion C (architecture) in the area of Architecture. The level of significance is Local. The period of significance is 1896. (For Phase II research and recommendations, see Chapter 7.)



Fig. 8. 519 Bluff St. Luft Doublehouse, main and south facades (facing N)

GD-RWC-007 305-313 Bush St

Hist Name: Gladstone Building

Other Name: RW Arts-Apropos Home-Clothes Horse

Built: 1886

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

The Gladstone Building, constructed in 1886, is faced with rockfaced random ashlar limestone on the main and southern facades. It has a Romanesque Revival inspired design with rounded-arched window openings topped by stone hoods. At the top of the main facade is an intact metal cornice with modillions and dentils. The second-story windows have double-hung sash with multipaned Queen Anne style transom lights. At the center of the second story are three large stone corbels whose purpose is not clear.

The Gladstone Building is one of a few late 19th century buildings in downtown Red Wing built entirely of local limestone. The building was individually listed on the National Register in 1979. It was listed under National Register Criterion C (architecture) in the area of Architecture. The level of significance is Local.

The Gladstone Building is also a Contributing property within the National Register-eligible Red Wing Commercial Historic District. (See Chapter 6 for the district.) The property is also within the City of Red Wing's Downtown Historic District.



Fig. 9. 305-313 Bush St. Gladstone Building (facing N)

GD-RWC-1417 419 Bush St
Hist Name: Medical Block Clinic
Built: 1963
NR Status: Eligible

The Medical Block Clinic, built in 1963, is located at the northeastern corner of Bush and Fifth streets in downtown Red Wing. It was built to house a group medical practice owned by nine physicians with a separate commercial pharmacy in the northern end. The building was designed by Minneapolis architect James E. Stageberg, considered among the most important architects in the postwar modern movement in Minnesota. The Medical Block Clinic represents one of Stageberg's early commercial designs and an award-winning Expressionist work that received national attention. The exterior is well preserved.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The Medical Block Clinic is recommended eligible under National Register Criterion C (architecture) in the area of Architecture. The level of significance is Local. The period of significance is 1963. (For Phase II research and recommendations, see Chapter 7.)



Fig. 10. 419 Bush St. Medical Block Clinic, main (west) facade and northern end where drugstore was located (facing E)

GD-RWC-026 216 Dakota St

Hist Name: Hewitt Laboratory

Built: 1866

NR Status: Listed

Contributing to Red Wing Residential Historic District

Hewitt Laboratory, built in 1866, is located just west of downtown Red Wing. It is a woodframe building with a symmetrical facade and saltbox roof. Exterior alterations include vinyl siding, new 4/4 sash, a gabled overhang above the central front door, and a rear screened porch. Dr. Charles N. Hewitt lived in Red Wing from 1866-1910 and was an early expert in public health. He lobbied to create the State Board of Health (1872) and for 25 years was its executive. A groundbreaking early vaccination program for children took place in this building.

Hewitt Laboratory was individually listed on the National Register in 1979 under Criterion B (important person) in the area of Science. The level of significance is State. The period of significance is 1866-1910.

The property is also a Contributing element in the National Register-listed Red Wing Residential Historic District (GD-RWC-022). (See Chapter 6 for the district.)

The house also stands within the City of Red Wing's locally-designated West Residential Historic District.



Fig. 11. 216 Dakota St. Hewitt Laboratory (facing SW)

GD-RWC-1387 ca. 100 Highway 63

Hist Name: Bridge 9103

Built: 1960

NR Status: Eligible

Bridge 9103 was completed in 1960 to serve as the approach bridge for the Eisenhower Bridge (Bridge 9040), also completed in 1960, which crosses the Mississippi River. The Eisenhower Bridge replaced a deteriorating 1895 truss bridge. The same designers and builders worked on both 1960 bridges.

Bridge 9103 is a 211'-long continuous concrete slab span with an adjacent 220' southern approach roadway. Together the bridge and southern approach curve nearly 90-degrees from Red Wing's Third Street to the river crossing, lift traffic up to the elevation of the river bridge, and separate TH 63 and TH 61 at a new junction that was created by the project. The bridge's unusually long curved form and the bridge and approach roadway's Modernist design and ornamental railing achieved the project's engineering goals and at the same provided a handsome approach to a major Mississippi River crossing and a gateway to downtown Red Wing.

Bridges 9103 and 9040, and associated highway improvements, were built as part of an overarching, postwar initiative to widen and improve TH 61 between La Crescent and St. Paul. TH 61 was a major artery between Chicago and the Twin Cities that carried heavy commercial traffic. It was also a popular tourist route with stunning views of the Mississippi River and its bluffs. (The Red Wing Segment of Highway 61 was inventoried separately (GD-RWC-1448). See Phase II research on the highway in Chapter 8. Gemini Research recommends that Highway 61 in Red Wing is not eligible for the National Register.)

The bridges were built with \$3.4 million of state and federal funds. In 1956 the design contract was awarded to Alfred Benesch and Associates of Chicago. H. B. Schultz was the designing engineer. Initial grading for both bridges and associated highway work began in April 1958. The state highway department's project engineer was William C. Merritt. Industrial Construction of Minneapolis was the contractor.

Bridge 9103 was determined eligible for the National Register in 2010 as part of a statewide evaluation of post-1955 highway bridges conducted for MnDOT by Mead and Hunt. Both Bridge 9103 and its southern approach roadway are included within the boundary of the eligible property. The property is eligible for the National Register under Criterion C (design and construction) in the area of Engineering. The National Register eligibility is based on two key factors:

Engineering Significance. Bridge 9103 is the only horizontally-curved, continuous concrete slab bridge from the period 1955-1970 standing in Minnesota. In addition, the horizontal curve of 14 degrees is the greatest curvature for any extant bridge in Minnesota from the period. At 211' long, Bridge 9103 is also exceptionally long for its type. According to Mead and Hunt, the bridge's unusual curvature and length demonstrate "the complex design issues the engineers faced to meet the site challenges and road requirements for a bridge at this location."

Exceptional Aesthetic Qualities. Bridge 9103 is one of only four bridges identified in the post-1955 statewide bridge study that are eligible for the National Register for "high artistic value." The bridge and its southern approach were given special aesthetic consideration because of proximity to the new Eisenhower Bridge and to downtown Red Wing.

The level of significance is State and the period of significance is the year of construction, 1960. For more information, see the *Bridge 9103 Rehabilitation Study* (HDR Engineering and Gemini Research 2013).

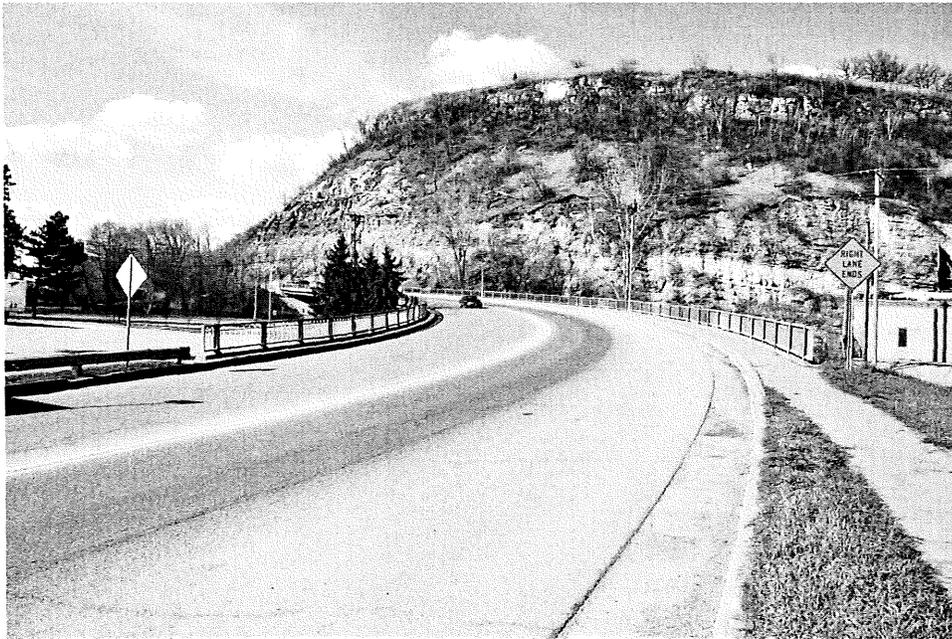


Fig. 12. ca. 100 Highway 63. Bridge 9103, curving northwest to the base of Barn Bluff (facing N)

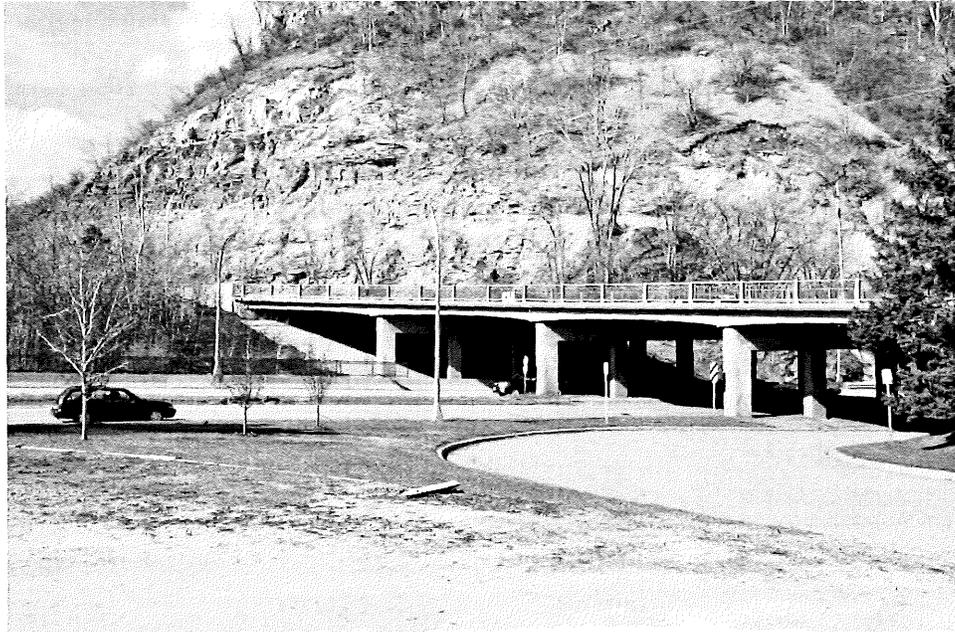


Fig. 13. ca. 100 Highway 63. Bridge 9103, carrying Highway 63 over Highway 61 (facing NE)



Fig. 14. ca. 100 Highway 63. Bridge 9103, under deck, piers (facing NW)

GD-RWC-1422 521 Hill St

Hist Name: Miller House

Built: 1953

NR Status: Eligible

The Miller House was designed by Twin Cities architect Carl O. Graffunder and built in 1953, eight years after the end of World II. The house is perched on the edge of the College Hill bluff with a spectacular, panoramic view of the Mississippi River valley. Designed early in Graffunder's career, the house is probably one of the most dramatically-sited of Graffunder's buildings and one of few of his houses to be built in outside Minnesota. It represents Graffunder's demonstration that an architect-designed house of high aesthetic quality could be built within financial reach of a middle class family. It is one of Red Wing's most important examples of the International style.

The original owners and longtime occupants were Winston and Mary Miller. Winston Miller was a physician who practiced in Red Wing for 13 years and was then medical director for regional health care organizations. Mary Miller was a civic leader with a long list of accomplishments. She is said to have made a "profound impact" on the community and in 2008 was inducted into the Red Wing Women's Hall of Fame.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. It is recommended eligible under National Register Criterion C (architecture) in the area of Architecture for its innovative Modernist design. It may also be significant as the work of architect Carl O. Graffunder; further research is needed to confirm this aspect of significance.

Evaluation under Criterion B (important person) for Mary Miller's contributions should be conducted at some point in the future. The level of significance is Local but could change to State depending on research on Graffunder. The period of significance is provisionally 1953, pending research on Miller. (For Phase II research and recommendations, see Chapter 7.)



Fig. 15. 521 Hill St. Miller House, north and west facades (facing SE)

GD-RWC-1383 810 Levee Rd

Hist Name: Burdick Grain Co. Terminal Elevator

Other Name: Red Wing Grain Company

Built: 1955-ca.1958

NR Status: Eligible

The Burdick Grain Company Terminal Elevator was built in 1955-1956 on the Red Wing riverfront by Minneapolis-based Burdick Grain Company in partnership with Central Soya of Fort Wayne, Indiana, one of the world's largest soybean processors. The massive, unaltered poured concrete structure may have been designed by Minneapolis engineer Ruben I. Ferster, a specialist in terminal elevators. (See sketch map in Chapter 7.)

While Red Wing dominated grain shipping on the Mississippi River in 1870, by 1918 shipping had come to a complete halt, a victim of railroad competition and the inefficiencies of transport on the shallow, sluggish river. The opening of the Burdick elevator in 1955 marked a rebirth of Red Wing's grain shipping business and its river freight industry in general.

The Burdick elevator was one of a limited number of terminal grain elevators built on the banks of the Upper Mississippi after World War II. As such, it played a significant role in the postwar rise of Mississippi grain shipping – a phenomenon enabled by increased agricultural productivity, growing U.S. exports, industrial development in the southern U.S., and, importantly, completion of the Mississippi River's Nine-Foot Navigation Channel, a massive public works project. Still the tallest structure in Red Wing, the Burdick elevator is a very visible symbol of the city's postwar economic growth.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The property is recommended eligible under National Criterion A in the areas of Industry and Transportation. The level of significance is State. The period of significance is 1955-1970. (For Phase II research and recommendations, see Chapter 7.)



Fig. 16. 810 Levee Rd. Burdick Grain Co. Terminal Elevator, photo ca. 1958 soon after the "12-pack" bins on the east side of the headhouse were built (Red Wing Grain LLC photo) (facing SE)

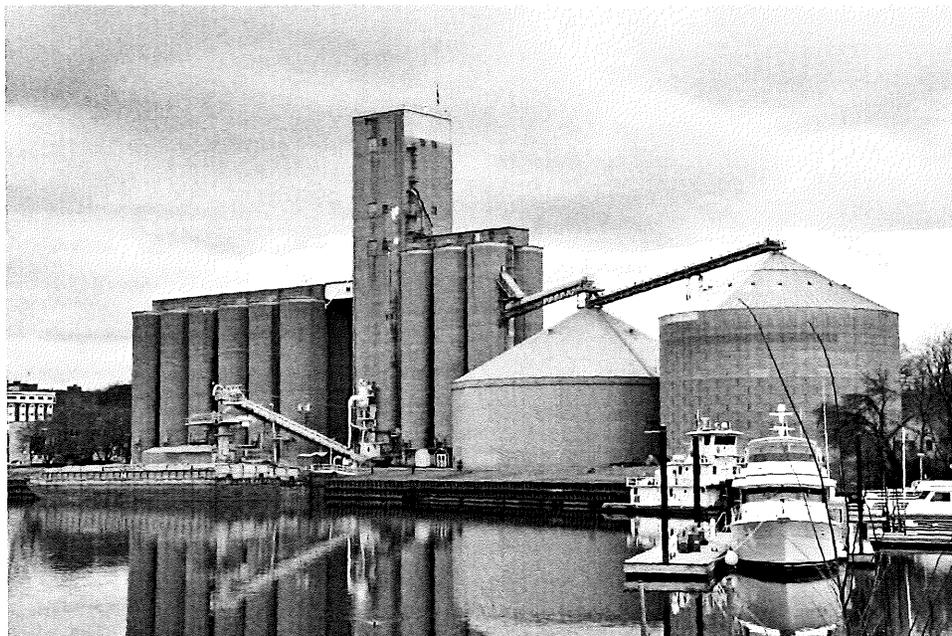


Fig. 17. 810 Levee Rd. Burdick Grain Co. Terminal Elevator, north (river) side with gable-roofed steel shed to left of barge-loading spout and two steel bins (facing SE)

GD-RWC-005 401 Levee St
Hist Name: Red Wing Iron Works
Built: 1874
NR Status: Listed

Red Wing Iron Works, built in 1874, is located at the southwestern corner of Levee and Bush streets. This relatively small industrial building faces Levee Street and the Mississippi River to the north. The exterior is faced with red-brown brick and is largely intact. In 1978 a new parking ramp for the St. James Hotel was built adjacent to the western side wall.

Red Wing Iron Works is the city's oldest industrial building. It was a blacksmith and machinery business was established in 1866 by Benjamin and Daniel Densmore. The building was constructed after the firm's previous building on the same site burned. Red Wing Iron Works is a rare survivor of the river-oriented industrial and commercial structures that once stood near the riverfront and steamboat levee.

Red Wing Iron Works was individually listed on the National Register in 1979. It was listed under National Register Criterion A (broad patterns of history) in the area of Industry. The level of significance is Local.

The building also stands within the locally-designated St. James Historic District. (It is not, however, part of the National Register-listed St. James Hotel Complex which has slightly different boundaries than the local St. James Historic District.)



Fig. 18. 401 Levee St. Red Wing Iron Works (facing S)

GD-RWC-019 129 Main St. W
Hist Name: Red Wing Shoe Company
Built: 1905-1954
NR Status: Eligible

The Red Wing Shoe Company is located at Main and Potter streets near the eastern edge of downtown. Built in stages between 1905 and 1954, it is the original plant and headquarters of the company. The property retains good historic integrity. Red Wing Shoe Company played a significant role in the history of the community as an important local industry. It eventually became the largest employer in the area and Minnesota's largest shoe manufacturer. The Red Wing Shoe Company was also the office of longtime Red Wing civic leader William D. Sweasy.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The property is recommended eligible under National Register Criterion A in the area of Industry. Because many of Sweasy's significant contributions to Red Wing community affairs occurred during the second half of the 20th century, sufficient time has not yet passed to understand the relative value and implications of his contributions to Red Wing history. Future research is needed to evaluate likely significance under Criterion B (important person). The level of significance is Local. The period of significance is 1905-1965. (For Phase II research and recommendations, see Chapter 7.)



Fig. 19. 129 Main St. W. Red Wing Shoe Company, original plant (facing E)

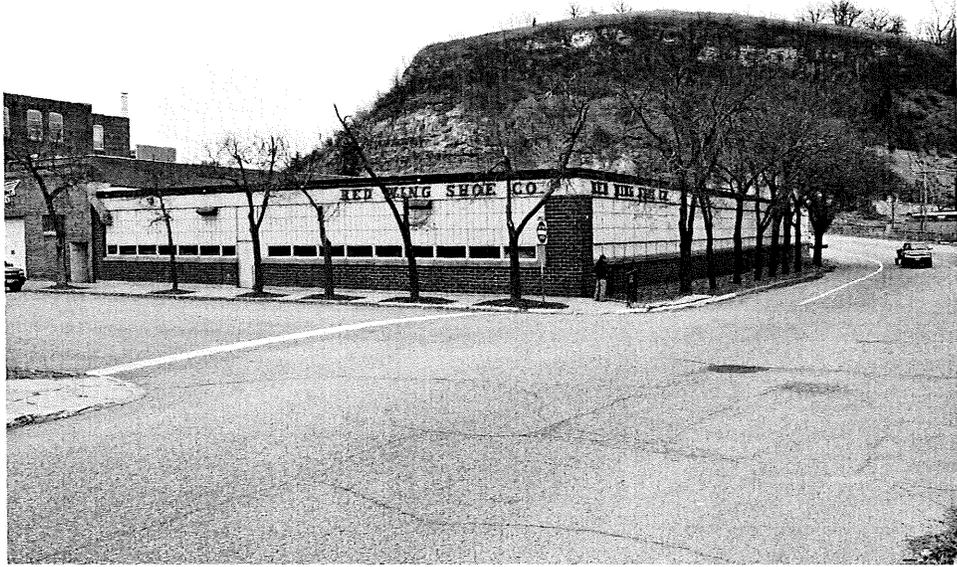


Fig. 20. 129 Main St. W. Red Wing Shoe Company, 1954 factory addition (facing N)

GD-RWC-006 409 Main St. W

Hist Name: Keystone Building

Other Name: DeLeon Jewelers

Built: 1867

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

The Keystone Building was designed and built by Red Wing architect-contractor Daniel C. Hill in 1867. It is a two-story Italianate style building with a unique design. It has a symmetrical facade, brick quoins, thick cornices with modillions, and rounded-arched window and door openings. The exterior brick is painted. The second story has rectangular double-hung sash. The storefronts have brick bulkheads, replacement display windows, and flush rather than recessed entrances. Despite some changes, the exterior retains historic integrity.

The Keystone Building was individually listed on the National Register in 1979. It was listed under National Register Criteria A (broad patterns of history) and C (architecture) in the areas of Architecture and Commerce. The level of significance is Local.

The building is also a Contributing element in the National Register-eligible Red Wing Commercial Historic District. (See the district in Chapter 6.)

The property is within the City of Red Wing's Downtown Historic District.



Fig. 21. 409 Main St. W. Keystone Building (facing SE)

GD-RWC-015 726 Main St. W

Hist Name: Chicago Great Western Depot

Other Name: Caribou Coffee

Built: 1906

NR Status: Listed

The Chicago Great Western Depot, a well-preserved passenger depot built in 1906, is located at the northeastern corner of Main and Fulton. The railroad tracks, originally north of the building aligned east-west, have been removed. The depot is two stories and faced with red-brown brick. The complex's several hipped roofs are covered with red ceramic tile. Most eaves are supported by large knee braces that rest on brick corbels. The building has slightly-segmental-arched window openings with smooth sandstone sills. The northern facade has a porte cochere and a two-story rectangular bay window. West of the depot is a small, detached baggage building. The depot is surrounded by a brick-paved platform. The bituminous parking area in front is a modification of an earlier drop-off drive and lawn.

In 1882 the Minnesota Central Railroad built tracks from Red Wing to Waterville. A small roundhouse was located at Red Wing. In 1901 the line was purchased by the Chicago Great Western which built this depot to serve their divisional headquarters.

The Chicago Great Western Depot is one of two remaining passenger depots in Red Wing. It was individually listed on the National Register in 1980. It was listed under National Register Criterion A (broad patterns of history) in the area of Transportation. The level of significance is Local. The recommended period of significance is 1906-1950.



Fig. 22. 726 Main St. W. Chicago Great Western Depot, main (south) facade (facing NE)

GD-RWC-1423 ca.1162 Oak St

Hist Name: Red Wing City Hospital Stairway

Built: 1918

NR Status: Eligible

Contributing to Red Wing Residential Historic District

The Red Wing City Hospital Stairway, built in 1918, is an impressive, roughly-750'-long, Neoclassical Revival style, poured concrete public stairway. (See sketch map in Chapter 7.) It replaced an earlier wooden stairway in the same location and was built to continue access between Red Wing City Hospital, which had been located on the upper edge of the College Hill bluff since 1889, and a significant part of the city located at lower elevations. The structure is an excellent and intact example of an unusually long, early 20th century, cast-in-place public staircase with a complex design. It is a significant example of pre-automobile transportation infrastructure in Red Wing. It is the longest, most intact early public stairway in Red Wing, and one of the longest and most intact public staircases of its age in Minnesota.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. It is recommended eligible under National Criterion C in the area of Engineering and Criterion A in the area of Community Planning and Development. The level of significance is Local. The period of significance is 1918-1950. The rest of the City Hospital campus (GD-RWC-1438) is recommended ineligible due to loss of integrity. (For Phase II research findings, see the Stairway in Chapter 7 and the City Hospital and Old People's Home, GD-RWC-1438, in Chapter 8.)

About 25% of the Stairway property (including the lower part of the staircase itself) is also located within the official boundaries of the Red Wing Residential Historic District (GD-RWC-022).



Fig. 23. ca.1162 Oak St. Red Wing City Hospital Stairway, lamp standard at the north end of Landing 7 (facing SE)



Fig. 24. ca.1162 Oak St. Red Wing City Hospital Stairway, Landing 7 with cobblestone retaining wall, bench, inscription on floor (at right) (facing NW)

GD-RWC-1439 401 Plum St

Hist Name: First National Bank of Red Wing

Other Name: Wells Fargo Bank

Built: 1967

NR Status: Eligible

The First National Bank of Red Wing, located downtown at Plum and Fourth streets, was designed by St. Paul architect Lonnie Adkins and built in 1966-1967. It two stories tall with a dramatic, sculptural, Brutalist-inspired design. The bank is an archetypical postwar modern bank incorporating all key design features that characterize the property type and are described in a recent National Park Service contextual document. The building was the first full-service bank constructed in Red Wing since 1905, signaling a new era for community banking both functionally and architecturally.

At the time of this writing (2014) the bank is less than 50 years old (a requirement of National Register eligibility), but it will be 50 years old by 2018 when the Red Wing Bridge Project, for which this cultural resources survey is being conducted, is scheduled to begin construction.

Gemini determined the property's National Register eligibility through Phase II research and evaluation. The property is recommended eligible under National Criterion C in the area of Architecture. It may also be eligible under Criterion C as a significant work by Lonnie Adkins, an important African American architect and community leader in Minnesota; further research is needed. The period of significance is 1967. (For Phase II research and recommendations, see Chapter 7.)



Fig. 25. 401 Plum St. First National Bank of Red Wing, west facade (facing N)

DESCRIPTION OF NATIONAL REGISTER HISTORIC DISTRICTS IN THE ARCHITECTURE-HISTORY AREA OF POTENTIAL EFFECT

This chapter provides an overview of the five historic districts in the architecture-history APE that are listed on, or eligible for, the National Register of Historic Places (NRHP). Individually -listed and -eligible sites are reviewed in Chapter 5.

The five historic districts are listed on Table 10 below. Locations are marked on this report's Map 4. After the table, each district and sites within them are briefly described. (More information and photographs appear on the individual inventory forms.)

Table 10. List of National Register Historic Districts in the APE

SHPO Inv #	Historic Name	Eligibility
GD-RWC-001	Red Wing Mall Historic District	Listed
GD-RWC-004	St. James Hotel Complex	Listed
GD-RWC-022	Red Wing Residential Historic District	Listed
GD-RWC-1371	CMSTPP Railroad Corridor Historic District	Eligible
GD-RWC-1451	Red Wing Commercial Historic District	Eligible

RED WING MALL HISTORIC DISTRICT

GD-RWC-001

Hist Name: Red Wing Mall Historic District
Built: 1853-1941
NR Status: Listed

The Red Wing Mall Historic District was listed on the National Register in 1980. The Mall district is focused on a wedge-shaped parcel of land between the Mississippi River and West Seventh Street that contains several of the city's most important public buildings, parks, and churches, as well as a scattering of houses and commercial buildings. The core of Red Wing's civic mall was reserved for this use in Red Wing's original plat of 1853. The district includes Red Wing's "Levee," now Levee Park, which was its principal steamboat landing and a focal point of interaction between residents of Red Wing and the river.

Contributing buildings and parks in the district date from the 1850s through the 1930s. Several resources were inspired by the turn of the century City Beautiful Movement that influenced architecture, landscape architecture, and city planning nationwide. At the time it was listed on the National Register in 1980, the historic district contained 52 properties, but several buildings such as Washington School (1886) and the YMCA (1910) have been demolished.

The district was listed on the National Register under Criterion A (broad patterns of history) and Criterion C (architecture) in the areas of Architecture, Community Planning and Development, Education, Industry, and Landscape Architecture. The level of significance is Local. The period of significance is 1853-1941. The City of Red Wing has designated a similar historic district.

Listed on the table, and briefly described below, are properties in the National Register district that are located in the architecture-history APE. They are located in the Modified Environmental Site Assessment Investigation Area (MESAIA) (Map 1).

Table 11. List of Red Wing Mall Historic District Properties in the APE

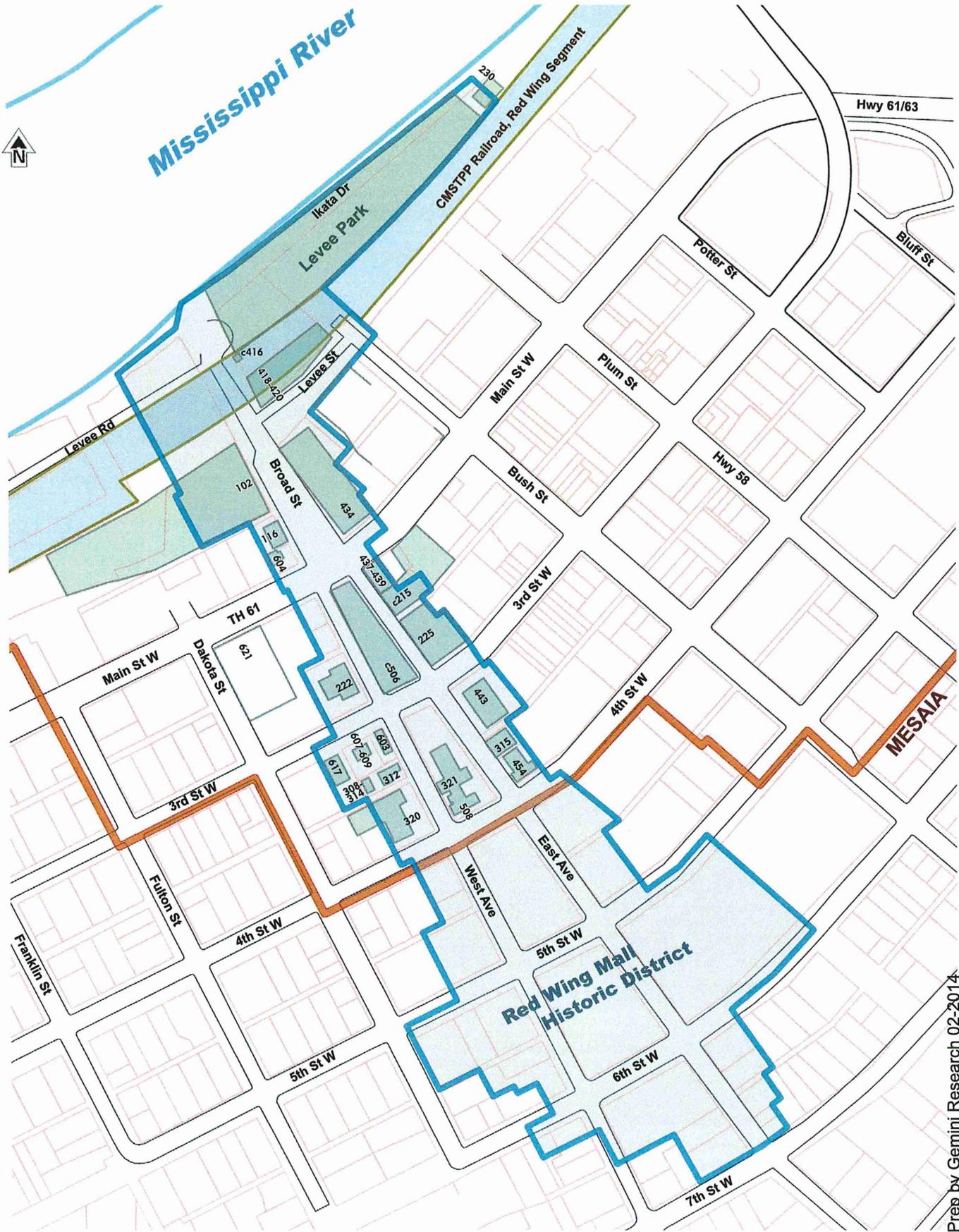
Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-1371	Canadian Pacific RR	CMSTPP Railroad, Red Wing Segment	Contrib ²
GD-RWC-1424	Mississippi River	Red Wing Harbor and Levee	Contrib
GD-RWC-002	443 3rd St. W	Sheldon Memorial Auditorium	Contrib ³
GD-RWC-113	ca. 506 3rd St. W	Broadway Park (Rich Park)	Contrib
GD-RWC-067	603 3rd St. W	Cliff's Typewriter (Farmers Ins)	Contrib
GD-RWC-066	607-609 3rd St. W	Smith Duplex	Contrib
GD-RWC-065	617 3rd St. W	Smith House	Contrib
GD-RWC-095	454 4th St. W	Masonic Temple	Contrib
GD-RWC-082	508 4th St. W	Christ Church Parish House	Contrib
GD-RWC-109	102 Broad St.	Red Wing Malting (Fleischmann)	Contrib
GD-RWC-108	116 Broad St.	State Empl Office (Royal Crown)	Noncontr
GD-RWC-1420	ca. 215 East Ave.	Studebaker Park Parking Ramp	Noncontr ¹
GD-RWC-091	225 East Ave.	Red Wing Public Library	Noncontr
GD-RWC-093	315 East Ave.	East Avenue Prof (Bergan Dental)	Noncontr
GD-RWC-1448	Highway 61	Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-1380	230 Ikata Dr.	Red Wing Sewage Pumping Station	Noncontr
GD-RWC-1373	ca. 416 Levee St.	Chic, Milw & St Paul Pump House	Contrib ²
GD-RWC-106	418-420 Levee St.	Chic, Milw & St Paul Pass Depot	Contrib ²
GD-RWC-111	432 Levee St.	Levee Park	Contrib
GD-RWC-1430	434 Main St. W	Young Men's Christian Assoc	Noncontr
GD-RWC-321	437-439 Main St. W	Cogel-Betcher Block	Contrib
GD-RWC-107	604 Main St. W	Preston's Auto (Taco Johns)	Noncontr
GD-RWC-1433	621 Main St. W	Econo Foods	Noncontr
GD-RWC-1434	Old Main/Hwy 61	Old Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-064	222 West Ave.	U.S. Post Office	Contrib
GD-RWC-068	308-314 West Ave.	Lidberg House	Contrib
GD-RWC-069	312 West Ave.	Chalet Studio (Red Wing Framing)	Contrib
GD-RWC-070	320 West Ave.	St. Paul's Evang. Lutheran	Contrib
GD-RWC-081	321 West Ave.	Christ Episcopal Church	Contrib

¹ Also in the Red Wing Commercial Historic District (GD-RWC-1451)

² Also in the CMSTPP Railroad Corridor Historic District (GD-RWC-1371)

³ Also individually listed on or eligible for the National Register



Map 5 Red Wing Mall Historic District Properties in the APE

GD-RWC-1371 Canadian Pacific RR

Hist Name: CMSTPP RR Corridor, Red Wing Segment

Other Name: Canadian Pacific

Built: 1870

NR Status: Eligible
Contributing to Red Wing Mall Historic District

A segment of the former Chicago, Milwaukee, St. Paul and Pacific (CMSTPP) Railroad is located within, and Contributing to, the National Register-listed Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.

The CMSTPP Railroad Corridor Historic District was determined eligible for the National Register several years ago by the State Historic Preservation Office (MnSHPO). The historic district extends from the Twin Cities to a point south of Winona where the railroad crosses the Mississippi River. The recommended boundaries of the Red Wing Segment of the historic district encompass the historic railroad right-of-way within the city of Red Wing including structures such as tracks, sidings, bridges, and the former passenger depot and pump house. (See the CMSTPP Railroad Corridor Historic District elsewhere in this chapter.)



Fig. 26. Canadian Pacific RR. CMSTPP RR Corridor, Red Wing Segment, at the former Red Wing Milling (now ADM) (facing NE)

GD-RWC-1424 Mississippi River

Hist Name: Red Wing Harbor and Levee

Built: 1850s-1980s

NR Status: Not Individually Eligible
Contributing to Red Wing Mall Historic District

Part of the Red Wing Harbor and Levee between approximately Dakota and Potter streets is located within, and Contributing to, the Red Wing Mall Historic District.

A similar area is located within the City of Red Wing's locally-designated Historic Mall District.

The Red Wing Harbor and Levee (GD-RWC-1424), for the purposes of this architecture-history inventory, is defined as extending for about 1.25 miles along the southern (western) bank of the Mississippi River from the Upper Harbor on the west to the Eisenhower Bridge on the east. See the Red Wing Harbor and Levee in Chapter 8, which summarizes Phase II research.

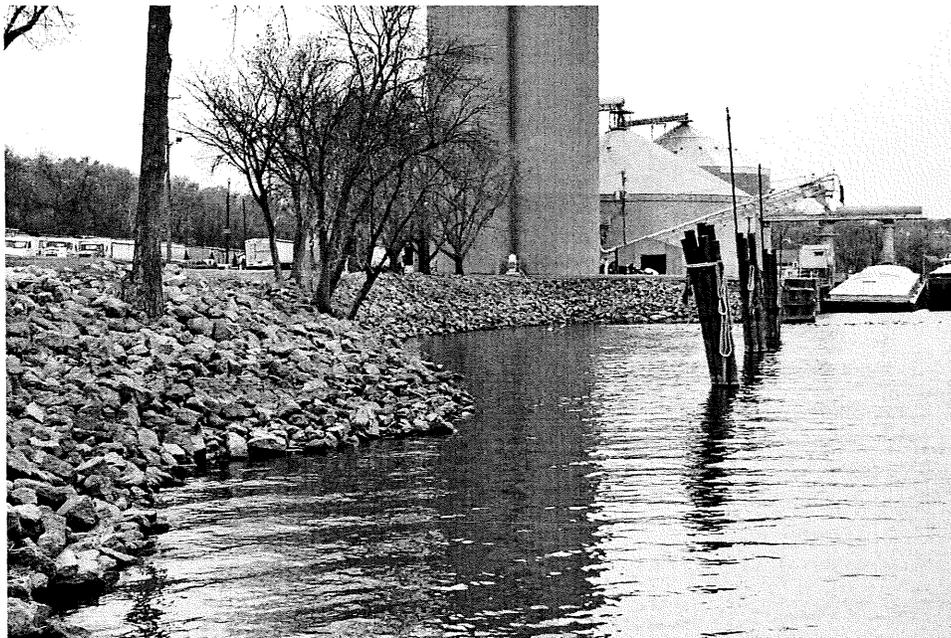


Fig. 27. Mississippi River. Red Wing Harbor and Levee, grain barge mooring dolphins and riprapped bank at the First Small Boat Harbor between Burdick Grain and Broad Street (facing SW)

GD-RWC-002 443 3rd St. W
Hist Name: Sheldon Memorial Auditorium
Built: 1904
NR Status: Listed
Contributing to Red Wing Mall Historic District

T. B. Sheldon Memorial Auditorium, built in 1904, is a handsome Renaissance Revival style building built as a performing arts theater. It was designed by Minneapolis architect Lowell A. Lamoreaux who also designed the Red Wing City Hall (GD-RWC-009) and the Goodhue County National Bank (GD-RWC-349).

The auditorium is a Contributing property in the Red Wing Mall Historic District, and is also individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.)

The property is also within the locally-designated Historic Mall District.



Fig. 28. 443 3rd St. W. Sheldon Memorial Auditorium (facing S)

GD-RWC-113 ca. 506 3rd St. W
Hist Name: Broadway Park
Other Name: Rich, John H., Park
Built: 1907
NR Status: Contributing to Red Wing Mall Historic District

Broadway Park, now John H. Rich Park, was built in 1907. It is one of a group of parks, churches, and other monumental properties that comprise Red Wing's unusual civic and cultural Mall. The half-acre park has a formal design. The focal point is a circular gray granite fountain backed by a curved pergola supported by granite columns. The park has four lamp and bench sets with granite plinths and cast-iron lamp standards. At the northern end near Main Street is a modern element, a 1988 Veteran's Memorial. Park vegetation includes low clipped hedges, columnar arborvitae, hackberry trees, and mowed turf.

The park is Contributing to the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 29. ca. 506 3rd St. W. Broadway Park (facing S)

GD-RWC-067 603 3rd St. W
Hist Name: Cliff's Typewriter Shop
Other Name: Farmers Insurance-Chris' Cuts
Built: ca. 1890
NR Status: Contributing to Red Wing Mall Historic District

This two-story commercial building, built circa 1890, is located at the southwestern corner of Third Street and West Avenue on the western side of Red Wing's multi-block civic Mall. The building is faced with brick and trimmed with limestone. Both the brick and the limestone have been painted.

Cliff's Typewriter Shop is a Contributing property in the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 30. 603 3rd St. W. Cliff's Typewriter Shop (facing SW)

GD-RWC-066 607-609 3rd St. W

Hist Name: Smith Duplex

Built: 1878

NR Status: Contributing to Red Wing Mall Historic District

The Smith Duplex is an Italianate style doublehouse or duplex built in 1878. Characteristic Italianate elements include boxlike massing, a truncated hipped roof, bracketed eaves, a wide frieze, and corner pilasters. At the center of the main facade is a hip-roofed porch, now enclosed with multipaned glass. The exterior retains generally good integrity.

The building is Contributing to the Red Wing Mall Historic District.

The property is within the locally-designated West Residential Historic District, near the eastern edge of that district.



Fig. 31. 607-609 3rd St. W. Smith Duplex (facing SE)

GD-RWC-065 617 3rd St. W

Hist Name: Smith House

Built: 1857

NR Status: Contributing to Red Wing Mall Historic District

The Smith House is a rare survivor from Red Wing's early settlement period. It was built in 1857 for Caleb J. Ford and Elizabeth Smith, who married shortly after coming to Red Wing around 1854-1855, three years before statehood. It is a Greek Revival-influenced building faced with smooth orange-brown brick. The western elevation is windowless and rises to a stepped parapet wall. The eastern facade has a bay window added in the mid-20th century.

The Smith House is a Contributing property in the Red Wing Mall Historic District.

The property is within the locally-designated West Residential Historic District, near the eastern edge of that district.



Fig. 32. 617 3rd St. W. Smith House (facing SW)

GD-RWC-095 454 4th St. W
Hist Name: Masonic Temple
Other Name: Vogel and Gorman Attorneys
Built: 1928
NR Status: Contributing to Red Wing Mall Historic District

The Masonic Temple is located at the northeastern corner of Fourth Street and East Avenue on the eastern side of Red Wing's multi-block civic Mall. It was built in 1928 by Minneapolis contractor J. and W. A. Elliott. The building is faced with textured, multi-toned brown brick with smooth limestone trim. The classically-inspired entrance area is decorated with Masonic symbols. The exterior is basically intact.

The Masonic Temple is Contributing to the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 33. 454 4th St. W. Masonic Temple (facing N)

GD-RWC-082 508 4th St. W

Hist Name: Christ Church Parish House

Other Name: Wells Memorial Parish House

Built: 1910

NR Status: Contributing to Red Wing Mall Historic District

Christ Church Parish House, built in 1910, is located on Fourth Street between West and East Avenues. The main facade faces south. The house is attached to the southern end of Christ Episcopal Church. The church was inventoried separately – see 321 West Ave. (GD-RWC-081). The rectory was designed by Twin Cities architect Edwin Hewitt in the Tudor Revival style. The first story is built of rockfaced coursed ashlar limestone. The second story, which projects slightly over the first, is woodframe and faced with stucco with mock half-timbering. The building is basically intact.

Christ Church Parish House is a Contributing property in the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 34. 508 4th St. W. Christ Church Parish House (facing N)

GD-RWC-109 102 Broad St
Hist Name: Red Wing Malting Company
Other Name: Fleischmann Malting Company
Built: 1901
NR Status: Contributing to Red Wing Mall Historic District

The Red Wing Malting Company is located at the southwestern corner of Broad Street and Levee Road on the southern side of the former Chicago, Milwaukee, St. Paul, and Pacific railroad tracks (now Canadian Pacific). The oldest part of the factory is a series of multistory red brick structures. Key components include:

Germinating and Attemporating Building (built 1901-1910). A brick structure that is the eastern part of the complex, with sections that range from three to five stories. The fifth story is now covered with corrugated metal. The five-story section also has a shallow metal-clad addition on the southern elevation (perhaps an equipment chase).

Kiln House (built 1901-1910). A six-story brick structure with a footprint of about 50' x 100'. It also has a shallow metal-clad addition on the southern elevation (perhaps an equipment chase).

Powerhouse and Dryer (built ca. 1960). A smooth concrete block structure that is about four stories tall with few window openings.

Retaining Wall (built 1901-1910). A long buttressed limestone retaining wall aligned east-west south of the buildings.

Grain Elevator (built 1918). An 8-shaft, rivetted-steel grain elevator with a capacity of 350,000 bushels. A modern leg with an open loading shed was added to the eastern end.

Grain Elevator (built 1934). A multi-shaft concrete elevator with a capacity of about 650,000 bushels.

Scale (built ca. 1960). An open-air scale and a small steel-sided, shed-roofed scale house.

In 1901 the Red Wing Malting Company was established and built this plant. The plant was an important processor of grain grown in the region, and one of many industries that lined Red Wing's riverbank and railroad corridor. In 1918 the plant became Fleischmann Malting Company. Malting is a process of drying grain – usually barley – for use in making beer, distilled spirits, vinegar, and various cereals and baked products. Malting was particularly profitable when beer production soared in Minnesota in the first decades of the 20th century.

The eastern part of the former Red Wing Malting Company is a Contributing property in the Red Wing Mall Historic District. The part of the complex included in the district lies east of the 1918 and 1934 grain elevators and includes the Germinating and Attemporating Building, Kiln House, Powerhouse and Dryer, retaining wall, track spurs, and scale and scale house.

A smaller part of the Malting Company property is also located in the City of Red Wing's local Historic Mall District. (The local Historic Mall District boundaries evidently include only the Germinating and Attemporating Building.)



Fig. 35. 102 Broad St. Red Wing Malting Company, germinating and attemporating building, and the kiln house, which is the six-story brick structure (facing SW)

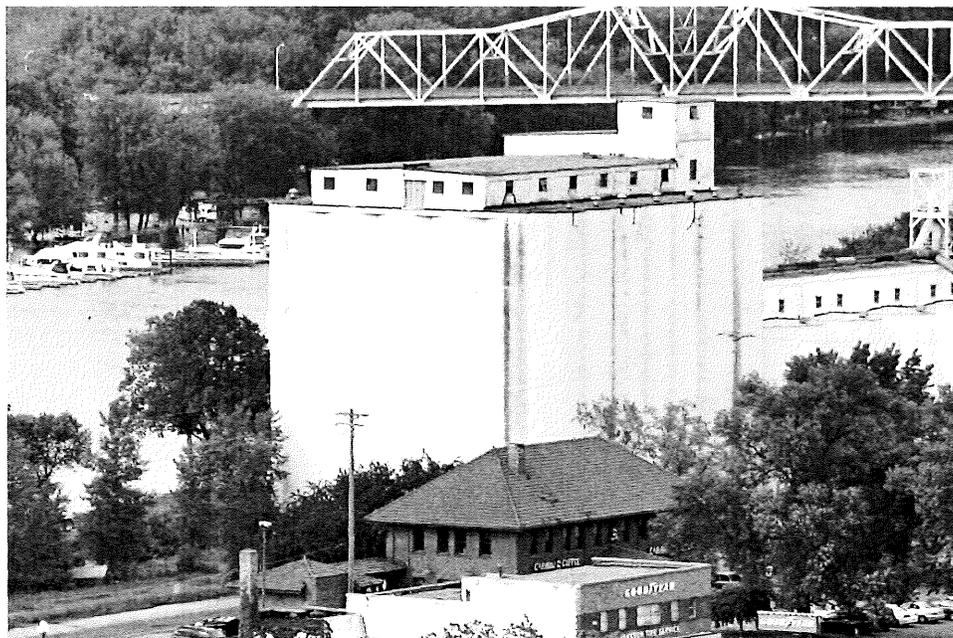


Fig. 36. 102 Broad St. Red Wing Malting Company, 1934 concrete elevator (facing NE)

GD-RWC-108 116 Broad St
Hist Name: State Employment Office
Other Name: Royal Crown Dental Studio
Built: 1968
NR Status: Noncontributing to Red Wing Mall Historic District

Royal Crown Dental Studio is a modern commercial building that appears to have been altered several times. The second floor was evidently added after 1979. The main facade of the lower level is faced with textured brick. The window openings are rectangular with replacement sash.

The building is located in the National Register-listed Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 37. 116 Broad St. State Employment Office (facing W)

GD-RWC-1420 ca. 215 East Ave

Hist Name: Studebaker Park Parking Ramp

Built: 2001

NR Status: Noncontributing to Red Wing Mall Historic District

Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This modern concrete parking ramp, built in 2001, has entrances on both East Avenue and Main Street. At each entrance is a brick-veneered stairway and elevator structure designed to blend in scale and detailing with nearby historic buildings.

The western part of the parking ramp is within the National Register-listed Red Wing Mall Historic District. It is Noncontributing because of recent construction date.

The eastern part of the parking ramp is a Noncontributing property in the National Register-eligible Red Wing Commercial Historic District (GD-RWC-1451). (See the Red Wing Commercial Historic District elsewhere in this chapter.)

The parking ramp is also located in two local historic districts, the Historic Mall District (west part of the ramp) and the Downtown Historic District (east part of the ramp).



Fig. 38. ca. 215 East Ave. Studebaker Park Parking Ramp (facing E)

GD-RWC-091 225 East Ave
Hist Name: Red Wing Public Library
Built: 1968
NR Status: Noncontributing to Red Wing Mall Historic District

The Red Wing Public Library, built in 1968-1969, is located at the northeastern corner of East Avenue and Third Street on the eastern side of Red Wing's wedge-shaped civic Mall. The library was designed by Buetow and Associates of St. Paul and replaced an earlier Carnegie library on the same site. It is a low-lying one-story building faced with random ashlar yellow limestone. A dark metal-covered pent eave gives horizontal emphasis to the design.

The library is in the National Register-listed Red Wing Mall Historic District. It is Noncontributing because of its age.

The property is also within the locally-designated Historic Mall District.



Fig. 39. 225 East Ave. Red Wing Public Library (facing N)

GD-RWC-093 315 East Ave

Hist Name: East Avenue Professional Building

Other Name: Bergan Dental

Built: 1941

NR Status: Noncontributing to Red Wing Mall Historic District

This building, constructed in 1941, is located on the eastern side of Red Wing's multi-block civic Mall. Its current appearance dates from a fairly recent remodeling. It is a gable-roofed commercial structure veneered with red brick. The main gable end is faced with stucco and has a round window. The windows have been altered with multipaned sash and mock shutters. On the rear is a one-story, flat-roofed addition with vertical wood siding and a pent eave. On the south side is a one-story, shed-roofed addition faced with red brick.

The property is located within the Red Wing Mall Historic District and is categorized as Noncontributing due to alterations.

The property is also within the locally-designated Historic Mall District.

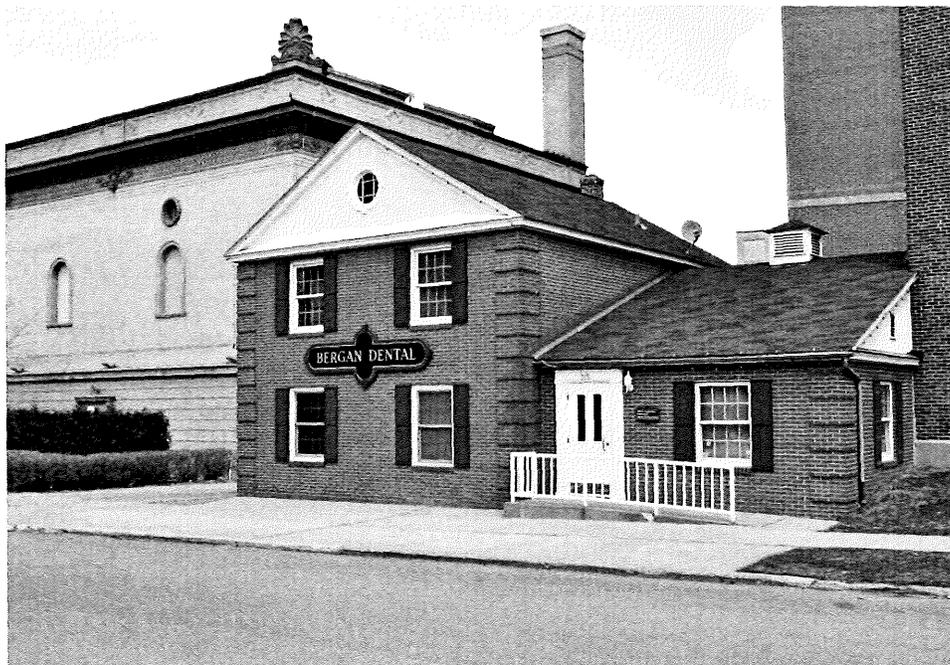


Fig. 40. 315 East Ave. East Avenue Professional Building (facing N)

GD-RWC-1448 Highway 61

Hist Name: Highway 61, Red Wing Segment

Built: 19th-20th c.

NR Status: Not Individually Eligible

Contributing to NRHP-eligible Red Wing Commercial Historic District

Contributing to Red Wing Mall Historic District

A two-block section of Highway 61 from a point just east of East Avenue, on the west, to Plum Street, on the east, is located within the National Register-eligible Red Wing Commercial Historic District. This highway segment is Contributing to the district because, like the district's other streets, it forms part of the district's character-defining spacial organization, land use pattern, and circulation system.

A similar segment is within the City of Red Wing's Downtown Historic District.

The Red Wing Segment of present-day Highway 61 is about ten miles long. It was inventoried as GD-RWC-1448. Gemini also inventoried a related property, the Red Wing Segment of Old Highway 61, GD-RWC-1434, which is an earlier alignment of the highway. (For details on both inventoried properties, see the Phase II research in Chapter 8.)



Fig. 41. Highway 61. Highway 61, Red Wing Segment, Subsection 4, near its junction with Pine Street (facing NE)

GD-RWC-1380 230 Ikata Dr

Hist Name: Red Wing Sewage Pumping Station

Built: 1960

NR Status: Noncontributing to Red Wing Mall Historic District

The sewage pumping station is located on the Mississippi riverbank at the northern end of Potter Street and the eastern end of Ikata Drive. It is a one-story, flat-roofed building built in 1960 and faced with red-brown brick. It has an addition built sometime after 1971.

The boundaries of the National Register-listed Red Wing Mall Historic District appear to go through the middle of this building. (Perhaps the building was outside of the district and was expanded westward into the district.) The property is categorized as Noncontributing to the district because of its age.

The sewage pumping station stands within the boundaries of the City of Red Wing's locally-designated Historic Mall District.

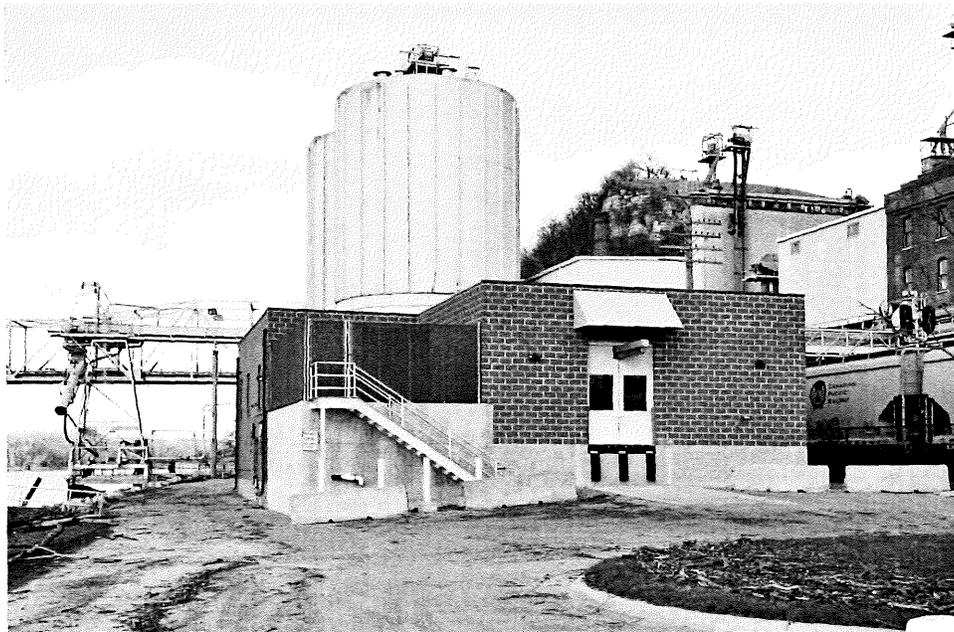


Fig. 42. 230 Ikata Dr. Red Wing Sewage Pumping Station (facing NE)

GD-RWC-1373 ca. 416 Levee St

Hist Name: Chic, Milw & St Paul Pump House

Built: 1905

NR Status: Contributing to CMSTPP RR Corridor Hist Dist, Red Wing Seg
Contributing to Red Wing Mall Historic District

The Chicago, Milwaukee, St. Paul, and Pacific Pump House is located on the eastern side of Broad Street and the northern side of the CMSTPP railroad tracks (inventoried as GD-RWC-1371). The matching passenger depot (see GD-RWC-106) stands across the tracks to the south. The pump house is a small hip-roofed building designed by architect J. M. Nettenstrom and built in 1905. Both pump house and depot are faced with gray-brown brick with quins at the corners.

The pump house is Contributing to the National Register-listed Red Wing Mall Historic District.

It is also a Contributing structure in the National Register-eligible Chicago, Milwaukee, St. Paul and Pacific Railroad Corridor Historic District. (See the CMSTPP Railroad Corridor Historic District in this chapter.)

The property is also within the locally-designated Historic Mall District.



Fig. 43. ca. 416 Levee St. Chic, Milw & St Paul Pump House (facing S)

GD-RWC-106 418-420 Levee St
Hist Name: Chic, Milw & St Paul Passenger Depot
Other Name: Amtrak Depot-Visitors Bureau
Built: 1905
NR Status: Contributing to CMSTPP RR Corridor Hist Dist, Red Wing Seg
Contributing to Red Wing Mall Historic District

The Chicago, Milwaukee, and St. Paul Railroad Passenger Depot, built in 1905, is located at the northeastern corner of Levee and Broad streets. The tracks, which are still in use, are north of the depot (see GD-RWC-1371). The passenger depot is an intact, ornate one-story building faced with two contrasting shades of brown-gray brick on a smooth limestone base. There is a gable-roofed waiting-canopy on the track side and a hip-roofed baggage wing on the western end. A brick platform surrounds the building. Across the tracks is a matching brick pump house (GD-RWC-1373).

In 1991 the depot was rehabilitated by the City and the Red Wing Area Fund. It is still used as an Amtrak passenger depot, visitors' bureau, and gallery.

The depot is Contributing to the National Register-listed Red Wing Mall Historic District.

It is also a Contributing structure in the National Register-eligible Chicago, Milwaukee, St. Paul and Pacific Railroad Corridor Historic District. (See the CMSTPP Railroad Corridor Historic District in this chapter.)

The property is also within the locally-designated Historic Mall District.



Fig. 44. 418-420 Levee St. Chic, Milw & St Paul Passenger Depot (facing SE)



Fig. 45. 418-420 Levee St. Chic, Milw & St Paul Passenger Depot (facing S)

GD-RWC-111 432 Levee St

Hist Name: Levee Park

Built: 1904-1906

NR Status: Contributing to Red Wing Mall Historic District

Levee Park is located along the downtown riverfront between Levee Street and the water's edge. The park proper is approximately three blocks long, extending from Broad Street east to Potter Street. West of Broad Street lies another section of city park land that was historically part of (or a northern annex to) Levee Park. The northern park land once extended north to the Lower Harbor and was landscaped with deciduous trees and mowed turf. The land was sold by the City of Red Wing to the Burdick Grain Company (and successor firms) for the construction of the Burdick Grain Company's Terminal Elevator (1955-1956) (GD-RWC-1383). (See Chapter 7 for Phase II research on the elevator.)

Levee Park's dock or bulkhead overlaps another inventoried property, the Red Wing Harbor and Levee (GD-RWC-1424; see Chapter 8 for Phase II research on the Harbor and Levee).

Levee Park is a long rectangular parcel with an informal design. Vegetation consists of mowed turf, naturalistic patterns of deciduous trees (e.g., maples, green ash, and cottonwood), and some more formal spirea and juniper shrubs. A fairly recent wrought iron fence supported by brick-veneered piers separates the park from the railroad tracks to the south. Down the spine of the park is a wide bituminous path. Most of the park's curving footpaths are paved with stamped concrete. All standing structures appear to have been built after the 1980s. They include the fence just cited, several fixed wooden benches, a 1990 marker commemorating the sinking of the Sea Wing steamship, a substantial circa 1995 park sign with a curved top, a circa 2000 painted steel kiosk, a sculpture entitled "The Jester" by Kimber Fiebigler which was installed in 2000, and an interpretive marker entitled "Grand Excursion 2004."

The three-block-long area from Broad to Potter streets is the area is identified as "Steamboat Landing" and "Levee" on the original plat of Red Wing and other early maps. It is the stretch of the riverfront that was most often visited by the public in the late 19th and early 20th century. It was sometimes called the Municipal Landing or Levee, or the Plum Street Landing. Today it is the place most often referenced when Red Wing residents use the term "Levee". Before the first bridge was built across the river linking Red Wing with Wisconsin, ferries crossed the river in the vicinity of the Levee. Red Wing residents met steamboats at the Levee, and the Levee was the site of important community events including celebrations and annual river pageants that began in 1913.

The park and the adjacent wharf or levee wall were built in 1904-1906. In the spring of 1906 Levee Park was planted with trees, flowering shrubs, flowers, turf, and a hedge separating the park from the railroad tracks. Levee Park was one of the early pivotal projects of the Red Wing Civic League, which was established in 1903. The adjacent Chicago, Milwaukee, and St. Paul Passenger Depot was built at the same time, and the two projects, combined with the League's clean-up of the riverfront, helped create an attractive, welcoming "front door" to the city at a time when most visitors arrived by rail. Levee Park is one of about 10 important properties in Red Wing that were built and acquired from 1900-1910 as part of a significant community improvement effort associated with the national City Beautiful movement. The current appearance is a modification of improvements made in 1904-1906 when a 1,000'-long concrete Levee wall was built and the adjacent Levee Park was established.

In 1982 the City built a new 600'-long sheet pile dock along the Levee immediately in front (north) of the 1906 concrete levee wall. The western 600' of the old wall was left in place beneath new fill. The top of the 1982 dock has a steel cap on which steel mooring cleats are mounted at about 15' intervals. Along the western half of the dock is a 15'-wide concrete deck installed over the earthen fill. Along the eastern half of the dock is turf grass. Today the Levee dock is used for mooring transient craft such as river excursion boats. The final 400' of the area occupied by the 1906 concrete wall is stabilized with dumped rock riprap placed in 1982. (In this location, the 1906 wall was evidently removed rather than buried.)

Levee Park is a Contributing property within the National Register-listed Red Wing Mall Historic District.

The park is also within the locally-designated Historic Mall District.



Fig. 46. 432 Levee St. Levee Park, with Bridge 9040 in the distance (facing NE)



Fig. 47. 432 Levee St. Levee Park, with recent fence separating the park from the railroad (facing NW)

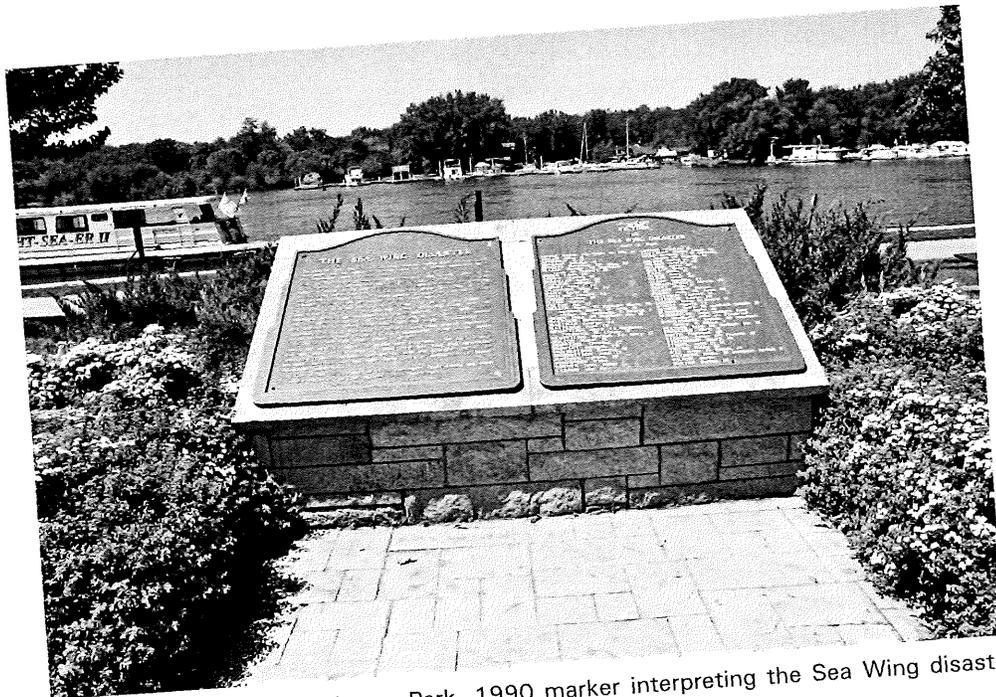


Fig. 48. 432 Levee St. Levee Park, 1990 marker interpreting the Sea Wing disaster (facing NW)

GD-RWC-1430 434 Main St. W

Hist Name: Young Men's Christian Association

Built: 1971-2001

NR Status: Noncontributing to Red Wing Mall Historic District

The YMCA is a large modern building located at the northeastern corner of Main and Broad streets. It was built in three phases between 1971 and 2001. The building extends from Main Street north all the way to Levee Street. The main entrance on Main Street incorporates stone remnants from the entrance to the previous YMCA building built in 1909 on the same site.

The YMCA stands within the Red Wing Mall Historic District. It is Noncontributing to the district because of its age.

The property is also within the locally-designated Historic Mall District.



Fig. 49. 434 Main St. W. Young Men's Christian Association (facing N)

GD-RWC-321 437-439 Main St. W

Hist Name: Cogel-Betcher Block

Other Name: Red Wing Chamber of Commerce

Built: 1874

NR Status: Contributing to Red Wing Mall Historic District

The Cogel-Betcher Block, built in 1874, is located at the southeastern corner of Main Street and East Avenue on the eastern side of Red Wing's civic Mall. This is a two-story, Italianate style brick building whose third story was removed in 1883 after a fire. The building's segmental-arched window openings are arranged in bays recessed between simple brick piers. The window openings have 2/2 sash, brick window hoods, and limestone keystones and sills. The storefronts are framed by pilasters with limestone capitals and bases. The storefronts also have recessed entrances, metal lintels, and wooden bulkheads. There is a secondary storefront on the East Avenue elevation. The building was rehabilitated in 2004.

The Cogel-Betcher Block stands within the eastern boundary of the National Register-listed Red Wing Mall Historic District. It is Contributing.

The property is also within the locally-designated Historic Mall District.



Fig. 50. 437-439 Main St. W. Cogel-Betcher Block (facing E)

GD-RWC-107 604 Main St. W

Hist Name: Preston's Auto Sales

Other Name: Taco Johns

Built: 1937, 1968

NR Status: Noncontributing to Red Wing Mall Historic District

Taco Johns is located at the northwestern corner of Main and Broad. It is a fast food restaurant that evidently has at its core part of a gas station built in 1937 and expanded in 1968. In the 1970s it was Preston's Auto Sales. (It also possible that the previous building was entirely replaced.)

The property is a Noncontributing element in the Red Wing Mall Historic District.

It is also located within the City of Red Wing's locally-designated Historic Mall District.



Fig. 51. 604 Main St. W. Preston's Auto Sales (facing NW)

GD-RWC-1433 621 Main St. W

Hist Name: Econo Foods

Built: 1981

NR Status: Noncontributing to Red Wing Mall Historic District

Econofoods, a supermarket built in 1981, is located at the southwestern corner of Main Street and West Avenue on the western side of Red Wing's multi-block civic Mall.

The eastern 50' of the supermarket's bituminous parking area, adjacent to West Avenue, is located within the National Register-listed Red Wing Mall Historic District. It is Noncontributing.

The eastern 100' of the parking lot, adjacent to West Avenue, is located within the locally-designated Historic Mall District.



Fig. 52. 621 Main St. W. Econo Foods, parking area with West Avenue in the foreground (facing W)

GD-RWC-1434 Old Main/Hwy61/7th

Hist Name: Old Highway 61, Red Wing Segment

Built: 19th-20th c.

NR Status: Not Individually Eligible

Contributing to NRHP-eligible Red Wing Commercial Historic District

Contributing to Red Wing Mall Historic District

An approximately 225'-long section of Old Highway 61 at its intersection with West and East avenues is located within and Contributing to the National Register-listed Red Wing Mall Historic District. Old Highway 61 is a Contributing element because it forms part of the district's character-defining spacial organization, land use pattern, and circulation system.

A similar segment of Old Highway 61 – about 280' long – is located within the City of Red Wing's locally-designated Historic Mall District.

The Red Wing Segment of Old Highway 61 is approximately four miles long. It was inventoried as GD-RWC-1434. Gemini also inventoried a related property, the Red Wing Segment of present-day Highway 61, which is GD-RWC-1448. (For more information on both inventoried properties, see the Phase II research in Chapter 8.)

Old Highway 61 is through Red Wing is comprised of two old alignments – Old West Main Street, on the west, and East Seventh Street, on the east – and sections of Main and Plum streets between them. Old West Main Street and East Seventh Street reverted to city streets when Highway 61 was realigned in the 1950s and 1960s.



Fig. 53. Old Main/Hwy61/7th. Old Highway 61, Red Wing Segment, former alignment of the highway on Plum Street (facing NW)

GD-RWC-064 222 West Ave

Hist Name: U.S. Post Office

Built: 1908, 1929

NR Status: Contributing to Red Wing Mall Historic District

The U.S. Post Office, built in 1908, is located at the northwestern corner of West Avenue and Third Street on the western side of Red Wing's civic Mall. The post office has an ornate, formal, symmetrical design. The building is faced with tan-yellow brick and smooth tan limestone. The post office was designed by U.S. Treasury architect James Knox Taylor and built by Red Wing contractor William J. Loncor. A stylistically-compatible rear wing was added in 1929.

The U.S. Post Office is Contributing to the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 54. 222 West Ave. U.S. Post Office (facing SW)

GD-RWC-068 308-314 West Ave

Hist Name: Lidberg Doublehouse

Built: ca. 1880

NR Status: Contributing to Red Wing Mall Historic District

The Lidberg House is a doublehouse or duplex, built circa 1880, that was moved to its current site on West Avenue circa 1925. The building is unusual in that it does not have a street presence but instead stands behind (west of) the Red Wing Framing building (former Chalet Studio) at 312 West Avenue (GD-RWC-069). The main facade of the doublehouse faces east and it is accessed from the block's east-west alley. It is a two-story woodframe structure with a limestone rubble foundation. It has boxlike massing, a symmetrical design, and a truncated hipped roof. The main entrance has a bracketed, curving, copper-clad overhang that shelters two front doors. (The overhang may be an alteration.) The window openings are rectangular with 4/4 sash. It has a fairly simple rear porch on the western facade.

The Lidberg House is Contributing to the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 55. 308-314 West Ave. Lidberg Doublehouse, which stands behind Red Wing Framing and is accessed from the alley (facing NE)

GD-RWC-069 312 West Ave

Hist Name: Chalet Studio

Other Name: Red Wing Framing

Built: ca. 1890

NR Status: Contributing to Red Wing Mall Historic District

The Chalet Studio, now Red Wing Framing, was built circa 1890. The building stood on the present site of the Sheldon Auditorium and was moved to this current site in 1902 when the auditorium was built. Historically it was a photographer's studio. It is a small woodframe building with a steeply-pitched gabled roof. It retains Queen Anne style detailing. Part of the exterior is covered with stucco. There is a circa 1920 rear addition. Behind the building the Lidberg House which was inventoried separately (308-314 West Ave., GD-RWC-068).

Chalet Studio is a Contributing property in the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.



Fig. 56. 312 West Ave. Chalet Studio (facing NW)

GD-RWC-070 320 West Ave

Hist Name: St. Paul's Evang. Lutheran Church

Built: 1926

NR Status: Contributing to Red Wing Mall Historic District

St. Paul's Evangelical Lutheran Church was built in 1926 and dedicated in July 1927. It is located at the northwestern corner of East Avenue and Fourth Street and is one of several churches on Red Wing's multi-block civic Mall. The church superstructure is faced with textured brown brick and the foundation is built of, or faced with, random ashlar rockfaced limestone. The trim is also limestone. The main entrance is located in the base of the tower. There is an original education wing with an elevation facing West Avenue. In 1998 a sensitively designed addition was built at the northwestern corner of the church.

St. Paul's is a Contributing property within the National Register-listed Red Wing Mall Historic District.

The property is also within the City of Red Wing's locally-designated Historic Mall District.



Fig. 57. 320 West Ave. St. Paul's Evang. Lutheran Church; the education wing is right of the tower (facing SW)

GD-RWC-081 321 West Ave

Hist Name: Christ Episcopal Church

Built: 1871, 1898

NR Status: Contributing to Red Wing Mall Historic District

Christ Episcopal Church, built in 1871, is located on the southern side of Third Street between East and West Avenues within the city's civic Mall, a multi-block wedge of land populated with parks, churches, and important public buildings. It is a Gothic Revival style church built of coursed ashlar rockfaced limestone that was quarried on Barn Bluff. Christ Church was designed by Henry Dudley of New York and built in 1871 by Red Wing contractor Daniel C. Hill to replace a previous woodframe church on the site. The tower was added in 1898. The attached parish house (1910) faces south and was inventoried separately (508 W. 4th St., GD-RWC-082).

Christ Church is Contributing to the Red Wing Mall Historic District.

The property is also within the locally-designated Historic Mall District.

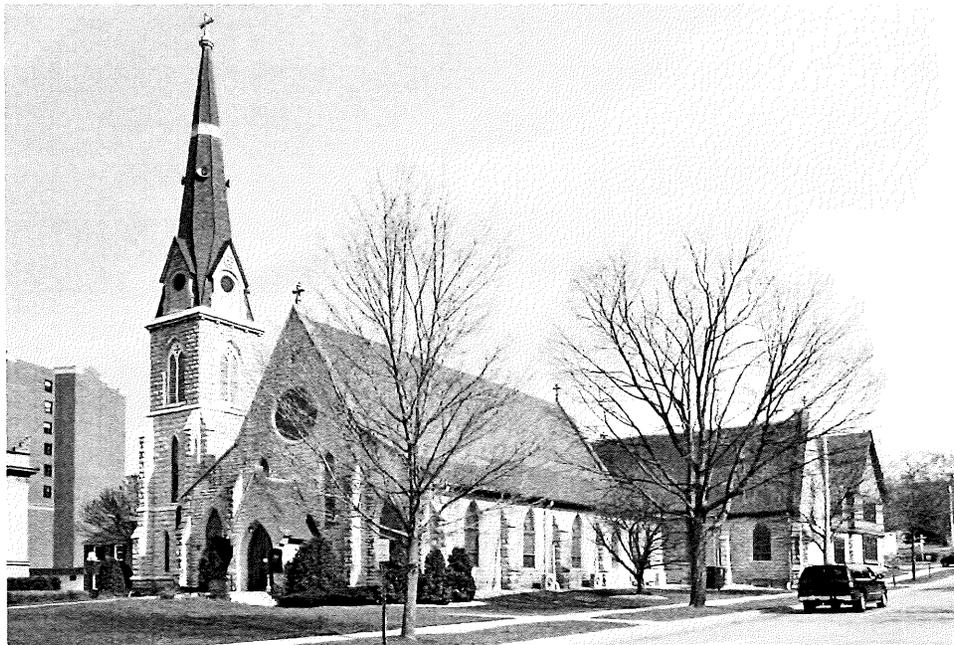


Fig. 58. 321 West Ave. Christ Episcopal Church (facing NW)

ST. JAMES HOTEL COMPLEX

GD-RWC-004 406 Main St. W

Hist Name: St. James Hotel Complex

Built: 1875-1923

NR Status: Listed

The St. James Hotel Complex is a small historic district that was listed on the National Register in 1982. The focal point is an Italianate style brick hotel built in 1874-1875. Also included in the historic district are three buildings adjacent to the hotel.

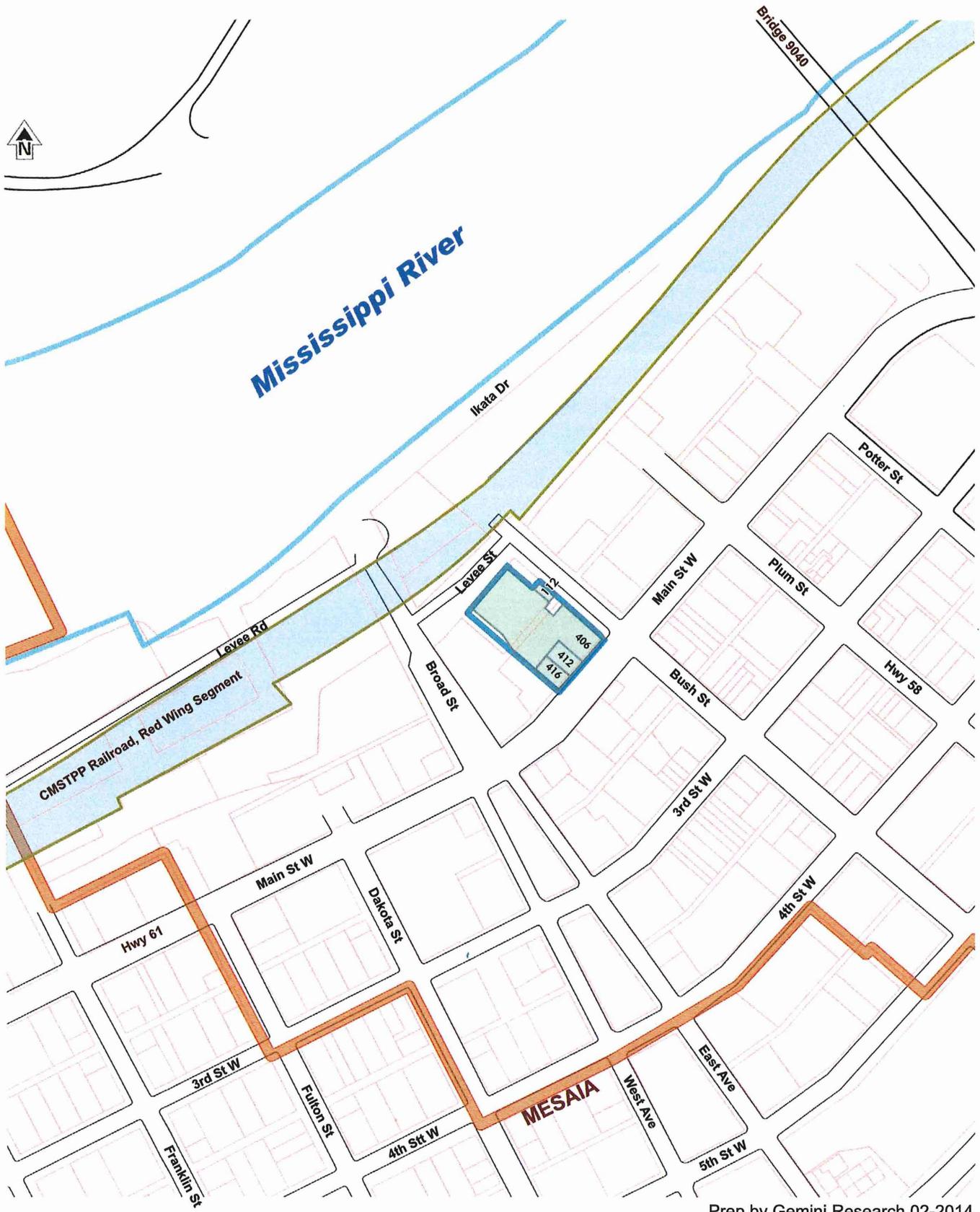
The St. James Hotel Complex was listed on the National Register under Criterion A (broad patterns of history) and Criterion C (architecture) in the areas of Architecture, Commerce, Entertainment/Recreation, and Health/Medicine. The level of significance is Local. The recommended period of significance is 1874-1945. The City of Red Wing has designated a similar historic district.

All four properties in the National Register-listed St. James Hotel Complex are located within the Modified Environmental Site Assessment Investigation Area (MESAIA) (Map 1). They are listed on the table below and then briefly described.

Table 12. List of St. James Hotel Complex Properties (All are in the APE)

Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-912	112 Bush St.	Riedell Shoes (Art Reach)	Noncontr
GD-RWC-004	406 Main St. W	St. James Hotel	Contrib
GD-RWC-1428	412 Main St. W	Medical Block (now pt St. James H)	Contrib
GD-RWC-1429	416 Main St. W	NSP (now part of St. James Hotel)	Contrib



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Map 6 St. James Hotel Complex

GD-RWC-912 112 Bush St

Hist Name: Riedell Shoes Inc.

Other Name: Art Reach

Built: ca. 1920

NR Status: Noncontributing to St. James Hotel Complex

Riedell Shoes, the building that now houses Art Reach, is a circa 1920 one-story structure built of hollow clay tile and now covered with stucco. It has significant exterior alterations. After World War II this was the factory for Riedell Shoes, a shoe manufacturing firm established in 1945 by Paul Riedell who was a former employee of Red Wing Shoe Company. Riedell's business was first located in the Red Wing Furniture Company building and later moved to this building on Bush Street.

Riedell Shoes is part of the National Register-listed St. James Hotel Complex.

The building also stands within the City of Red Wing's locally-designated St. James Historic District.



Fig. 59. 112 Bush St. Riedell Shoes Inc. (facing W)

GD-RWC-004 406 Main St. W

Hist Name: St. James Hotel

Built: 1875

NR Status: Contributing to St. James Hotel Complex

The four-story brick St. James Hotel, built in 1874-1875, is located at the northwestern corner of Main and Bush streets, just over a block south of the Mississippi River. The hotel is Italianate in style and was designed by St. Paul architect Edward P. Bassford. It was built by Red Wing contractor G. A. Carlson and others. The building has an ornate metal cornice as well as ornate metal hoods above segmental-arched window openings. The northern facade has windows that overlook the river and Levee Park. The important Bush Street entrance – closest to the steamboat landing – is topped by a balcony. On the Main Street facade is a one-story addition on the western side of the hotel, and on the northern end are a large rear addition and a parking ramp, both built in 1978.

The hotel was originally financed by 11 local businessmen. It opened in the fall of 1875 and “was long considered the most elaborate of the large river town hotels along the Mississippi” (*Footsteps* 2009: 16). In 1905 the owner-operator became Charles Lillyblad, and the Lillyblad family owned the hotel for the next 72 years. Red Wing Shoe Company bought the hotel in 1977, renovated it and built new additions, and reopened it in 1979. The rehabilitation of the St. James was the first of several pivotal historic preservation projects that occurred in Red Wing in the late 1970s through the early 1990s.

The St. James Hotel is the centerpiece of the National Register-listed St. James Hotel Complex, a small historic district, as well as playing a similar role in the City of Red Wing’s locally-designated St. James Historic District.



Fig. 60. 406 Main St. W. St. James Hotel, Medical Block on the left, St. James Hotel on the right (facing N)

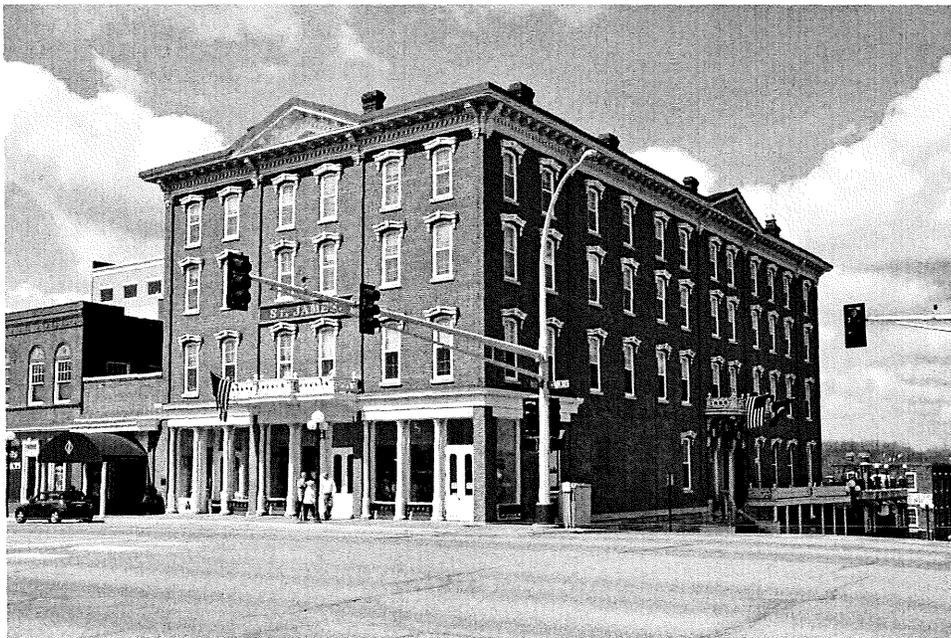


Fig. 61. 406 Main St. W. St. James Hotel (facing W)

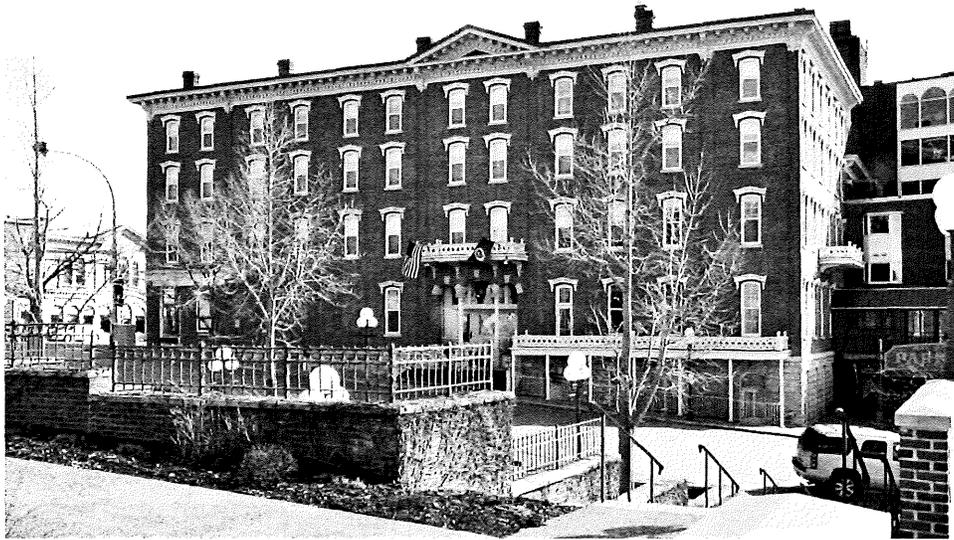


Fig. 62. 406 Main St. W. St. James Hotel, Bush Street facade of the hotel with the main entrance facing the levee (facing SW)



Fig. 63. 406 Main St. W. St. James Hotel, rear facade of the hotel with windows facing the river; the low building, the former Riedell Shoes, is Noncontributing (facing S)

GD-RWC-1428 412 Main St. W

Hist Name: Medical Block Clinic

Other Name: St. James Hotel Shops

Built: 1912

NR Status: Contributing to St. James Hotel Complex

The Medical Block Clinic is a two-story building faced with reddish-brown brick. At the top is a simple brick cornice. The second-story has rectangular window openings topped by brick rounded arches with decorated tympanums. The windows are 8/1 replacement sash. The storefront level has been altered.

The Medical Block Clinic was built in 1912 for a group of doctors who began practicing together in 1902 in what may have been one of the earliest group practices established in Minnesota (inspired by the Mayo Clinic). Before moving into this building, the doctors' clinic was located on the upper floor of a building on Main Street and then in two different buildings on Bush Street. The new building near the St. James Hotel opened in 1912 and was enlarged in 1918. In 1963 the practice moved into a new building, also called the Medical Block Clinic, at 419 Bush Street (see GD-RWC-1417). The group disbanded in December 1968.

The Medical Block Clinic is Contributing to the St. James Hotel Complex.

It also stands within the locally-designated St. James Historic District.

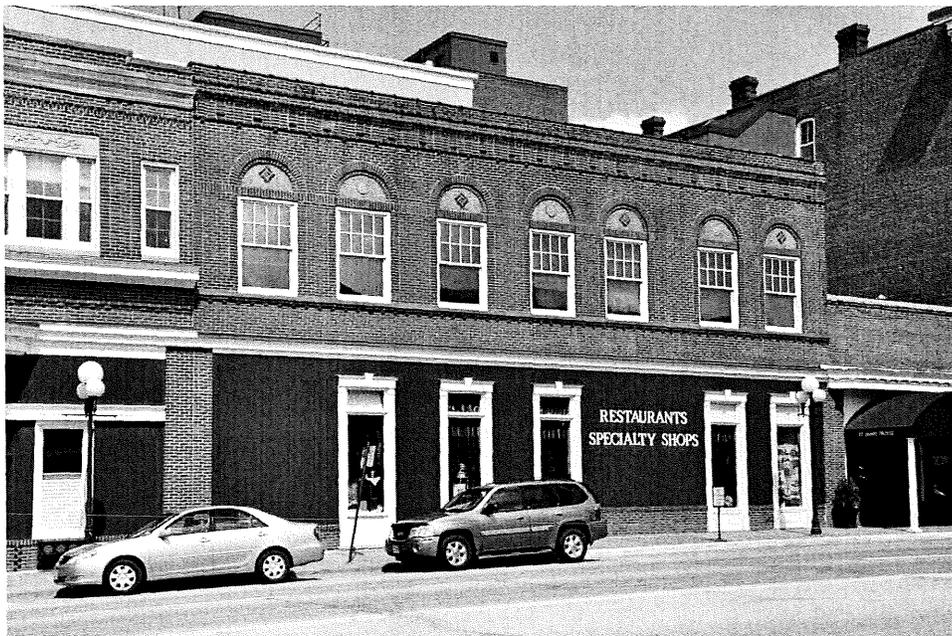


Fig. 64. 412 Main St. W. Medical Block Clinic (facing N)

GD-RWC-1429 416 Main St. W

Hist Name: Northern States Power

Other Name: St. James Hotel Shops

Built: 1923

NR Status: Contributing to St. James Hotel Complex

Northern States Power, built in 1923, has a main facade faced with brown brick. At the top is a stepped and curved parapet wall and a simple metal cornice. The second story has modified Chicago-style windows with terra cotta decoration at the transom level and limestone sills. The storefront has been altered with vertical wood and other materials.

Northern States Power is a Contributing element in the National Register-listed St. James Hotel Complex.

It also stands within the locally-designated St. James Historic District.

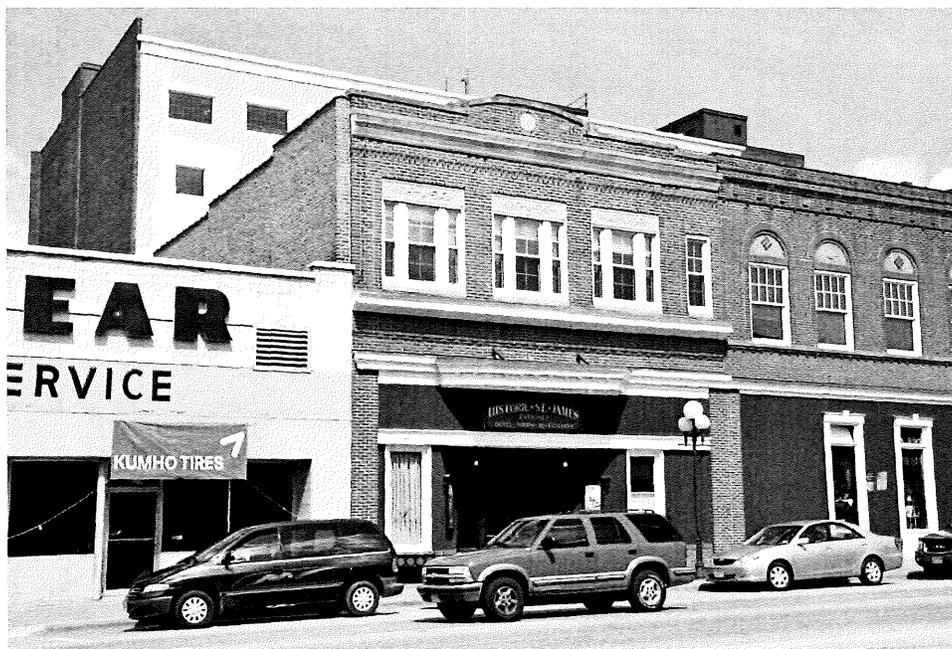


Fig. 65. 416 Main St. W. Northern States Power (facing N)

RED WING RESIDENTIAL HISTORIC DISTRICT

GD-RWC-022

Hist Name: Red Wing Residential Historic District
Built: 1855-1935
NR Status: Listed

The Red Wing Residential Historic District, listed on the National Register in 1982, comprises about 14 city blocks west of downtown that contain some of the city's most intact late 19th and early 20th century residences. The Contributing buildings date from the 1850s through the 1930s and include well-preserved examples of several historical architectural styles.

At the time it was listed on the National Register in 1982, the district contained 163 properties. It was listed on the National Register under Criterion C (architecture) in the areas of Architecture, Commerce, Communications, Economics, Education, Exploration/Settlement, and Industry. The level of significance is State. The period of significance is 1855-1935. The City of Red Wing has designated a similar historic district.

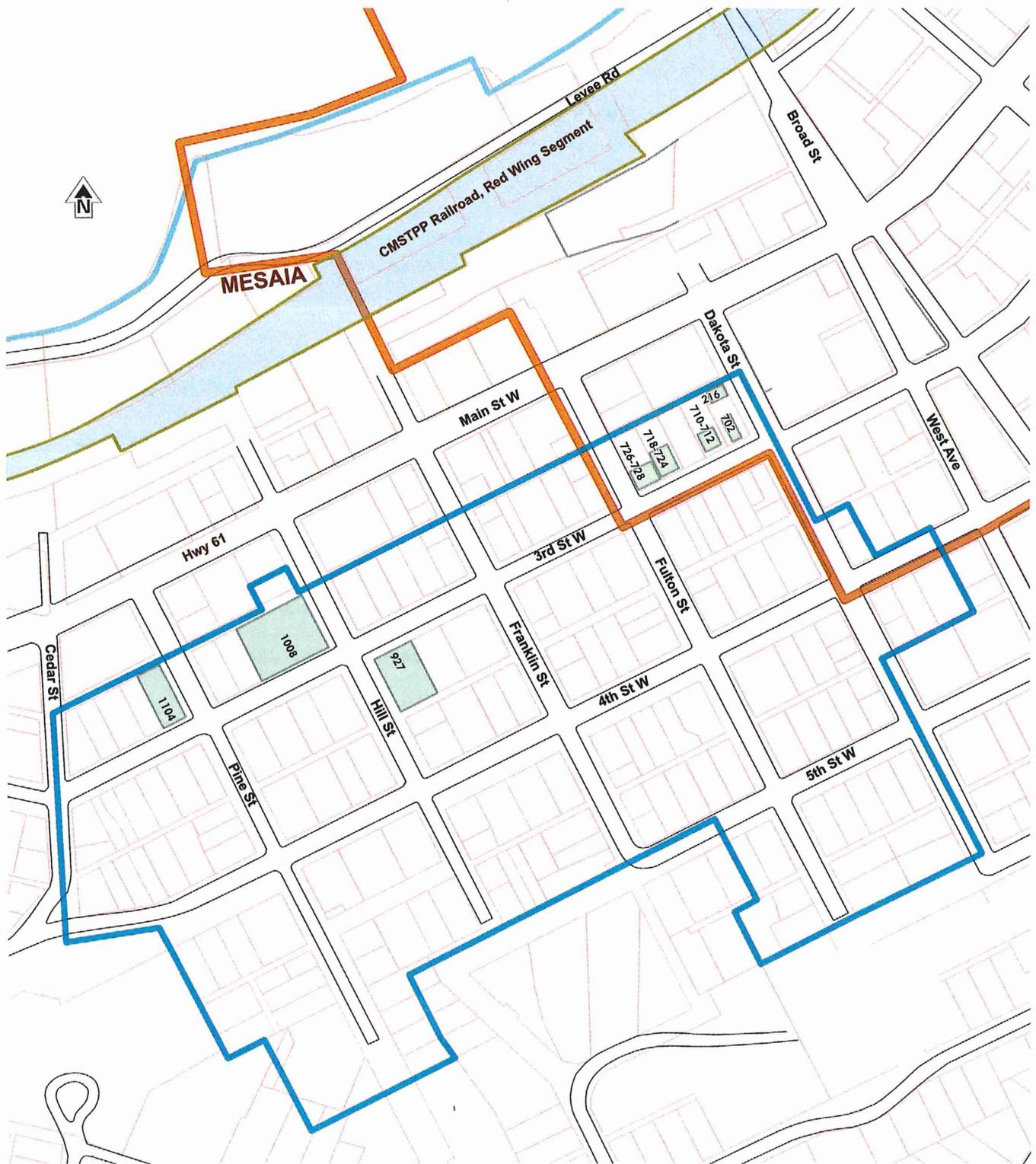
Listed on the table below, and then described, are the properties in the National Register historic district that are located within the architecture-history APE. Five of the properties are located in the Modified Environmental Site Assessment Investigation Area (MESAIA) (Map 1) and the other three – the Lawther, Sprague, and Wilkinson houses – are located in the Visual APE and were identified because of high turrets and porches (designed to provide a view) from which a new river crossing bridge had the potential to be highly visible if the bridge were built at Broad Street. Not listed below, but also included within the official boundaries of the National Register-listed Red Wing Residential Historic District, is the lower portion of the Red Wing City Hospital Stairway (GD-RWC-1423), which is individually eligible for the National Register. (See that property; it was not identified in the original historic district nomination.)

Table 13. List of Red Wing Residential Historic District Properties in the APE

Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-115	702 3rd St. W	Hayes House	Contrib
GD-RWC-118	710-712 3rd St. W	Bragg-Olson House	Noncontr
GD-RWC-121	718-724 3rd St. W	Ahlers Flats	Contrib
GD-RWC-123	726-728 3rd St. W	Worden Flats	Contrib
GD-RWC-023	927 3rd St. W	Lawther House	Contrib ¹
GD-RWC-142	1008 3rd St. W	Sprague House	Contrib
GD-RWC-149	1104 3rd St. W	Wilkinson House	Contrib
GD-RWC-026	216 Dakota St.	Hewitt Laboratory	Contrib ¹

¹ Also individually listed on or eligible for the National Register



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Map 7 Red Wing Residential Historic District Properties in the APE

GD-RWC-115 702 3rd St. W

Hist Name: Hayes House

Built: ca. 1895

NR Status: Contributing to Red Wing Residential Historic District

The Hayes House, built circa 1895, is located at the northwestern corner of Third and Dakota streets. It is a woodframe house with an open shed-roofed front porch with a pediment over the entrance and turned columns. Gable ends are decorated with fishscale shingles and the bargeboards have rondels and incised lines. On the eastern elevation is a bay window as well as a small shed-roofed porch with turned columns. The exterior is basically intact.

The Hayes House is Contributing to the Red Wing Residential Historic District.

The property is also within the City of Red Wing's locally-designated West Residential Historic District.



Fig. 66. 702 3rd St. W. Hayes House (facing NW)

GD-RWC-118 710-712 3rd St. W

Hist Name: Bragg-Olson House

Built: ca. 1870

NR Status: Noncontributing to Red Wing Residential Historic District

The Bragg-Olson House has a tri-gabled ell form. It has an altered hip-roofed porch and a rear addition. Window openings contain 1/1 sash. The house has been covered with vinyl siding and architectural details have been covered and/or removed.

The Bragg-Olson House is located within the Red Wing Residential Historic District.

The property is also within the locally-designated West Residential Historic District.



Fig. 67. 710-712 3rd St. W. Bragg-Olson House (facing NE)

GD-RWC-121 718-724 3rd St. W

Hist Name: Ahlers Flats

Built: c1900, 1915

NR Status: Contributing to Red Wing Residential Historic District

The exterior of Ahlers Flats represents a 1915 remodeling of a circa 1900 building. It is a stucco-covered apartment building with a basically-intact Craftsman-influenced design. The main facade has four entrances sheltered by three bracketed gabled overhangs. There are shallow two-story bay windows on three facades of the building.

Ahlers Flats is Contributing to the Red Wing Residential Historic District.

The property is also within the locally-designated West Residential Historic District.



Fig. 68. 718-724 3rd St. W. Ahlers Flats (facing NW)

GD-RWC-123 726-728 3rd St. W

Hist Name: Worden Flats

Built: 1911

NR Status: Contributing to Red Wing Residential Historic District

Worden Flats, built in 1911, is located at the northeastern corner of Third and Fulton streets. The apartment building was designed and constructed by Red Wing building contractor Alonzo R. Brink. Most of the structure is covered with smooth stucco, but the second story of the three principal facades is faced with tan brick. The Classical Revival-influenced design has a parapet wall with a dentiled cornice, quoins at the building corners, and a flat-roofed front porch supported by square stucco-covered columns. The building generally retains integrity.

Worden Flats is a Contributing property in the National Register-listed Red Wing Residential Historic District.

The property is also within the locally-designated West Residential Historic District.



Fig. 69. 726-728 3rd St. W. Worden Flats (facing N)

GD-RWC-023 927 3rd St. W

Hist Name: Lawther House

Other Name: Octagon House Bed & Breakfast

Built: 1857

NR Status: Listed

Contributing to Red Wing Residential Historic District

The Lawther House, built in 1857, is located on a slope at the southeastern corner of Third and Hill streets. It is a rare example of the Octagonal style. The house is crowned by a third-story belvedere that reportedly was designed to provide a good view of the Mississippi River valley. A rear wing was added in 1870. James Lawther was a prominent businessman and philanthropist. His widow, Eva Lawther, lived here until the mid-1940s.

The Lawther House is a Contributing property in the National Register-listed Red Wing Mall Historic District, and is also individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.)

The property is also within the City of Red Wing's locally-designated West Residential Historic District.



Fig. 70. 927 3rd St. W. Lawther House (facing SE)

GD-RWC-142 1008 3rd St. W

Hist Name: Sprague House

Built: 1868

NR Status: Contributing to Red Wing Residential Historic District

The Sprague House, built 1868, is located on a slope at the northwestern corner of Third and Hill streets. It is an excellent example of the French Second Empire style faced with brick with terra cotta trim. Both the main facade and eastern facades have open porches and bay windows. The upper level of the four-story tower provides views of the river valley.

The original owners were Philander and Hannah Sprague. Philander established Red Wing's first terra cotta factory, launching a key local industry. Terra cotta from the factory decorates the exterior of the house.

The Sprague House is Contributing to the National Register-listed Red Wing Residential Historic District.

The property is also within the locally-designated West Residential Historic District.



Fig. 71. 1008 3rd St. W. Sprague House (facing NW)

GD-RWC-149 1104 3rd St. W

Hist Name: Wilkinson House

Built: 1876

NR Status: Contributing to Red Wing Residential Historic District

The Wilkinson House, built in 1876, is a woodframe Italianate style house located on a sloped site at the northwestern corner of Third and Pine streets. On the main and eastern facades are ornate polygonal bay windows with pilasters. The eastern bay window overlooks downtown Red Wing. On the rear elevation is an early two-level porch (now screened) that provides a view of the Mississippi River. The exterior of the house is basically intact except that the front porch has probably been reduced in size. The base of the rear porch now accommodates a single garage stall.

The Wilkinson House is a Contributing property in the Red Wing Residential Historic District.

The property is also within the locally-designated West Residential Historic District.



Fig. 72. 1104 3rd St. W. Wilkinson House (facing NW)

GD-RWC-026 216 Dakota St

Hist Name: Hewitt Laboratory

Built: 1866

NR Status: Listed

Contributing to Red Wing Residential Historic District

Hewitt Laboratory, built in 1866, is located just west of downtown Red Wing. It is a woodframe building that was the home and office of Dr. Charles N. Hewitt who lived in Red Wing from 1866-1910 and was an early expert in public health. He lobbied to create the State Board of Health (1872) and for 25 years was its executive. A groundbreaking early vaccination program for children took place in this building.

The property is a Contributing element in the National Register-listed Red Wing Residential Historic District. It is also individually listed on the National Register. (See Chapter 5 for individually-listed and -eligible properties.)

The house also stands within the City of Red Wing's locally-designated West Residential Historic District.



Fig. 73. 216 Dakota St. Hewitt Laboratory (facing SW)

CMSTPP RAILROAD CORRIDOR HISTORIC DISTRICT

GD-RWC-1371 Canadian Pacific RR

Hist Name: CMSTPP RR Corr Hist Dist, R W Segment
Other Name: Canadian Pacific
Built: 1870-c1905
NR Status: Eligible
 Contributing to Red Wing Mall Historic District

The Chicago, Milwaukee, St. Paul and Pacific (CMSTPP) Railroad Corridor Historic District was determined eligible for the National Register several years ago by the State Historic Preservation Office (MnSHPO). The historic district extends from the Twin Cities to a point south of Winona where the railroad crosses the Mississippi River. The tracks were laid in 1870, immediately improving transportation along the Mississippi River corridor. In 1926 the line became the Chicago, Milwaukee, St. Paul, and Pacific (CMSTPP), nicknamed the Milwaukee Road.

The railroad line meets the National Register eligibility requirements established in a statewide historic context document prepared in 2007 by MnDOT consultants in cooperation with the MnSHPO (Schmidt et al. MPDF 2007). On particular, the line meets Requirement 3 under Criterion A (broad patterns of history), which states that a railroad line is eligible if it "was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation. . . . [An] example of a significant railroad corridor historic district would be an early railroad corridor connection between the Twin Cities and Duluth or Chicago" (Schmidt et al. MPDF 2007: F.195).

The CMSTPP Railroad Corridor Historic District meets National Register Criterion A in the area of Transportation. The recommended period of significance is 1870-1956 and the level of significance State.

Following the guidance of the context study, the boundaries of the Red Wing Segment of the historic district encompass the historic railroad right-of-way within the city of Red Wing including structures such as tracks, sidings, bridges, and the former passenger depot and pump house. Areas or structures that have lost physical integrity should be considered Noncontributing to the historic district or, if appropriately situated, should be excluded from the historic district boundaries. Segments of rail spurs on private property should probably be excluded from the historic district, but further research and analysis is needed.

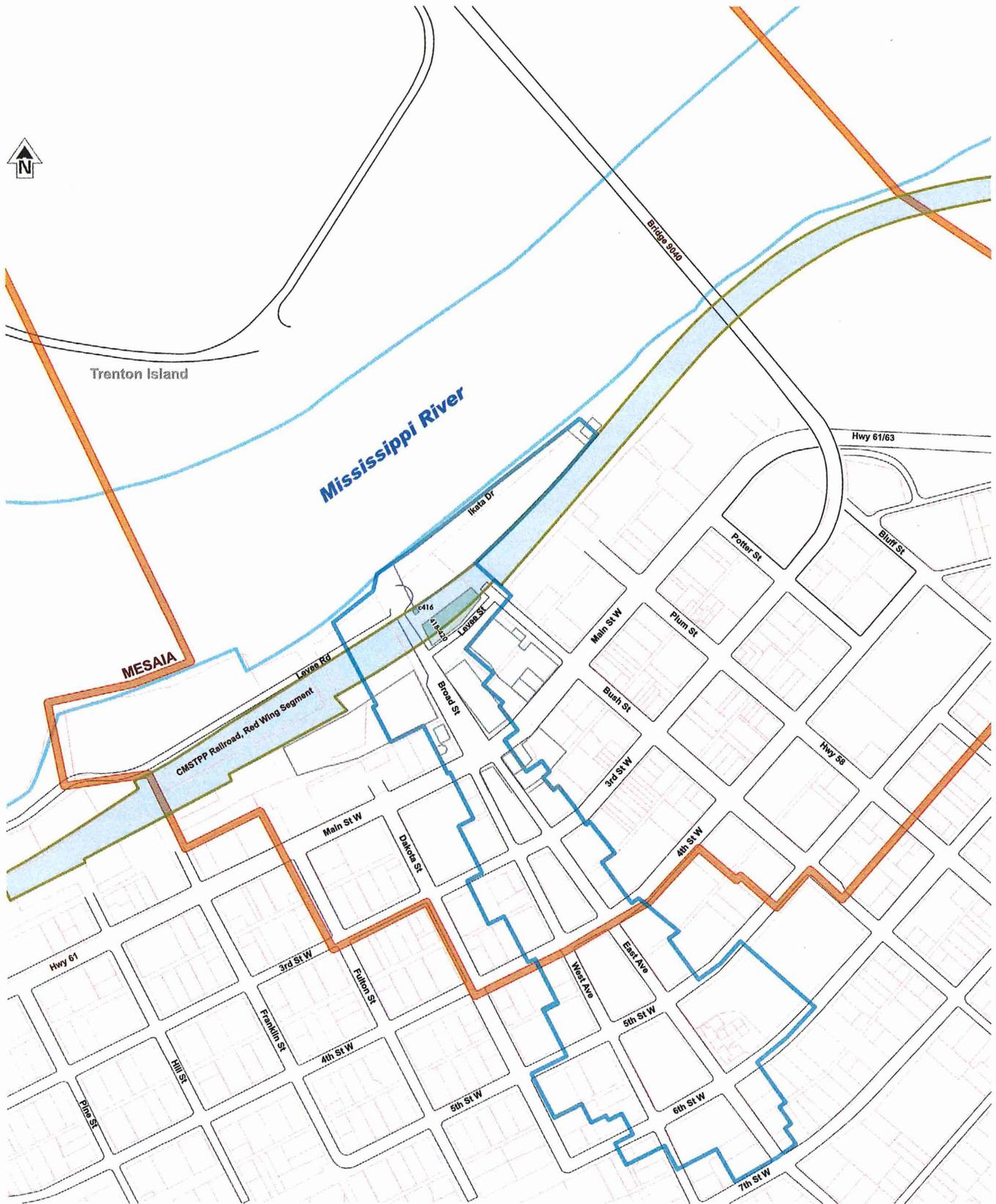
Listed on the table below are the properties in the railroad corridor historic district that are located in the architecture-history APE for the Red Wing Bridge Project. They are located in the Modified Environmental Site Assessment Investigation Area (MESAIA) (Map 1).

Table 14. List of CMSTPP Railroad Corridor Historic District Properties in the APE

Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-1371	Canadian Pacific RR	CMSTPP Railroad, R W Segment	Contrib ¹
GD-RWC-106	418-420 Levee St.	Chic, Milw & St P Passenger Depot	Contrib ¹
GD-RWC-1373	ca. 416 Levee St.	Chic, Milw & St P Pump House	Contrib ¹

¹ Also in the Red Wing Mall Historic District (GD-RWC-001)



Prep by Gemini Research 02-2014

Map 8 CMSTPP Railroad Corridor Historic District Properties in APE

GD-RWC-1371 Canadian Pacific RR

Hist Name: CMSTPP RR Corridor, Red Wing Segment

Other Name: Canadian Pacific

Built: 1870

NR Status: Eligible

Contributing to Red Wing Mall Historic District

The first set of railroad tracks through Red Wing was laid in 1870 along the banks of the Mississippi River where the trains could serve existing warehouses and factories that had been previously served by riverboats. By the early 20th century the corridor was several tracks-wide with main lines, sidings, and spurs to local industries.

The tracks, sidings, and spurs are Contributing to the National Register-eligible Red Wing Segment of the CMSTPP Railroad Corridor Historic District.

The segment of the railroad between about Dakota and Bush streets is also a Contributing property within the National Register-listed Red Wing Mall Historic District.

A longer segment of the railroad – between about Dakota and Bluff streets – is located within the City of Red Wing’s locally-designated Historic Mall District.



Fig. 74. Canadian Pacific RR. CMSTPP RR Corridor, Red Wing Segment, at the former Red Wing Milling (now ADM) (facing NE)

GD-RWC-106 418-420 Levee St

Hist Name: Chic, Milw & St Paul Passenger Depot

Other Name: Amtrak Depot-Visitors Bureau

Built: 1905

NR Status: Contributing to CMSTPP RR Corridor Hist Dist, Red Wing Seg
Contributing to Red Wing Mall Historic District

The Chicago, Milwaukee, and St. Paul Railroad Passenger Depot, built in 1905, is located on the southern side of the tracks just east of Broad Streets, which historically has been the principal link between downtown Red Wing and the waterfront and steamboat levee.

The depot is an intact, ornate one-story building faced with two contrasting shades of brown-gray brick. It has an intersecting gabled roof with decorated parapet walls, metal cornices, and deep eaves supported by heavy timber braces. Across the tracks is the matching brick pump house (GD-RWC-1373). The depot was rehabilitated in 1991. It houses Amtrak passenger services, the Red Wing Visitors Bureau, and the Red Wing Arts gallery.

The depot is Contributing to the National Register-eligible Red Wing Segment of the CMSTPP Railroad Corridor Historic District.

The depot is also a Contributing element in the National Register-listed Red Wing Mall Historic District.

It is also located within the City of Red Wing's locally-designated Historic Mall District.

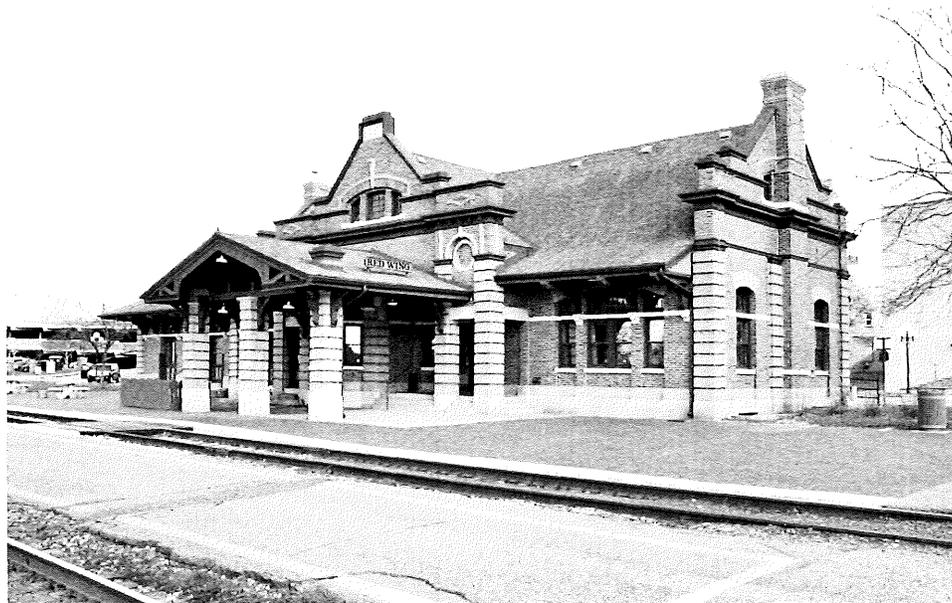


Fig. 75. 418-420 Levee St. Chic, Milw & St Paul Passenger Depot (facing SE)

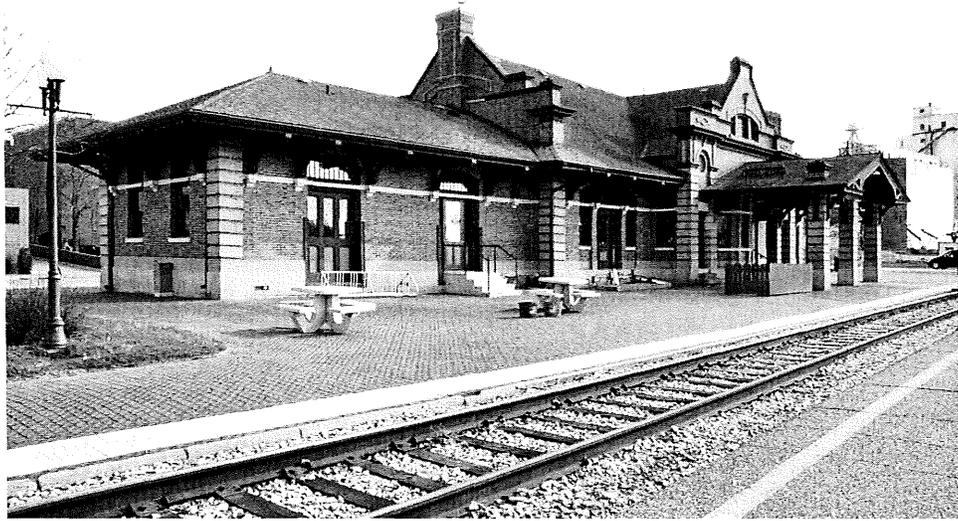


Fig. 76. 418-420 Levee St. Chic, Milw & St Paul Passenger Depot (facing S)

GD-RWC-1373 ca. 416 Levee St

Hist Name: Chic, Milw & St Paul Pump House

Built: 1905

NR Status: Contributing to CMSTPP RR Corridor Hist Dist, Red Wing Seg
Contributing to Red Wing Mall Historic District

The Chicago, Milwaukee, St. Paul, and Pacific Pump House, built in 1905, is located on the northern side of the railroad tracks just east of Broad Street. The pump house matches the passenger depot (GD-RWC-106) located across the tracks to the south. The pump house is a small hip-roofed building designed by architect J. M. Nettenstrom. It is faced with gray-brown brick with quoins at the corners.

The pump house is Contributing to the National Register-eligible Red Wing Segment of the CMSTPP Railroad Corridor Historic District.

The pump house is also a Contributing element in the National Register-listed Red Wing Mall Historic District.

It is also located within the City of Red Wing's locally-designated Historic Mall District.



Fig. 77. ca. 416 Levee St. Chic, Milw & St Paul Pump House (facing S)

RED WING COMMERCIAL HISTORIC DISTRICT

GD-RWC-1451

Hist Name: Red Wing Commercial Historic District

Built: 1858-1945

NR Status: Eligible

The Red Wing Commercial Historic District was determined eligible for the National Register several years ago by the State Historic Preservation Office (MnSHPO). The determination did not establish the boundaries of the historic district, however, not determine the Contributing/Noncontributing status of the resources. As part of the Red Wing Bridge Project architecture-history investigation, Gemini Research conducted fieldwork to establish recommended boundaries for the National Register district and determine whether each resource was Contributing or Noncontributing.

The City of Red Wing has designated a similar historic district. Gemini Research did not conduct research on individual buildings in the National Register district because individual site research had been completed by the City of Red Wing. For this information, see the City's individual inventory forms completed in 1982 and a final report completed in 1983 (*Red Wing, Minnesota: A Downtown With a Sense of Time and Purpose*). These materials are available from the City of Red Wing and the State Historic Preservation Office.

The historic district covers about six square blocks. These boundaries encompass about 86% of Red Wing's central business district as it existed in 1917. Buildings include the majority of Red Wing's historic retail stores, banks, hotels, cafes, mortuaries, newspaper and telephone offices, and professional offices, as well as post offices, city government headquarters, the jail, police and fire departments, clubrooms, meeting halls, and the offices of civic and political leaders.

Architecturally the district includes excellent examples of historic architectural styles and construction techniques. Many buildings embody the work of local architects and carpenters, and the products of local sawmills, stone quarries, brickyards, terra cotta factories, and metal works. The district is unique in the state for its very early resources; two of Minnesota's oldest commercial buildings, built in 1858 and 1859, are included. It is the only downtown historic district in the state with Contributing commercial buildings dating from the 1850s, and the district with the greatest number of Contributing commercial buildings from the 1860s and 1870s.

Character-defining features of the Red Wing Commercial Historic District include but are not limited to:

Pattern of Land Use and Spatial Organization

- rectangular grid of streets, sidewalks, curbs, and approximately 320'-square blocks
- dense concentration of commercial buildings built to the front and side property lines forming continuous block faces
- very few secondary buildings and few utility structures such as fences, walls, steps, and street furnishings beyond metal street lamps

Circulation System

- streets 80' wide (facade to facade) except Main Street which is 100' wide
- Main and Plum streets carrying through highway traffic
- paved streets with concrete curb and gutter
- curbside parking on all streets, both diagonal and parallel historically
- approximately 10'-wide poured concrete sidewalks between building facades and curbs
- 16'-wide east-west service alleys

Building Age, Scale, Proportions, and Materials

- large concentration of early buildings from the 1850s-1870s that is rare statewide; range of resources from the 1850s-1930s
- 2- and 3-story buildings, most 20' to 60' wide, with simple massing; human-scaled proportions and rhythm
- flat roofs behind brick parapets
- buildings faced with brick or stone; brick sometimes painted
- principal facades with more expensive materials and greater detailing; secondary elevations with less ornate treatment
- buildings with first-story stores and upper-story offices, apartments, meeting halls
- brick pilasters dividing upper facades into bays
- regularly-spaced window upper-story openings

Style and Detailing

- Italianate, Neoclassical Revival, Queen Anne, Romanesque Revival, and Commercial or Chicago styles prevalent
- ornamental cornices of brick and/or metal
- rectangular, rounded-arched, or segmental-arched upper-story window openings with double-hung sash, stone lintels, decorative hoods, brick or stone sills
- facades detailed with belt courses, decorative brickwork, name and date blocks
- storefronts with exposed framing, large display windows, transom lights, paneled bulkheads, storefront cornices, and recessed entrances

Gemini Research recommends that the National Register-eligible Red Wing Commercial Historic District encompasses 87 properties, listed on the table below. Sixty-one of the properties are categorized as Contributing. Of the 26 Noncontributing resources, 3 are historically-compatible infill buildings. Eighteen others are historic buildings that have been altered with exterior changes that are generally reversible given careful investment. (Despite being Noncontributing, the 18 buildings have the potential to be more valuable to the district's historic integrity than modern replacements would be.)

The historic district is eligible for the National Register under Criterion A (broad patterns of history) and Criterion C (design and construction) in the areas of Architecture, Commerce, Politics/Government, Communications, and Social History. It has a State level of significance. The recommended period of significance is 1858-1945.

All properties in the National Register-eligible Red Wing Commercial Historic District are located within the Modified Environmental Site Assessment Investigation Area (MESAIA) (Map 1).

The properties are listed on the table below and then briefly described.

Table 15. List of Red Wing Commercial Historic District Properties (All are in the APE)

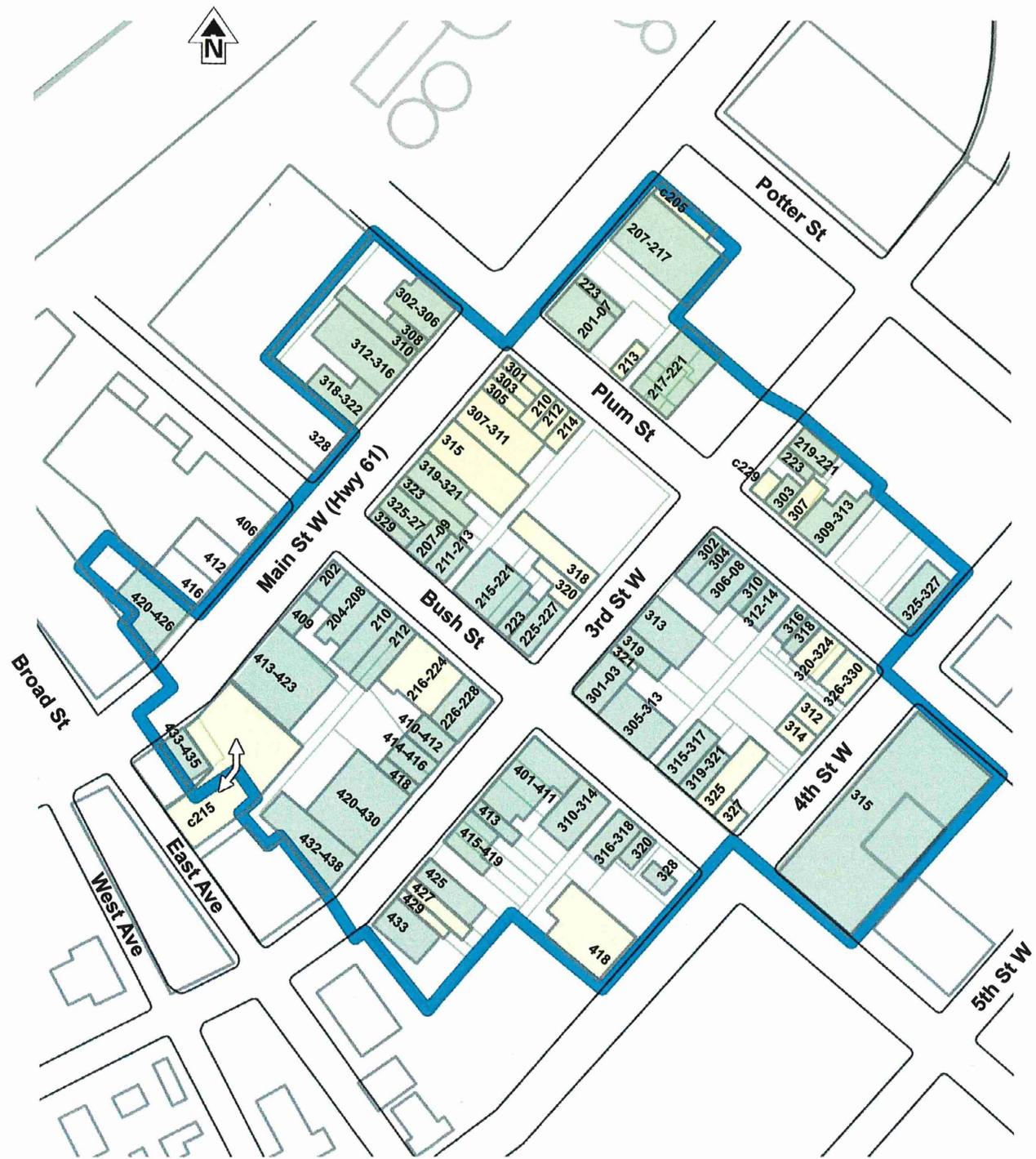
Properties are listed by street address.

SHPO Inv #	Address	Historic Name	Contrib Status
GD-RWC-008	219-221 3rd St. W	Kappel Wagon Works	Contrib ²
GD-RWC-1390	223 3rd St. W	RW Creamery Ice Cream Plant	Contrib
GD-RWC-1391	ca. 229 3rd St. W	Dankers Park	Noncontr
GD-RWC-324	313 3rd St. W	IOOF Hall (Carlson's)	Contrib
GD-RWC-325	318 3rd St. W	Metro Theater (Malmquist)	Noncontr
GD-RWC-013	319 3rd St. W	Anderson Bldg-Daily Eagle	Contrib
GD-RWC-326	320 3rd St. W	Anderson Shoes (Cut Above Home)	Noncontr
GD-RWC-327	321 3rd St. W	Commercial Bldg (Body and Soul)	Noncontr
GD-RWC-328	401-411 3rd St. W	Wilkinson Bldg (RW Corner Drug)	Contrib
GD-RWC-329	410-412 3rd St. W	Union Block (Hanish E part)	Contrib
GD-RWC-1392	413 3rd St. W	Sherman Grocery (United Way)	Contrib
GD-RWC-331	414-416 3rd St. W	Centennial Blk (Patterson-Hanish)	Contrib
GD-RWC-330	415-419 3rd St. W	Brink-Hawkins-Luce (Shear Perfect)	Contrib
GD-RWC-332	418 3rd St. W	Ahler Electric (Midwest Vision)	Contrib
GD-RWC-333	420-430 3rd St. W	Goodhue Co Co-op (Cornerstone)	Contrib
GD-RWC-334	425 3rd St. W	Magnussen's Pharm (Best of Times)	Contrib
GD-RWC-335	427 3rd St. W	Commercial Bldg (Blue Moon)	Noncontr
GD-RWC-1393	429 3rd St. W	Commercial Bldg (Creative Clips)	Noncontr
GD-RWC-337	432-438 3rd St. W	Webster Livery (Kask Electric)	Contrib
GD-RWC-336	433 3rd St. W	RW Printing Co (Republican Eagle)	Contrib
GD-RWC-338	312 4th St. W	Monument Works (Walt's)	Noncontr
GD-RWC-1394	314 4th St. W	Commercial Bldg (Zibble)	Noncontr
GD-RWC-009	315 4th St. W	Red Wing City Hall	Contrib ²
GD-RWC-339	418 4th St. W	Northwestern Bell (Qwest)	Noncontr
GD-RWC-340	202 Bush St.	Lawther Blk (Uffda Shop N)	Contrib
GD-RWC-341	204-208 Bush St.	Lawther Blk Add (Uffda S)	Contrib
GD-RWC-342	207-209 Bush St.	Lawther Blk (Wise Penny)	Contrib
GD-RWC-343	210 Bush St.	Smith Blk (Subhouse)	Contrib
GD-RWC-344	211-213 Bush St.	Lawther Blk (Life's Little)	Contrib
GD-RWC-345	212 Bush St.	Wallower Blk (Great Dragon)	Contrib
GD-RWC-346	215-221 Bush St.	Busch Blk (Josephsons)	Contrib
GD-RWC-1413	216-224 Bush St.	Goodhue Co. Nat'l Bank Annex	Noncontr
GD-RWC-350	223 Bush St.	Hoffman Blk (Claydon's N)	Contrib
GD-RWC-351	225-227 Bush St.	Smith-Masonic Block	Contrib
GD-RWC-349	226-228 Bush St.	Goodhue Co. Nat'l Bank	Contrib
GD-RWC-352	301-303 Bush St.	Lawther Post Office (Howe's)	Contrib
GD-RWC-007	305-313 Bush St.	Gladstone Building	Contrib ²
GD-RWC-354	310-314 Bush St.	The Casino (Thunder Clan)	Contrib
GD-RWC-355	315-317 Bush St.	McCart Livery (Hallstroms)	Contrib
GD-RWC-012	316-318 Bush St.	Berglund's Stone Blk-AOUW (Kiki)	Contrib
GD-RWC-1414	319-321 Bush St.	Becker Grocery (Aliveo)	Contrib
GD-RWC-356	320 Bush St.	Dunham Beauty Shop (Lori's)	Contrib
GD-RWC-357	325 Bush St.	Chief Theater (Blue Duck)	Noncontr
GD-RWC-359	327 Bush St.	Swanson Rest (River City Dental)	Noncontr
GD-RWC-358	328 Bush St.	Edblom Conoco (Gernentz)	Contrib
GD-RWC-1420	ca. 215 East Ave.	Studebaker Park Prkng Ramp	Noncontr ¹
GD-RWC-1448	Highway 61	Highway 61, Red Wing Segment	Contrib ¹

GD-RWC-1425	ca. 205 Main St. W	Behren's Supply Co. Annex	Noncontr
GD-RWC-299	207-217 Main St. W	RW Creamery (Behren's)	Contrib
GD-RWC-300	223 Main St. W	Kempe Block (Barrel House)	Contrib
GD-RWC-301	301 Main St. W	Sterling's Brick Blk (Ferrin's)	Noncontr
GD-RWC-302	302-306 Main St. W	Buchholz-Hadler-Moeller (Riverfr)	Contrib
GD-RWC-303	303 Main St. W	Sparrell's Block (Ferrin's)	Noncontr
GD-RWC-304	305 Main St. W	Sterling and Co (Ferrin's)	Noncontr
GD-RWC-305	307-311 Main St. W	J. C. Penney (Sarah's)	Noncontr
GD-RWC-306	308 Main St. W	Day Block (Riverfront Centre)	Contrib
GD-RWC-307	310 Main St. W	Betcher Blk (Riverfront Centre)	Contrib
GD-RWC-308	312-316 Main St. W	Wilson-Baker (Riverfront Centre)	Contrib
GD-RWC-1426	315 Main St. W	Red Wing Shoe Store-Museum	Noncontr
GD-RWC-310	318-322 Main St. W	Simmons-Swanson (Riverfront Cent)	Contrib
GD-RWC-311	319-321 Main St. W	Smith-McDonald Blk (Inspired)	Contrib
GD-RWC-312	323 Main St. W	Towne Blk (RW Confectionery)	Contrib
GD-RWC-314	325-327 Main St. W	Lawther Block (Confluence)	Contrib
GD-RWC-315	329 Main St. W	Clark and Hawley (Moments)	Contrib
GD-RWC-006	409 Main St. W	Keystone Building	Contrib ²
GD-RWC-317	413-423 Main St. W	Boxrud Bros Blk (Riverbend Mkt)	Contrib
GD-RWC-318	420-426 Main St. W	Pioneer Garage (Johnson Tire)	Contrib
GD-RWC-320	433-435 Main St. W	Phelps Block (Brickhouse)	Contrib
GD-RWC-1434	Old Main/Hwy 61	Old Highway 61, Red Wing Segment	Contrib ¹
GD-RWC-360	201-207 Plum St.	Lawther-Park Blk (Travel)	Contrib
GD-RWC-361	210 Plum St.	Globe Electric Light (Ferrin's)	Noncontr
GD-RWC-362	212 Plum St.	Sterling Block (Ferrin's)	Noncontr
GD-RWC-363	213 Plum St.	Little Green Front (5 de Mayo)	Noncontr
GD-RWC-364	214 Plum St.	Linne Bldg (Ferrin's)	Noncontr
GD-RWC-365	217-221 Plum St.	Nat'l Guard Armory-Masonic Hall	Contrib
GD-RWC-366	302 Plum St.	Greenwood Blk (Liberty's)	Contrib
GD-RWC-368	303 Plum St.	Lyons Brick Blk (Liberty's)	Contrib
GD-RWC-367	304 Plum St.	Lindberg Block (Liberty's)	Contrib
GD-RWC-369	306-308 Plum St.	Boston Block (Liberty's)	Contrib
GD-RWC-370	307 Plum St.	Red Wing Creamery (Red Men)	Noncontr
GD-RWC-371	309-313 Plum St.	Clum Block (Metro Apts)	Contrib
GD-RWC-372	310 Plum St.	Smith Harness (Roxx)	Contrib
GD-RWC-373	312-314 Plum St.	White Front (B.S. Bar)	Contrib
GD-RWC-375	316 Plum St.	Winters Building	Contrib
GD-RWC-376	318 Plum St.	Peterson Meat (Sorenson)	Contrib
GD-RWC-378	320-324 Plum St.	Salvation Army (Elks N)	Noncontr
GD-RWC-010	325-327 Plum St.	Hotel de Batlo (Eagle House)	Contrib
GD-RWC-379	326-330 Plum St.	Becker Grocery (Elks S)	Noncontr

¹ Also in the Red Wing Mall Historic District (GD-RWC-001)

² Also individually listed on or eligible for the National Register



- Contributing property (shown by address)
- Noncontributing property (shown by address)

Gemini Research 2014

Map 9 Red Wing Commercial Historic District

GD-RWC-008 219-221 3rd St. W

Hist Name: Kappel Wagon Works

Other Name: Knudsen's Cheesecake

Built: 1875

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

Kappel Wagon Works was built in 1875 to house the largest of Red Wing's several wagon factories. It is an excellent example of the Italianate style and is located on Third Street just east of Plum Street at the eastern edge of the historic district.

It is a Contributing property in the Red Wing Commercial Historic District, and is also individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.)

The property is located within the City of Red Wing's Downtown Historic District.



Fig. 78. 219-221 3rd St. W. Kappel Wagon Works (facing S)

GD-RWC-1390 223 3rd St. W

Hist Name: Red Wing Creamery Ice Cream Plant

Built: ca. 1912

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This small one-story building was constructed circa 1912 as a two-story portion of the L-shaped Red Wing Creamery. The main portion of the former creamery is at 305-307 Plum St. (see GD-RWC-370); its main facade faces west. The one-story portion facing Third Street is faced with textured brown brick, except for the lower two-thirds of the western wall, which is built of exposed rockfaced coursed ashlar limestone. The second story of the building was removed sometime before 1937.

This building is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 79. 223 3rd St. W. Red Wing Creamery Ice Cream Plant (facing E)

GD-RWC-1391 ca. 229 3rd St. W

Hist Name: Dankers Park

Built: ca. 2008

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Dankers Park is a small modern pocket park at the southeastern corner of Third and Plum. It was created in 2003 by the City of Red Wing Public Works department from a surface parking lot. It is a designated city park owned by the city. The low-growing drought-tolerant plantings were designed by Kerin Marek and Terry Yockey of the Goodhue County Horticultural Society. Hardscape and plantings were installed by, and are maintained by, Society volunteers, University of Minnesota Master Gardeners, and city staff. The park is named for the late Del Dankers, a longtime city public works employee and cofounder of the Goodhue County Horticultural Society.

The park is Noncontributing to the Red Wing Commercial Historic District.

It is also within the City of Red Wing's Downtown Historic District.



Fig. 80. ca. 229 3rd St. W. Dankers Park, out of season and lacking its floral display (facing NE)

GD-RWC-324 313 3rd St. W

Hist Name: IOOF Hall

Other Name: Carlson's Sports Center

Built: ca. 1905

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The IOOF Hall was designed and built circa 1905 by Red Wing contractor William J. Loncor. It is a Classical Revival style building faced with gray-brown Roman brick with thin mortar joints. The letters "IOOF", for International Order of Odd Fellows, appear in limestone or concrete in the central bay. The building has a circa 1960s storefront with a modern canvas awning, but is otherwise basically intact.

The IOOF Hall is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 81. 313 3rd St. W. IOOF Hall (facing S)

GD-RWC-325 318 3rd St. W

Hist Name: Metro Theater

Other Name: Malmquist Home Furnishings

Built: 1910

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The original Classical Revival facade of the former Metro Theater, built in 1910, is obscured by plywood, a pent eave, and a modern brick, glass, and metal storefront. The eastern elevation is covered with smooth stucco and a large mural painted in 2007 by community members led by the Red Wing Arts Association.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 82. 318 3rd St. W. Metro Theater (facing W)

GD-RWC-013 319 3rd St. W

Hist Name: Anderson Building-Daily Eagle

Other Name: Tee it Up-Red Wing Appliance

Built: 1889

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Anderson Building was built in 1889 and originally housed a grocery and crockery store. Beginning in 1911 it was home of the *Red Wing Daily Eagle* newspaper. The *Daily Eagle* was founded in 1911 and merged in 1940 with the *Red Wing Daily Republican* to form the *Daily Republican Eagle*. A late example of the Italianate style, the building has an ornate wood and metal cornice. Other than storefront changes, the exterior is basically intact.

The Anderson Building is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 83. 319 3rd St. W. Anderson Building-Daily Eagle (facing E)

GD-RWC-326 320 3rd St. W

Hist Name: Anderson Shoes

Other Name: Cut Above Home

Built: ca. 1900

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This altered building was built perhaps built circa 1890. By the time of a 1910 Sanborn insurance map it had been veneered with brick and was a shoe store. The main facade was been recently covered with modern brick. The storefront (e.g., bulkheads, windows) appears to date from circa 1950.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 84. 320 3rd St. W. Anderson Shoes (facing NW)

GD-RWC-327 321 3rd St. W

Hist Name: Commercial Building

Other Name: Body and Soul

Built: ca. 1950

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This is a very small one-story building was constructed circa 1950. The main facade, which is covered with corrugated metal, is evidently original.

The property is located within the Red Wing Commercial Historic District. Because it building appears to date from outside the district's period of significance (1858-1945), it is categorized as Noncontributing. This should be revised if it is found that the building predates 1946.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 85. 321 3rd St. W. Commercial Building (facing E)

GD-RWC-328 401-411 3rd St. W

Hist Name: Wilkinson Building

Other Name: Red Wing Corner Drug

Built: 1873-1887

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Wilkinson Building, built in 1873-1887, is located at the southwestern corner of Third and Bush streets. The principal facades are faced with red-brown brick and the building retains Italianate cast-stone window hoods and other historic detailing. The major part of the building was constructed in 1873 and an addition facing Bush Street was built in 1887. The original owner was George Wilkinson, an early Red Wing contractor and owner of the city's first brickyard.

The Wilkinson Building is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 86. 401-411 3rd St. W. Wilkinson Building (facing S)

GD-RWC-329 410-412 3rd St. W

Hist Name: Union Block

Other Name: Hanish Bakery (E part)

Built: 1877

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Union Block, an Italianate style building constructed in 1877, is faced with smooth yellow brick with terra cotta ornamentation, some of which has been removed. A metal cornice, which had a pediment, is missing from the top of main facade. The facade has elliptically-arched window openings with brick window hoods, bracketed terra cotta sills, and 1/1 sash. The storefronts have been altered but retain large display windows and bulkheads (faced with vertical wood).

Despite the exterior changes, the Union Block retains sufficient historic integrity to be classified as Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 87. 410-412 3rd St. W. Union Block (facing N)

GD-RWC-1392 413 3rd St. W

Hist Name: Sherman Grocery

Other Name: United Way

Built: 1875

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

Sherman Grocery was built in 1875 by Red Wing building contractor Charles R. Brink. It was built to house one store and matches a triple-store building of the same age that stands immediately to the west (see 415-419 W. 3rd St.; GD-RWC-330). (The Red Wing HPC's 1982 downtown survey grouped the two buildings together.) Sherman Grocery is faced with red-brown brick and has segmental-arched window openings with limestone sills and 4/4 sash. The nicely-rehabilitated storefront has a cast iron lintel with rosettes, a multipaned transom light above the display windows, a wooden bulkhead, and a central recessed entrance. The original occupant, Sherman Grocery, was located here through at least 1924.

This building is a Contributing property in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 88. 413 3rd St. W. Sherman Grocery (facing E)

GD-RWC-331 414-416 3rd St. W

Hist Name: Centennial Block

Other Name: Patterson Chiro-Hanish Bakery (W part)

Built: 1876

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Centennial Block, built in 1876, is one of the minority of downtown Red Wing buildings that are three stories tall. It is faced with red-brown brick. The facade has narrow, elliptically-shaped window openings with bracketed limestone sills and 1/1 sash. Italianate window hoods have been removed from the tops of the openings. The words "Centennial Block" appear in stone at the top of the facade. The storefront level has been altered, but retains a cast iron lintel with rosettes and a prismatic glass transom light.

The Centennial Block is a Contributing element within the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 89. 414-416 3rd St. W. Centennial Block (facing N)

GD-RWC-330 415-419 3rd St. W

Hist Name: Brink-Hawkins-Luce Block

Other Name: Shear Perfection-Coffeehouse

Built: 1875

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Brink-Hawkins-Luce Block was built in 1875 by Red Wing contractor Charles R. Brink. This 10-bay building matches the 3-bay building immediately to the east (413 W. 3rd; GD-RWC-1392) that was built at the same time. (Gemini Research inventoried the eastern building separately because of the way the group is drawn on the 1884 Sanborn insurance map. The HPC's 1982 downtown survey grouped the two buildings together.) The building has segmental-arched window openings with limestone sills and 2/2 sash. The red-brown brick on the main facade has been painted white.

The Brink-Hawkins-Luce Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 90. 415-419 3rd St. W. Brink-Hawkins-Luce Block (facing SE)

GD-RWC-332 418 3rd St. W

Hist Name: Ahler Electric

Other Name: Midwest Vision Center

Built: c1892, 1918

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Midwest Vision Center building was evidently built circa 1892 but received a new brick facade in 1918-1919. An occupant beginning in the 1920s was Ahler Electric. The main facade is faced with textured brick and the window openings are filled with 1/1 sash.

The building is categorized as Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.

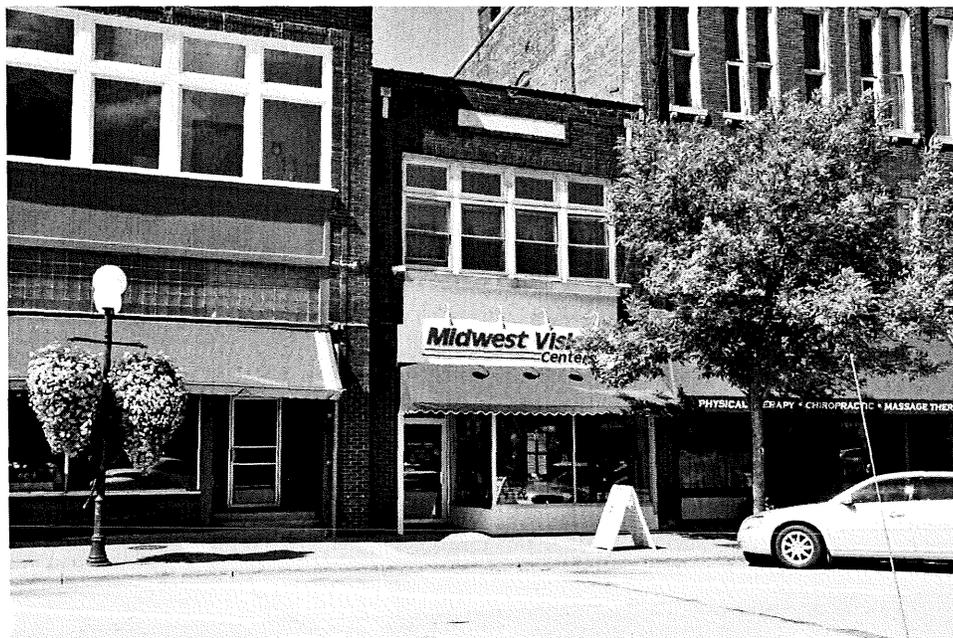


Fig. 91. 418 3rd St. W. Ahler Electric (facing N)

GD-RWC-333 420-430 3rd St. W

Hist Name: Goodhue County Co-op Dept. Store

Other Name: Cornerstone Community Church

Built: 1917

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Goodhue County Cooperative Department Store was a farmers' cooperative department store that opened in March 1917. It was designed by architect Augustus F. Gauger and built by George J. Grant Construction, both of St. Paul. It is a large, well-preserved commercial building whose facade retains textured brown brick, a metal cornice with paired brackets, and large rectangular Chicago-style-inspired window openings edged with decorative brickwork. The storefront retains five large prismatic glass transom windows, as well as vitrolite dating from about the 1940s.

The building is a Contributing element in the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 92. 420-430 3rd St. W. Goodhue County Co-op Dept. Store (facing N)

GD-RWC-334 425 3rd St. W

Hist Name: Magnussen's Pharmacy

Other Name: Best of Times Bookstore

Built: ca. 1902

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The former Magnussen's Pharmacy building, constructed circa 1902, is a Classical Revival style building faced with textured medium-brown brick. At the top is a large metal cornice with brackets and dentils. Each of the two large rectangular, second-story window openings contains an unusual slightly-projecting bay window comprised of double-hung sash and multipaned transom lights. The storefront has a recessed central entrance and wooden bulkheads. The facade retains good historic integrity.

This building is classified as Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 93. 425 3rd St. W. Magnussen's Pharmacy (facing S)

GD-RWC-335 427 3rd St. W

Hist Name: Commercial Building

Other Name: Blue Moon

Built: ca. 1920

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The main facade of this altered, circa 1920, one-story building is covered with wood. The storefront has a recessed storefront entrance and display windows with transom lights that blend with the other buildings on this streetscape.

Because of alterations, this building is classified Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 94. 427 3rd St. W. Commercial Building (facing SE)

GD-RWC-1393 429 3rd St. W

Hist Name: Commercial Building

Other Name: Creative Clips

Built: ca. 1910

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Creative Clips is an altered one-story building whose main facade is covered with wood. Built circa 1910, it has a recessed storefront entrance.

Because of alterations, this building is classified as Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 95. 429 3rd St. W. Commercial Building (facing SE)

GD-RWC-337 432-438 3rd St. W

Hist Name: Webster Livery Stable

Other Name: Kask Electric-Struss Optical

Built: 1882

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

Webster Livery Stable is rare in downtown Red Wing because of its rockfaced coursed ashlar limestone exterior. It was built in 1882 to replace the owners' livery stable on the same site that burned that year. At the top of the facade is a metal cornice with modillions and dentils. At the center of the storefront level is a large segmental-arched entrance with a keystone.

This building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 96. 432-438 3rd St. W. Webster Livery Stable (facing N)

GD-RWC-336 433 3rd St. W

Hist Name: Red Wing Printing Company

Other Name: Republican Eagle Building

Built: 1909

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This handsome Commercial- or Chicago-style newspaper plant was built in 1909. It housed the *Red Wing Daily Republican* which, after a 1940 merger with the *Eagle*, became the *Red Wing Daily Republican Eagle*. The building is faced with red-brown brick. It has a tall rockfaced coursed ashlar limestone foundation interrupted by fairly large windows that provide natural lighting to the basement. At the top of the building is a stepped parapet wall with concrete coping and a smooth limestone cornice. The exterior brick is decorated with geometric patterns and inset tiles, and the building's lintels, sills, and watertable match the cornice. On the eastern side of the building is a fairly small brick-faced addition built in 1967. Despite the addition, the property retains good integrity.

The former Red Wing Printing Company (also called the Republican Eagle Building) is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 97. 433 3rd St. W. Red Wing Printing Company (facing E)

GD-RWC-338 312 4th St. W

Hist Name: Monument Works

Other Name: Walt's Shoe Service

Built: ca. 1915

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Walt's is an altered one-story building faced with painted brick with poured concrete trim. It was built circa 1915. The building is labeled a monument works on 1917 and 1927 Sanborn insurance maps. The facade has two intact display windows and an entrance with a glass transom window. Across the top of the storefront is a modern wooden pent eave. Immediately to the east is a circa 1950 addition that matches the original building.

Because of alterations to the original building and the addition, this property is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 98. 312 4th St. W. Monument Works (facing W)

GD-RWC-1394 314 4th St. W

Hist Name: Commercial Building

Other Name: Zibble Insurance

Built: ca. 1900

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Zibble Insurance, built circa 1905, is an altered two-story commercial building with a main facade faced with brick that has been painted. Composition board covers the eastern elevation and stucco covers the west. On the main facade, a wooden pent eave covers or replaces the cornice. The building is labeled a plumbing shop on 1910 and 1917 Sanborn insurance maps.

Because of alterations, this building is classified Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 99. 314 4th St. W. Commercial Building (facing W)

GD-RWC-009 315 4th St. W

Hist Name: Red Wing City Hall

Built: 1905

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

Red Wing City Hall is a Renaissance Revival style building designed by Minneapolis architect Lowell A. Lamoreaux and built in 1905. It is individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.)

City Hall is a Contributing property within the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 100. 315 4th St. W. Red Wing City Hall (facing S)

GD-RWC-339 418 4th St. W

Hist Name: Northwestern Bell Telephone Co.

Other Name: Qwest

Built: 1950, 1974

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Northwestern Bell Telephone was designed by prominent Minneapolis architects Magney, Tusler, and Setter and built in 1950. It is a one-story building faced with red-brown brick. Smooth gray limestone was used for window surrounds, the watertable, and a wide lintel above the main entrance and principal set of windows. The building has a 20' x 70' rear addition built in 1974. The addition is faced with smooth concrete block.

The building is located within the National Register-eligible Red Wing Commercial Historic District. Because it postdates the district's period of significance (1858-1945), the building is Noncontributing to the district. (Despite being Noncontributing, the building was built only five years past the end of the period and has a handsome brick facade; it is more valuable to the historic district's integrity than a modern replacement would be.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 101. 418 4th St. W. Northwestern Bell Telephone Co. (facing W)

GD-RWC-340 202 Bush St

Hist Name: Lawther Block

Other Name: Uffda Shop (N pt)-Townhouse Condos

Built: 1859

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Lawther Block at the southwestern corner of Bush and Main streets was built in 1859. It is one of the oldest commercial buildings in Minnesota that retains historic integrity. It is three stories tall and three bays wide. It was built of reddish-brown brick with smooth limestone sills. Coursed ashlar limestone is exposed on the first story of the northern wall. An oriel window has been added to the northern side. The storefront has a canted corner entrance and retains cast iron lintels with rosettes. The storefront bulkheads are wood. The exterior retains good historic integrity.

The Lawther Block is one of several downtown commercial buildings originally owned by businessman James Lawther as investment properties. (The Lawther home at 927 W. 3rd Street was also inventoried, GD-RWC-023.)

The Lawther Block is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 102. 202 Bush St. Lawther Block (facing S)

GD-RWC-341 204-208 Bush St

Hist Name: Lawther Block Addition

Other Name: Uffda Shop (S pt)-Christian Books

Built: 1864

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This building was constructed in 1864 as a nine-bay-wide addition to the Lawther Block (GD-RWC-340) but was inventoried separately by the Red Wing HPC's Historic Resources Inventory (1982). The building is three stories tall and faced with reddish brown brick with smooth limestone trim. The exterior retains good historic integrity. Window openings are segmental-arched with 1/1 sash. The storefronts have recessed entrances, cast iron lintels with rosettes, and wooden bulkheads.

This building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 103. 204-208 Bush St. Lawther Block Addition (facing S)

GD-RWC-342 207-209 Bush St

Hist Name: Lawther Block

Other Name: Wise Penny

Built: c1856, c1918

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This two-story building evidently predates 1856 but its current facade, which is basically intact, dates from circa 1918. It is faced with reddish-brown brick. There is ornate Commercial- or Chicago-style brickwork around the windows and at the cornice level. The window openings are rectangular with limestone sills and 1/1 sash. The building has a nicely-designed storefront with a recessed entrance and a glass transom light.

This building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 104. 207-209 Bush St. Lawther Block (facing N)

GD-RWC-343 210 Bush St

Hist Name: Smith Block

Other Name: Subhouse

Built: 1866

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Smith Block, built in 1866, is three stories tall and three bays wide. It is faced with painted brick. Windows are recessed in rounded-arched bays separated by brick pilasters. The window openings are rounded-arched with smooth limestone sills and 1/1 sash. The brick above the windows has been painted to resemble window hoods. The storefront has a brick-faced bulkhead. The building exterior has generally good integrity.

For many decades this was a hardware store known as Nelson and Peterson, then Peter Nelson Hardware, and then Peter Nelson and Son.

The Smith Block is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 105. 210 Bush St. Smith Block (facing S)

GD-RWC-344 211-213 Bush St

Hist Name: Lawther Block

Other Name: Life's Little Oasis

Built: 1867

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This two-story building was constructed in 1867. The main facade is faced with reddish-brown brick and the southern side wall is built of exposed limestone rubble. There are larger blocks of rockfaced limestone at the corners of the southern wall. The facade has a brick cornice and segmental-arched window openings with smooth limestone sills and 1/1 sash. The storefronts retain recessed entrances, aluminum framing, and vitrolite panels. The property retains historic integrity.

This building is one of several in downtown Red Wing that were originally owned by prominent businessman, banker, and philanthropist James Lawther.

This building is a Contributing property in the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 106. 211-213 Bush St. Lawther Block (facing N)

GD-RWC-345 212 Bush St
Hist Name: Wallower Block
Other Name: Great Dragon Buffet
Built: 1867
NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The three-story, Italianate style Wallower Block, built in 1867, has a four-bay, painted brick facade. The rounded-arched window openings are recessed in the bays, which are topped with corbels. The brick above the openings has been painted to resemble window hoods. The storefront has a brick-faced bulkhead and a recessed entrance. The building generally retains historic integrity.

This building originally housed the Wallower meat market and a furniture store. The Wallowers lived upstairs, and the third floor was a Good Templars meeting hall.

The Wallower Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 107. 212 Bush St. Wallower Block (facing W)

GD-RWC-346 215-221 Bush St

Hist Name: Busch Block

Other Name: Josephsons-Staghead-Bev's Cafe

Built: 1883

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Busch Block, built in 1883, is a fairly large Italianate style commercial building. The facade is red-brown brick with a tall brick cornice. Above each of the four storefront bays is a set of four rectangular window openings with smooth limestone hoods that have incised detailing. Josephsons occupies a double storefront in the northern half of the building that has a mid-20th century department store canopy and display windows surrounded by metal panels. The exterior of the building generally retains historic integrity.

Josephsons men's clothing store has been in this building since 1903 after operating in another location downtown since 1875. Josephsons is the oldest continuously operating men's clothing store in Minnesota.

The Busch Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 108. 215-221 Bush St. Busch Block (facing N)

GD-RWC-1413 216-224 Bush St

Hist Name: Goodhue Co. National Bank Annex

Other Name: Associated Bank Annex

Built: 1969, c1995

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This building is a modern two-story annex to the former Goodhue National Bank Building, built in 1904, which is located next door to the south at 226-228 Bush Street (GD-RWC-349). For the purposes of this inventory, the annex is defined as everything located north of the northern wall of the historic bank. The oldest part of the annex is a one-story structure built in 1969 immediately north of the historic bank building. It was designed by Eugene E. Hickey. Around the 1990s a second story was built onto that annex structure and the annex was continued northward to the alley.

The bank annex is located within the National Register-eligible Red Wing Commercial Historic District. Because of its modern construction, the annex is Noncontributing to the district.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 109. 216-224 Bush St. Goodhue Co. National Bank Annex, with the historic four-story bank at left (facing W)

GD-RWC-350 223 Bush St
Hist Name: Hoffman Block
Other Name: Claydon's Hallmark Shop (N part)
Built: 1873
NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Hoffman Block, built in 1873, is faced with reddish-brown brick with smooth limestone trim. It has an Italianate-influenced design. At the top of the two-story building is a brick cornice. The facade has three rounded-arched window openings recessed within bays that are topped with corbelling. The double-hung windows have 1/1 sash. The storefront has a recessed entrance and a wooden bulkhead. The exterior retains good historic integrity.

The Hoffman Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 110. 223 Bush St. Hoffman Block (facing NE)

GD-RWC-351 225-227 Bush St
Hist Name: **Smith-Masonic Block**
Other Name: Claydon's Hallmark Shop (S part)
Built: 1872
NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This two-story Italianate style building, constructed in 1872, is located at the northeastern corner of Bush and Third streets. It is faced with reddish-brown brick with smooth limestone trim. The main facade, facing Bush Street, is six bays wide with piers between the bays. The window openings are rounded-arched on the second story and segmental-arched on the third, all with limestone sills and keystones. A name stone at the top of the building originally read "Masonic Hall 1872". The storefronts have recessed entrances, cast iron lintels and wooden bulkheads. The building exterior retains historic integrity.

This building housed the Masonic Lodge on the third floor and stores on the first. From 1873-1896 the second floor was the Red Wing City Hall.

This building is a Contributing element in the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 111. 225-227 Bush St. Smith-Masonic Block (facing N)

GD-RWC-349 226-228 Bush St

Hist Name: Goodhue County National Bank

Other Name: Associated Bank

Built: 1904

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Goodhue County National Bank, built in 1904, was designed by Minneapolis architect Lowell A. Lamoreaux who also designed City Hall (GD-RWC-009) and the Sheldon Auditorium (GD-RWC-002). The bank is located at Bush and Third streets in the center of downtown. The principal facades of this handsome, classically-inspired four-story building are faced with gray-tan brick with thin mortar joints. The elaborate limestone trim includes keystones, shields, garlands, lions' heads, and the intertwined letters "GCB". The bank's main entrance on Bush Street has been removed, although an entablature remains to mark the spot. The bank is otherwise fairly well preserved. The bank annex to the north was inventoried separately (see 216-224 Bush St.; GD-RWC-1413). The annex was built in 1969 and enlarged circa 1995.

The Goodhue County National Bank is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 112. 226-228 Bush St. Goodhue County National Bank, with two-story bank annex at right (facing W)

GD-RWC-352 301-303 Bush St

Hist Name: Lawther Post Office Block

Other Name: Howe's Jewelers-Hana No'eau

Built: 1874

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Lawther Post Office Block, built in 1874, is located at the southeast corner of Bush and Third streets. The Red Wing Post Office was located here for about 25 years from 1874-1899. The main facade of this Italianate style, three-story building is five bays wide and appears to originally have had two storefronts. There are piers between the bays, which contain tall segmental-arched windows openings with 1/1 sash. The storefront level retains a few original elements including – at the recessed corner entrance – two metal columns, heavy limestone sills, and egg and dart molding over two sidelights that flank the door.

The Lawther Post Office Block retains sufficient historic integrity to be a Contributing element in the National Register-eligible Red Wing Commercial Historic District, despite the fact that the storefront level has been altered.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 113. 301-303 Bush St. Lawther Post Office Block (facing E)

GD-RWC-007 305-313 Bush St

Hist Name: Gladstone Building

Other Name: RW Arts-Apropos Home-Clothes Horse

Built: 1886

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

The Gladstone Building, constructed in 1886 of local limestone, is individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.) Except for storefront changes, the exterior retains good historic integrity.

The building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 114. 305-313 Bush St. Gladstone Building (facing N)

GD-RWC-354 310-314 Bush St

Hist Name: The Casino

Other Name: Thunder Clan Trading Post

Built: 1884

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The main facade of this 1884 building is faced with brown brick. It has two stories and a simple brick cornice. There are nine rectangular window openings across the second story with transom lights and 1/1 sash. The storefronts have wooden bulkheads and recessed entrances. Early occupants included an opera house, roller skating rink, and bowling alley.

The building is a Contributing element in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 115. 310-314 Bush St. The Casino (facing S)

GD-RWC-355 315-317 Bush St

Hist Name: McCart Livery Stable

Other Name: Hallstroms

Built: 1881

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The McCart Livery Stable, built in 1881, is a two-story building faced with orange-brown brick. At the top of the facade is a brick cornice. The second story has three unevenly-spaced segmental-arched window openings with smooth limestone sills. The storefront has a central entrance, wooden bulkheads, and a wooden panel blocking the storefront transom lights. The building appears to retain basic integrity.

In 1982 the Red Wing HPC's downtown survey documented this building on the same inventory form as the building at 319-321 Bush Street (GD-RWC-1414) because in 1982 the two main facades were covered with a single metal screen obscuring their designs.

The McCart Livery Stable is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 116. 315-317 Bush St. McCart Livery Stable (facing N)

GD-RWC-012 316-318 Bush St

Hist Name: Berglund's Stone Block-AOUW

Other Name: Kiki's Simple Abundance-Body Kneads

Built: 1878

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

Berglund's Stone Block, built in 1878, is built of coursed ashlar limestone that is visible on the main facade and on the northern side wall. It is one of a handful of late 19th century buildings in downtown Red Wing built of local limestone. The original owner, Robert Berglund, was a stone dealer and quarry owner. At the top of the main facade is a tall metal cornice that reads "AOUW Hall" for Ancient Order of United Workmen. On the apron of the central recessed entrance are the letters "AOUW". The double storefront retains a cast iron lintel. The bulkheads are wooden.

The building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 117. 316-318 Bush St. Berglund's Stone Block-AOUW (facing S)

GD-RWC-1414 319-321 Bush St

Hist Name: Becker Grocery
Other Name: Aliveo Military Museum
Built: ca. 1905
NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This building, constructed circa 1905, is a modest Classical Revival style commercial structure faced with reddish-brown brick. The metal cornice has blocky modillions. The rockfaced brick that surrounds the second-story windows is probably an alteration. Much of the storefront has been faced with vertical wood. The storefront has a recessed entrance.

In 1982 the Red Wing HPC's downtown survey documented this building on the same inventory form as its neighbor to the north (see 315-317 Bush St.; GD-RWC-355) because in 1982 they were covered with a single metal screen.

Despite the alterations noted above, the exterior of Becker Grocery retains enough historic integrity to be categorized as Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 118. 319-321 Bush St. Becker Grocery (facing NE)

GD-RWC-356 320 Bush St

Hist Name: Dunham Beauty Shop

Other Name: Lori's New York Fashions

Built: ca. 1920

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This building was constructed circa 1920 and is generally retains historic integrity. It has a restrained classically-influenced design. The main facade and southern side wall are faced with brown brick with a very simple brick cornice. Window openings are rectangular with 1/1 sash. The storefront has a recessed entrance, brick-faced bulkheads, and a band of wood obscuring the storefront transom lights. Early occupants included the Dunham Beauty Shop in the 1930s and Harris Clothing Store in the 1940s.

The building is a Contributing element in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 119. 320 Bush St. Dunham Beauty Shop (facing SW)

GD-RWC-357 325 Bush St

Hist Name: Chief Theater

Other Name: Blue Duck

Built: 1938

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The 500-seat Chief Theater opened in January 1939. It was designed by Minneapolis architect Milton C. W. Sundin (1897-1960) who evidently worked for the Twin Cities firm Liebenberg and Kaplan, noted for its movie theater designs. The main facade has a stepped parapet wall that rises in the center. The facade was originally covered with panels of "carrara" cast stone made by American Artstone of New Ulm. The central section of cast stone is missing and structural brick is now exposed. The facade retains a triangular canopy at the top of the first story. Missing from the center of the main facade is the important and colorful vertical part of the marquee that bore the letters "CHIEF." The storefront has circa 1950s glass doors and display windows.

Because of alterations, the theater is Noncontributing to the Red Wing Commercial Historic District. The Noncontributing determination should be revisited if elements of the facade are rehabilitated. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 120. 325 Bush St. Chief Theater (facing NE)

GD-RWC-359 327 Bush St

Hist Name: Swanson Short Order Restaurant

Other Name: River City Dental

Built: ca. 1960

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

River City Dental is located at the northeastern corner of Bush and Fourth streets. It is a one-story, circa 1960 former restaurant building with a metal-covered mansard roof, brick veneer below the windows, and vertical siding. There is a shed-roofed addition on the eastern side.

Because of its modern construction date, the property is Noncontributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 121. 327 Bush St. Swanson Short Order Restaurant (facing N)

GD-RWC-358 328 Bush St

Hist Name: Edblom Conoco Station

Other Name: Gernentz Auto Service

Built: ca. 1930

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

A former Conoco gas station is located at the northwestern corner of Bush and Fourth streets. It is a domestic- or cottage-style station, built circa 1930, with a standardized Conoco (Continental Oil Company) design. The building has a steeply-pitched intersecting-gabled roof. The original design included one service bay. Later, the roofline was extended and a second bay added. The gas station's white glazed brick exterior, also a standard Conoco feature, has trim made of green glazed brick and red-brown unglazed brick. The main facade has an intact display window and a pedestrian entrance. The two service bays have modern roll-up garage doors. A canopy over the pumps postdates the station building.

This well preserved gas station is a Contributing element in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 122. 328 Bush St. Edblom Conoco Station, main facade (facing SW)



Fig. 123. 328 Bush St. Edblom Conoco Station, rear and south walls (facing N)

GD-RWC-1420 ca. 215 East Ave

Hist Name: Studebaker Park Parking Ramp

Built: 2001

NR Status: Noncontributing to Red Wing Mall Historic District
Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This modern concrete parking ramp, built in 2001, has entrances on both East Avenue and Main Street. At each entrance is a brick-veneered stairway and elevator structure designed to blend in scale and detailing with nearby historic buildings.

The eastern part of the parking ramp is located within the National Register-eligible Red Wing Commercial Historic District. It is Noncontributing to the district.

The western part of the parking ramp is within the National Register-listed Red Wing Mall Historic District (GD-RWC-001). It is Noncontributing to that district. (See the Red Wing Mall Historic District elsewhere in this chapter.)

The parking ramp is also located within two local historic districts, the Downtown Historic District (east part of the ramp) and the Historic Mall District (west part of the ramp).



Fig. 124. ca. 215 East Ave. Studebaker Park Parking Ramp (facing E)

GD-RWC-1448 Highway 61

Hist Name: Highway 61, Red Wing Segment

Built: 19th-20th c.

NR Status: Not Individually Eligible

Contributing to NRHP-eligible Red Wing Commercial Historic District

Contributing to Red Wing Mall Historic District

A two-block section of Highway 61 from a point just east of East Avenue, on the west, to Plum Street, on the east, is located within the National Register-eligible Red Wing Commercial Historic District. This highway segment is Contributing to the district because, like the district's other streets, it forms part of the district's character-defining spacial organization, land use pattern, and circulation system.

A similar segment is within the City of Red Wing's Downtown Historic District.

The Red Wing Segment of present-day Highway 61 is about ten miles long. It was inventoried as GD-RWC-1448. Gemini also inventoried a related property, the Red Wing Segment of Old Highway 61, GD-RWC-1434, which is an earlier alignment of the highway. (For details on both inventoried properties, see the Phase II research in Chapter 8.)



Fig. 125. Highway 61. Highway 61, Red Wing Segment, Subsection 4, near its junction with Pine Street (facing NE)

GD-RWC-1425 ca. 205 Main St. W

Hist Name: Behren's Supply Co. Annex

Built: ca. 1994

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This building was constructed circa 1995 by Behren's Auto Supply to serve as an annex to their business next door to the west at 207-217 W. Main St. (see GD-RWC-299, the former Red Wing Creamery). The main facade is faced with red-brown brick with cast concrete or cast stone trim. The eastern elevation is faced with tinted, textured concrete block.

Because of its recent construction date, the building is Noncontributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.

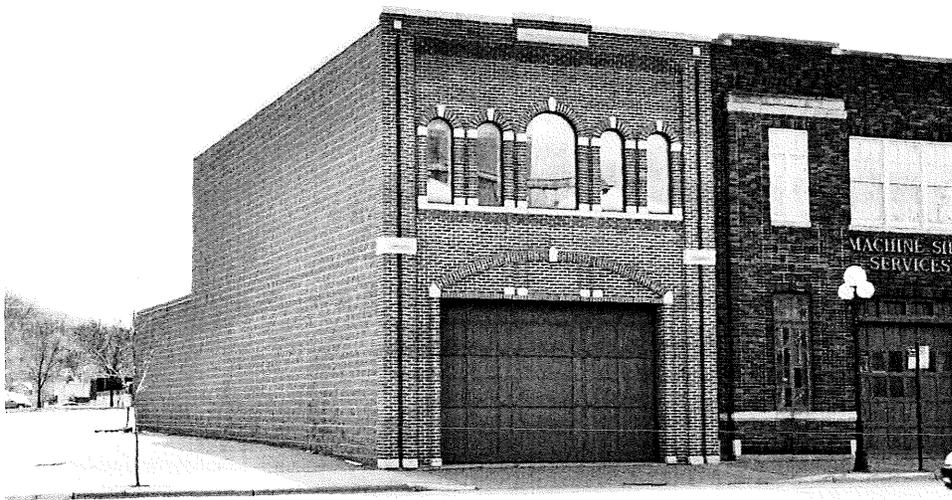


Fig. 126. ca. 205 Main St. W. Behren's Supply Co. Annex (facing S)

GD-RWC-299 207-217 Main St. W

Hist Name: Red Wing Creamery

Other Name: Behren's Supply Company

Built: 1927

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Red Wing Creamery, built in 1927, is a two-story Commercial Style building whose main facade is faced with textured dark brown brick. The facade is punctuated with numerous windows and doors and is divided by shallow buttresses. The dark brick is trimmed with smooth Kasota limestone forming coping, continuous window sills, and buttress caps. The exterior retains essential historic integrity. Behren's Auto Supply recently built an annex on the eastern side of the building at circa 205 W. Main St. (see GD-RWC-1425).

The Red Wing Creamery is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 127. 207-217 Main St. W. Red Wing Creamery, now Behren's Supply (facing E)

GD-RWC-300 223 Main St. W

Hist Name: Kempe Block

Other Name: Barrel House

Built: 1886

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The main facade of the Kempe Block, built in 1886, is faced with smooth cream-colored brick painted white. The building has two stories and is Italianate in style. At the top of the main facade is a corbelled brick cornice. The window openings are segmental-arched with limestone window hoods, bracketed sills, and 1/1 sash. The sills have incised carving. The eastern elevation is faced with smooth concrete block toward the front and brown brick near the rear. The altered storefront level has been faced with wood. The property retains historic integrity.

The Kempe Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 128. 223 Main St. W. Kempe Block (facing S)

GD-RWC-301 301 Main St. W

Hist Name: Sterling's Brick Block

Other Name: Ferrin's Furniture (NE part)

Built: 1861

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This altered building is located at the southwestern corner of Main and Plum streets. According to the Red Wing HPC's 1982 downtown survey, the eastern three bays was historically Sterling's Brick Block. The building has been altered with a stucco exterior, blocked window openings, and storefront-level alterations.

Ferrin's Furniture, established in 1899 as the Ferrin-Carlson Company, is currently owned and operated by fourth-generation members of the Ferrin family.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 129. 301 Main St. W. Sterling's Brick Block, which historically comprised the three bays at the corner (left of the white car) (facing S)

GD-RWC-302 302-306 Main St. W

Hist Name: Buchholz-Hadler-Moeller Block

Other Name: Riverfront Centre-Red Wing Shoe Co. HQ

Built: 1884

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Buchholz-Hadler-Moeller Building, built in 1884, is a two-story Italianate style building faced with red-brown brick. The exterior retains historic integrity. The rectangular window openings have 1/1 sash and smooth limestone window hoods with incised carving. There are similar window openings on the eastern side wall. The three rehabilitated storefronts have a metal storefront cornice, recessed central entrances, cast iron lintels, and wooden bulkheads.

The Red Wing Shoe Company completed renovation of this blockface in 1988 and moved its corporate offices into the buildings, which were renamed Riverfront Centre.

The building is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 130. 302-306 Main St. W. Buchholz-Hadler-Moeller Block (facing W)

GD-RWC-303 303 Main St. W

Hist Name: Sparrell Block

Other Name: Ferrin's Furniture (N part)

Built: 1868-1869

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

According to the Red Wing HPC's 1982 downtown survey, this altered building – which consists of the central three bays of the portion of Ferrin's that faces Main Street – is the Sparrell Block, built in 1868-1869. The building has been altered with a stucco exterior, blocked window openings, and storefront-level alterations. It now houses part of Ferrin's Furniture, which dates back to 1899.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.

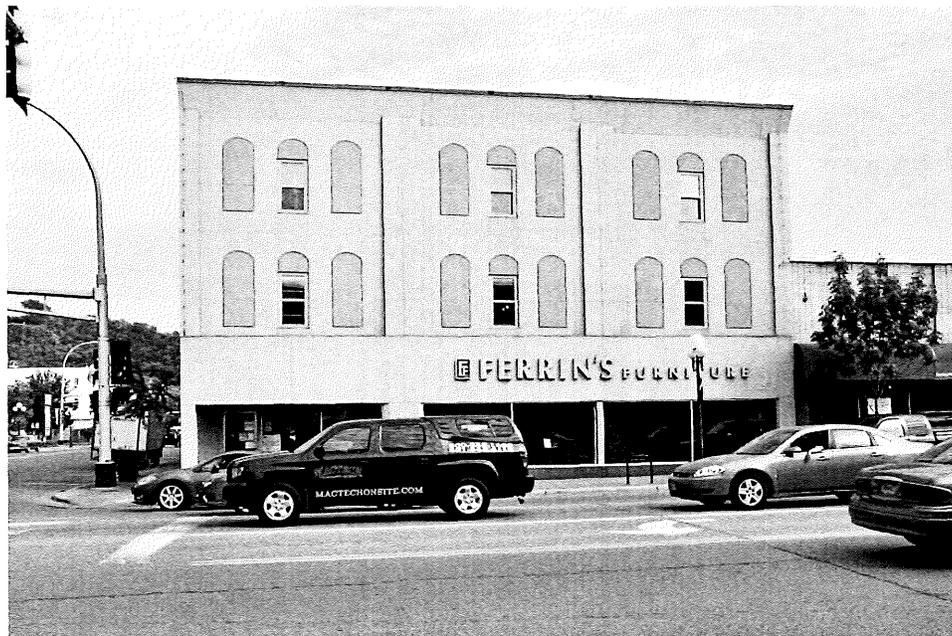


Fig. 131. 303 Main St. W. Sparrell Block, which consists of the central three bays of this altered building (facing SE)

GD-RWC-304 305 Main St. W

Hist Name: Sterling and Co. (W part)

Other Name: Ferrin's Furniture (NW part)

Built: 1884

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This altered building, comprised of the western three bays of the portion of Ferrin's Furniture that faces Main Street, is the western part of the Sterling and Company building built in 1884. The building has many alterations including a stucco exterior, blocked window openings, and storefront-level alterations.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 132. 305 Main St. W. Sterling and Co. (W part), the western (right-hand) three bays of present-day Ferrin's Furniture (facing SE)

GD-RWC-305 307-311 Main St. W

Hist Name: J. C. Penney Company

Other Name: Sarah's Restaurant

Built: 1949

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The J.C. Penney chain built this building in 1949 after opening its Red Wing store in 1917. It is a two-story Mid-Century Modern building whose Main Street elevation is faced with tan or cream-colored brick laid in a stacked pattern. Both the color and bonding pattern are typical of the period, as is the fact that the facade was designed to appear somewhat monolithic and to mask the fact that the building has two stories. The storefront has been remodeled with a mixture of modern materials and a fixed canvas awning.

The building is located in the National Register-eligible Red Wing Commercial Historic District. Because it postdates the district's period of significance of 1858-1945, the building is categorized as Noncontributing. (Despite being Noncontributing, it was built only four years past the end of the period and has a handsome brick facade; it is more valuable to the historic district's integrity than a modern replacement would be.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 133. 307-311 Main St. W. J. C. Penney Company (facing E)

GD-RWC-306 308 Main St. W

Hist Name: Day Block

Other Name: Riverfront Centre-Red Wing Shoe Co. HQ

Built: 1858, 1920

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The two-story John Day Block was built in 1858. The facade, which is largely intact, dates from 1920. The storefront level is faced with glazed terra cotta that simulates stone. Tudor Revival detailing includes label molding above the windows and door, leaded glass windows, and a heavy wooden door leaf. The second story has a band of small multipaned double-hung sash, and the third story has 6/1 sash with keystones. There is a metal cornice with dentils at the top of the facade.

Red Wing Shoe Company completed renovation of this blockface in 1988 and moved its corporate offices into the buildings, renaming them Riverfront Centre.

The building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 134. 308 Main St. W. Day Block (facing N)

GD-RWC-307 310 Main St. W

Hist Name: Betcher Block

Other Name: Riverfront Centre-Red Wing Shoe Co. HQ

Built: 1868

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Betcher Block at 310 Main Street was designed by Red Wing architect Charles V. Booth and built by contractor Robert C. Todd. Built in 1868, it is a three-story example of the Italianate style. It is three bays wide and faced with red-brown brick. The building closely resembles its neighbor to the west (GD-RWC-308), but was originally more visually distinct due to a stepped and curved parapet wall that projected above the metal cornice. (It has been removed.) The building's third-story rounded-arched windows have ornate metal hoods, while the second story's segmental-arched openings have flat stone arches at the top. Beneath a storefront cornice is a storefront area with metal corinthian columns and rounded-arched entrance and display bays.

The Red Wing Shoe Company completed renovation of this blockface in 1988 and moved its corporate offices into the buildings, renaming them Riverfront Centre.

The Betcher Block is a Contributing element in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 135. 310 Main St. W. Betcher Block, which consists of the three window bays at right topped by the cornice with curved pediment (facing NW)

GD-RWC-308 312-316 Main St. W

Hist Name: Wilson-Baker Block

Other Name: Riverfront Centre-Red Wing Shoe Co. HQ

Built: 1868

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Wilson-Baker Block, an Italianate structure built in 1868, is nine bays wide and three stories tall. In design it closely resembles its three-bay neighbor to the east (GD-RWC-307). Both are faced with red-brown brick, with quoins at the edges of the facade's principal sections. This building has a metal cornice with a triangular pediment at the center. Originally both buildings had stepped and curved parapets projecting above their metal cornices (removed). The storefront level has a storefront cornice, metal corinthian columns, and rounded-arched entrance and display bays.

This building was designed by Red Wing architect Charles V. Booth. In 1988 this blockface of Main Street buildings became the headquarters office of the Red Wing Shoe Company.

The Wilson-Baker Block is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 136. 312-316 Main St. W. Wilson-Baker Block, which is the building in the center of the photo with nine window bays (facing NE)

GD-RWC-1426 315 Main St. W

Hist Name: Red Wing Shoe Co. Store-Museum

Built: 2009

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This recent two-story building is faced with red brick. It has poured concrete or cast stone trim. It was built in 2009 by Red Wing Shoe Company to serve as a retail store and museum.

The building is in the Red Wing Commercial Historic District but is Noncontributing because of its recent construction date.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 137. 315 Main St. W. Red Wing Shoe Co. Store-Museum (facing SE)

GD-RWC-310 318-322 Main St. W

Hist Name: Simmons-Swanson Block

Other Name: Riverfront Centre-Red Wing Shoe Co. HQ

Built: 1871

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Simmons-Swanson Block, built in 1871, is a two-story, nine-bay-wide, Italianate commercial building faced with red-brown brick. It has a metal cornice with modillions above a decorative brick cornice. Window openings are rounded-arched with 4/4 sash and smooth limestone sills. The building retains a storefront cornice above three storefronts that have cast iron framing members and recessed entrances.

Red Wing Shoe Company completed a comprehensive rehabilitation of this blockface of buildings in 1988 and moved its corporate offices into the structures, renaming the complex Riverfront Centre.

This building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 138. 318-322 Main St. W. Simmons-Swanson Block (facing N)

GD-RWC-311 319-321 Main St. W

Hist Name: Smith-McDonald Block

Other Name: Inspired Home & Flower-Excell Financial

Built: 1868

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Smith-McDonald Block, built in 1868, is two stories tall and faced with red-brown brick. The nine rounded-arched second-story windows are slightly recessed, each in its own bay. Window openings have smooth limestone sills and 1/1 sash. A cornice made of metal and/or brick appears to be missing. The building has two storefronts with central recessed entrances, cast iron lintels, and wooden bulkheads. The western storefront retains rare prismatic glass transom lights over the display windows. The building generally retains historic integrity.

The building is categorized as a Contributing element in the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 139. 319-321 Main St. W. Smith-McDonald Block (facing S)

GD-RWC-312 323 Main St. W

Hist Name: Towne Block

Other Name: Red Wing Confectionery

Built: 1866

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Towne Block, built in 1866, is a two-story building faced with red-brown brick. It is Italianate in style. The exterior retains historic integrity although a metal and/or brick cornice is missing from the top of the main facade. Three second-story bays, topped with brick corbels, contain rounded-arched window openings with smooth limestone sills and 1/1 sash. The storefront has a cast iron lintel and recessed entrances.

The Towne Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 140. 323 Main St. W. Towne Block (facing SE)

GD-RWC-314 325-327 Main St. W

Hist Name: Lawther Block

Other Name: Confluence Marketing-Indigo Salon

Built: 1866

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This two-story, Italianate style brick building, constructed in 1866, is six bays wide and faced with red-brown brick. It is similar to the three-bay corner building immediately to the west. It has rounded-arched windows that are recessed within bays that are topped with brick corbelling. The window sash is 1/1. The storefront level has a cast iron lintel, wooden bulkheads, and a shared recessed entrance for two stores. On the roof is a low structure, probably housing mechanical equipment. The exterior retains historic integrity.

This building is one of several in downtown Red Wing owned by businessman James Lawther.

This building is a Contributing property in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 141. 325-327 Main St. W. Lawther Block (facing E)

GD-RWC-315 329 Main St. W

Hist Name: Clark and Hawley Block

Other Name: Moments on Main

Built: 1866

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Clark and Hawley Block, built in 1866, is located at the southeastern corner of Main and Bush streets. It is three stories tall and three bays wide. Both principal facades have recessed bays separated by piers and topped by brick corbelling. Window openings are rounded-arched with limestone sills and 1/1 sash. There is a rear storefront on the Bush Street side. The Bush Street facade has a metal third-story balcony.

This building housed a drugstore for decades. Among the professionals in the upper-story offices was Red Wing's first and longtime physician, Dr. W. W. Sweeney.

The Clark and Hawley Block is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 142. 329 Main St. W. Clark and Hawley Block (facing E)

GD-RWC-006 409 Main St. W

Hist Name: Keystone Building

Other Name: DeLeon Jewelers

Built: 1867

NR Status: Listed

Contributing to NRHP-eligible Red Wing Commercial Historic District

The Keystone Building is an Italianate style building constructed in 1867. It was designed and built by Red Wing architect-contractor Daniel C. Hill.

It is a Contributing property in the Red Wing Commercial Historic District, and is also individually listed on the National Register. (See individually-listed and -eligible properties in Chapter 5.)

The property is within the City of Red Wing's Downtown Historic District.



Fig. 143. 409 Main St. W. Keystone Building (facing SE)

GD-RWC-317 413-423 Main St. W

Hist Name: Boxrud Brothers Block

Other Name: Riverbend Market-Bella Casa Interiors

Built: 1886-1898

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Boxrud Brothers Block, completed in 1898, is a large two-story building with a well preserved Commercial Style design. The main facade is faced with brown brick. Contrasting light colored limestone (or cast stone?) trim creates continuous window sills, storefront framing, and capitals and bases for pilasters that separate the eight second-story bays. At the top of the facade is a metal and wood cornice with modillions. Above the cornice is a parapet wall with inset tiles. Wide second-story window openings have groups of 1/1 sash beneath multipaned transom lights. The ground level has a storefront cornice, long transom window, round cast iron columns, brick bulkheads, and recessed entrances.

The Boxrud Brothers Block is a Contributing property in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 144. 413-423 Main St. W. Boxrud Brothers Block (facing S)

GD-RWC-318 420-426 Main St. W

Hist Name: Pioneer Garage

Other Name: Johnson Tire Service

Built: ca. 1912

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

Johnson Tire Service, built circa 1912, is a one-story building with a painted brick facade and a stepped parapet wall. Its Commercial Style design is typical for an early 20th century automotive storage, sales, and service garage. The garage had a storage capacity of 125 cars. The storefront level retains a prismatic glass transom window that has been painted. There have been some changes to window and door openings. Nevertheless, the exterior retains basic historic integrity.

Johnson Tire Service is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 145. 420-426 Main St. W. Pioneer Garage (facing N)

GD-RWC-320 433-435 Main St. W

Hist Name: Phelps Block

Other Name: Brickhouse Pub and Grill

Built: 1866

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Phelps Block, built in 1866, is a two-story building faced with red-brown brick with limestone trim. The eastern half has a simple brick cornice. The western half appears to have a remnant of a metal cornice (or other detailing) at the cornice level. The second story of the main facade has rounded-arched windows set within recessed rounded-arched bays. Window sash is 1/1. The storefronts have replacement brickwork, cast iron lintels, wooden bulkheads, and recessed entrances. Despite some changes, the exterior retains basic historic integrity.

The Phelps Block is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 146. 433-435 Main St. W. Phelps Block (facing S)

GD-RWC-1434 Old Main/Hwy61/7th

Hist Name: Old Highway 61, Red Wing Segment

Built: 19th-20th c.

NR Status: Not Individually Eligible

Contributing to NRHP-eligible Red Wing Commercial Historic District
Contributing to Red Wing Mall Historic District

Four blocks of Old Highway 61 – the two-block piece from a point just east of East Avenue, on the west, to Plum Street, on the east, and the two-block piece on Plum Street between Main Street, on the north, and Fourth Street, on the south, are located within the National Register-eligible Red Wing Commercial Historic District. This highway segment is Contributing to the district because, like the district’s other streets, it forms part of the district’s character-defining spacial organization, land use pattern, and circulation system.

A similar segment is within the City of Red Wing’s locally-designated Downtown Historic District.

The Red Wing Segment of Old Highway 61 is approximately four miles long. It was inventoried as GD-RWC-1434. Gemini also inventoried a related property, the Red Wing Segment of present-day Highway 61, which is GD-RWC-1448. (For more information on both inventoried properties, see the Phase II research in Chapter 8.)



Fig. 147. Old Main/Hwy61/7th. Old Highway 61, Red Wing Segment, former alignment of the highway on Plum Street (facing NW)

GD-RWC-360 201-207 Plum St

Hist Name: Lawther-Park Block

Other Name: Travel Leaders-Sonus Hearing Care

Built: 1868-69, c1875

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Lawther-Park Block is located at the southeastern corner of Plum and Main streets. It is Italianate in style and faced with red-brown brick. It was built in three phases. The three-story section on the corner was built in 1868. It has rounded-arched windows with two bays facing Plum and seven bays on Main Street. The two-story section adjacent to the south was built in 1869. It has five second-story rounded-arched windows that face Plum. The southernmost section was built circa 1875. It has three bays and segmental-arched windows. The storefronts have recessed entrances and wooden bulkheads.

The Lawther-Park Block is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 148. 201-207 Plum St. Lawther-Park Block (facing E)

GD-RWC-361 210 Plum St

Hist Name: **Globe Electric Light Company**

Other Name: Ferrin's Furniture (S part)

Built: 1887, 1940s

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The former Globe Electric Light Company at 210 Plum Street is now part of Ferrin's Furniture. Built in 1887, it is an altered, two-story, Italianate style brick building with a triangular parapet at the top. The facade is covered with stucco and the window openings have been blocked.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.

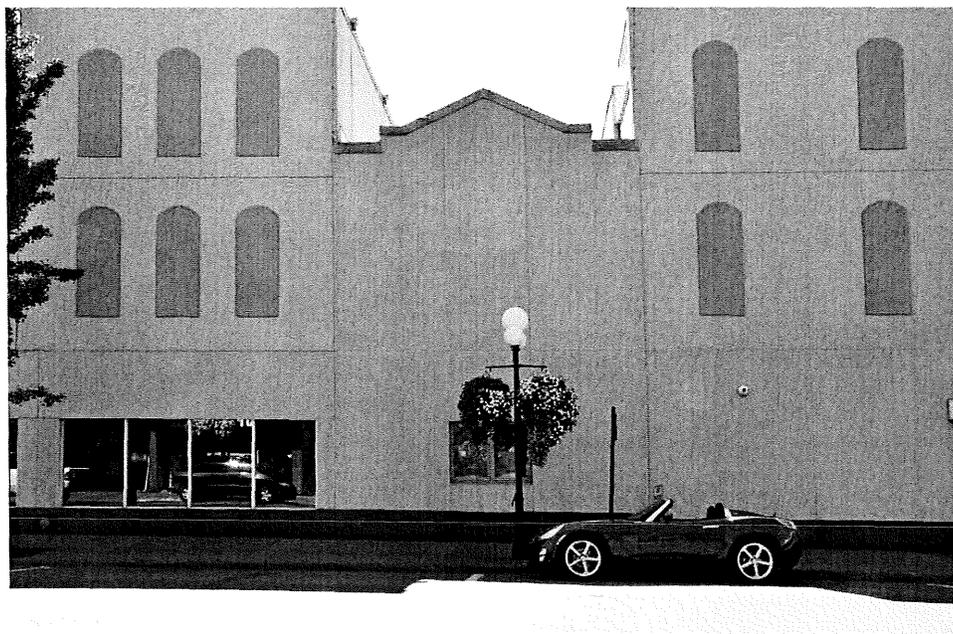


Fig. 149. 210 Plum St. Globe Electric Light Company, comprised of the triangular structure at center (facing SW)

GD-RWC-362 212 Plum St

Hist Name: Sterling Block

Other Name: Ferrin's Furniture (S part)

Built: 1881

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The Sterling Block at 212 Plum Street is an altered, three-story, Italianate style brick building constructed in 1881. It is now part of Ferrin's Furniture. Windows have been blocked and it has been covered with stucco.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 150. 212 Plum St. Sterling Block, behind the tree in this photo (facing W)

GD-RWC-363 213 Plum St

Hist Name: Little Green Front Restaurant

Other Name: 5 de Mayo

Built: ca. 1915

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This is a small, altered, one-story structure built circa 1915 as a two-story building. The second story was removed circa 1949. Painted common brick is visible on the northern side, concrete block is visible on the south and rear elevations, and the main facade is largely covered with stucco. The storefront has been altered.

This property is located within the Red Wing Commercial Historic District. It is Noncontributing to the district because of alterations.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 151. 213 Plum St. Little Green Front Restaurant (facing N)

GD-RWC-364 214 Plum St

Hist Name: Linne Building

Other Name: Ferrin's Furniture (S part)

Built: 1880

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The Linne Building at 214 Plum Street was built in 1880. It is an altered two-story Italianate style brick building. The window openings have been blocked and the facade is covered with stucco.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 152. 214 Plum St. Linne Building, comprised of the left-hand three bays in this photo (facing W)

GD-RWC-365 217-221 Plum St

Hist Name: National Guard Armory-Masonic Hall

Other Name: Armory Mall

Built: 1901

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

This 1901 building was designed as a combined National Guard Armory and Masonic Hall. It has a rectangular footprint and a symmetrical design with Richardsonian Romanesque detailing. The third story was removed after a catastrophic fire in 1925. The main and northern facades are brown brick, and the southern facade is now covered with stucco. At the bottom of the walls is a tall rockfaced coursed ashlar limestone foundation, and at the top is a brick crenelated parapet. First-story window and door openings are topped by heavy arches of rockfaced brownstone with foliated carved-stone springing blocks. The Masons left the building in 1925 and the National Guard moved out in 1971. The exterior retains essential historic integrity although there have been some alterations.

The Armory-Masonic Hall is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 153. 217-221 Plum St. National Guard Armory-Masonic Hall (facing E)

GD-RWC-366 302 Plum St

Hist Name: Greenwood Block

Other Name: Liberty's Restaurant (N part)

Built: 1872

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Greenwood Block, built in 1872, is located at the southwestern corner of Plum and Third streets near the center of downtown. It was designed by Red Wing architect-contractor Daniel C. Hill, built by local contractor Charles R. Brink, and now houses the northern part of Liberty's Restaurant. It is an ornate three-story Italianate building with a canted northeastern corner. Window openings have limestone keystones and sills, brick window hoods, and 4/4 sash. The third-story openings are segmental-arched with bracketed sills. The second-story openings are segmental-arched. The storefront has wooden bulkheads. Overall historic integrity is good.

The building is Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 154. 302 Plum St. Greenwood Block (facing S)

GD-RWC-368 303 Plum St

Hist Name: Lyons Brick Block

Built: 1869

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Lyons Brick Block, built in 1869, is faced with brown brick on the second and third stories of the main facade. These stories have prominent rounded-arched window openings aligned in three recessed bays. The window openings have smooth limestone sills, springing blocks, and 4/1 sash. The storefront level retains a simple brick cornice and recessed entrance, but has new display windows and has been covered with stucco. Despite the storefront changes, the exterior retains sufficient overall historic integrity to contribute to historic downtown Red Wing. (Rehabilitation of the storefront should be encouraged.)

The Lyons Brick Block is categorized as Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 155. 303 Plum St. Lyons Brick Block (facing E)

GD-RWC-367 304 Plum St

Hist Name: Lindberg Block

Other Name: Liberty's Restaurant (middle part)

Built: 1883

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The main facade of this two-story Italianate style building, constructed in 1883, is faced with red-brown brick. It has a brick cornice and smooth limestone trim. The window openings are rectangular with bracketed sills, ornate stone hoods with incised carving, and 1/1 sash. Some of the second-story brickwork on the main facade may date from rehabilitation or repair work. The storefront has wooden bulkheads. The exterior retains historic integrity.

The Lindberg Block is a Contributing property in the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 156. 304 Plum St. Lindberg Block, now part of Liberty's Restaurant (facing SW)

GD-RWC-369 306-308 Plum St

Hist Name: Boston Block

Other Name: Liberty's Restaurant (S part)

Built: 1879

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The two-story, Italianate style Boston Block, built in 1879, is faced with reddish-brown brick with smooth limestone trim. The facade has five second-story windows and a corbelled brick cornice. Window openings are segmental-arched with 2/2 sash, brick hoods, limestone keystones, and limestone sills. The storefront has a cast iron lintel and wooden bulkheads. The exterior retains historic integrity.

This building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 157. 306-308 Plum St. Boston Block, five bays wide; now the southern part of Liberty's Restaurant (facing S)

GD-RWC-370 307 Plum St

Hist Name: Red Wing Creamery

Other Name: Red Men Club of Red Wing

Built: ca. 1916

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

This building is a two-story brick structure built circa 1916. Its main facade is obscured with plasticized panels. It is actually an L-shaped building whose northeastern portion was inventoried separately. (See 223 W. 3rd Street, GD-RWC-1390.)

This building was historically the Red Wing Creamery. The creamery was located here until 1927 when it moved into new quarters at 207-217 W. Main St. (see GD-RWC-299). Since 1952 the building has been the home of a fraternal group called the Red Men Club.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 158. 307 Plum St. Red Wing Creamery (facing N)

GD-RWC-371 309-313 Plum St

Hist Name: Clum Block

Other Name: Metro Apartments

Built: 1874

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Clum Block, built in 1874, was designed and constructed by architect-contractor Ambrose L. Clum. Most of the main facade is covered with stucco, but the brick walls are exposed on the highly-visible southern facade, as well as the eastern and part of the northern elevations.

Brick piers divide the second story of the main facade into three bays, each with three window openings. The openings are segmental-arched; most have 1/1 sash. The central of three storefronts retains two fluted cast iron columns that support a lintel. The storefronts have recessed entrances but have been otherwise altered.

The Clum Block is located at the southeastern corner of downtown Red Wing's dense concentration of historic buildings and, because of the expanse of brick on its largely-intact side and rear walls, the building plays a key role in maintaining the historic character and integrity of this part of the downtown despite the facade alteration. The building has been categorized as contributing to the Red Wing Commercial Historic District, but more alteration would probably make it Noncontributing. Facade rehabilitation should be strongly encouraged.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 159. 309-313 Plum St. Clum Block (facing N)



Fig. 160. 309-313 Plum St. Clum Block (facing SW)

GD-RWC-372 310 Plum St

Hist Name: Smith Harness Shop

Other Name: Roxx Bar and Grill

Built: 1875

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Smith Harness Shop, built in 1875, may have been constructed by Red Wing contractor Charles R. Brink. It is a two-story Italianate building faced with brown brick with brick pilasters framing the main facade. The second-story window openings are segmental-arched with 1/1 sash and smooth limestone sills. The storefront's brick piers have been painted. The storefront has been rehabilitated and has a recessed entrance and wooden bulkhead. The exterior generally retains historic integrity.

The former Smith Harness Shop is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 161. 310 Plum St. Smith Harness Shop (facing W)

GD-RWC-373 312-314 Plum St

Hist Name: White Front Clothing Store

Other Name: B.S. Bar

Built: ca. 1905

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The main facade of this circa 1905 Classical Revival style building is faced with white glazed brick, making it unique in the downtown. At the top of the facade is a metal cornice with modillions. The rest of the entablature is made of glazed terra cotta, a material also used for ornate capitals on pilasters framing the storefront bays. In an interesting detail, the facade design wraps around the southern corner so that the southern side wall has a pilaster and some of the white glazed face brick. Most of the southern wall is faced with gray common brick. The storefront level has a brick or terra cotta cornice with dentils and wooden bulkheads. There is one recessed entrance (perhaps originally two). The exterior retains historic integrity.

The building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 162. 312-314 Plum St. White Front Clothing Store (facing W)

GD-RWC-375 316 Plum St

Hist Name: Winters Building

Built: 1874

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Winters Building was evidently constructed in 1874 by contractors A. Danielson and Charles R. Brink. It is a two-story Italianate style building faced with orange-brown brick. There is a brick cornice at the top. Second-story window openings are segmental-arched, with smooth limestone sills and 1/1 sash. The rehabilitated storefront has an impressive wood and metal cornice, wooden bulkheads, and a central recessed entrance. The building exterior retains integrity.

The building is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 163. 316 Plum St. Winters Building (facing S)

GD-RWC-376 318 Plum St

Hist Name: Peterson Meat Market

Other Name: Sorenson Financial

Built: ca. 1905

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

Peterson Meat Market is a two-story building Italianate-influenced building constructed circa 1905. It is faced with reddish brick. At the top of the facade is a tall metal cornice with modillions and other detailing. The second-story's rectangular window openings have rockfaced limestone sills and 1/1 sash. The rehabilitated storefront has metal framing, wooden bulkheads, and a recessed entrance. The exterior retains historic integrity.

Peterson Meat Market is categorized as Contributing to the National Register-eligible Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 164. 318 Plum St. Peterson Meat Market (facing SW)

GD-RWC-378 320-324 Plum St

Hist Name: Salvation Army

Other Name: Elks Lodge 845 (N part)

Built: ca. 1925

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

The building at 320-324 Plum St. is a one-story structure faced with painted brick. It was once three stories tall. The storefront level, which comprises most of the main facade, is altered with brick infill. A previous building on this site housed a Salvation Army hall, as did the current building. The 1927 Sanborn insurance map shows the current building when it was three stories tall. The first floor housed three stores, the northern store being labeled "rest room" on the map. On a later Sanborn map, the northern store is labeled a "mission," presumably Salvation Army. In 1936, Behrens Auto and Industrial Supply was founded in this building.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 165. 320-324 Plum St. Salvation Army (facing W)

GD-RWC-010 325-327 Plum St

Hist Name: Hotel de Batlo

Other Name: Eagle House Apts-New Life Church

Built: 1874

NR Status: Contributing to NRHP-eligible Red Wing Commercial Historic District

The Hotel Batlo, built in 1874, is located at the northeastern corner of Plum and Fourth streets. On this prominent site it provides a strong southeastern anchor to the densest portion of historic downtown Red Wing. The hotel was designed by Red Wing architect-contractor Ambrose L. Clum and built by Danielson and Williams. It is a three-story, Italianate style building faced with reddish-brown brick. Window openings are rounded- and segmental-arched with smooth limestone sills and 2/2 and 4/4 sash. The storefront, which has some alterations, is framed with tan brick and the lobby display windows are recessed. The exterior retains historic integrity.

The Hotel Batlo is Contributing to the Red Wing Commercial Historic District.

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 166. 325-327 Plum St. Hotel de Batlo (facing N)



Fig. 167. 325-327 Plum St. Hotel de Batlo (facing W)

GD-RWC-379 326-330 Plum St

Hist Name: Becker Grocery

Other Name: Elks Lodge 845 (S part)

Built: ca. 1915

NR Status: Noncontributing to NRHP-eligible Red Wing Commercial Historic District

Becker Grocery, at the northwestern corner of Plum and Fourth streets, was built circa 1915 as a grocery store for original owner August Becker. It is an altered building with a classically-inspired design. The principal facades are faced with painted brick. The second story is fairly intact, with a metal cornice with modillions, pilasters with ornate capitals between window bays, and rectangular window openings with Chicago-style sash and double-hung 1/1 sash. The storefront level is altered with brick infill that obscures the original design. The main entrance has been removed from the Plum Street facade and is now under a flat metal canopy at the rear of the Fourth Street elevation.

Because of alterations, the building is Noncontributing to the Red Wing Commercial Historic District. (Despite being Noncontributing, the building has potential for rehabilitation. Its rehabilitation would be more valuable to the district's historic integrity than a modern infill building would be and should be encouraged.)

The property is also within the City of Red Wing's Downtown Historic District.



Fig. 168. 326-330 Plum St. Becker Grocery (facing W)

PHASE II RESEARCH RESULTS: RECOMMENDED INDIVIDUALLY ELIGIBLE FOR THE NATIONAL REGISTER

Chapters 7 and 8 of this report describe the findings of Gemini Research’s Phase II research and evaluation of 29 properties identified during Phase I as meriting or requiring further research and analysis to determine or clarify their National Register eligibility.

Gemini Research assessed the National Register eligibility of the properties using National Register evaluation criteria (36 CFR 60.4) and applicable state and local historic contexts.

Chapter 7 describes the 9 properties Gemini recommends are individually eligible for the National Register. Chapter 8 describes the 20 properties recommended ineligible. (Twenty-nine properties were evaluated, rather than 28 as identified in Phase I, because in Phase II Gemini separated the Red Wing City Hospital (GD-RWC-1438) and the Red Wing City Hospital Stairway (GD-RWC-1423) into two inventoried properties.)

The nine properties recommended eligible for the National Register are listed on the table below, in order by street address. The findings of the Phase II research on each site follow. More information and photographs are available on the individual inventory forms. Locations are marked on this report’s Map 4.

Table 16. Properties Recommended Eligible for the National Register After Phase II Research
Properties are listed by street address.

SHPO Inv #	Address	Historic Name
GD-RWC-1452	Mississippi River	Mississippi River 9' Channel, R W Seg
GD-RWC-1407	725 6th St. W	Hedin House
GD-RWC-746	519 Bluff St.	Luft Doublehouse
GD-RWC-1417	419 Bush St.	Medical Block Clinic
GD-RWC-1422	521 Hill St.	Miller House
GD-RWC-1383	810 Levee Rd.	Burdick Grain Co. Terminal Elevator
GD-RWC-019	129 Main St. W	Red Wing Shoe Company
GD-RWC-1423	ca. 1162 Oak St.	Red Wing City Hospital Stairway ¹
GD-RWC-1439	401 Plum St.	First National Bank of Red Wing

¹ Lower part of stairs also in the Red Wing Residential Historic District (GD-RWC-022)

GD-RWC-1452 Mississippi River

Hist Name: Mississippi River 9' Channel, R W Seg

Built: 1931-1940

NR Status: Eligible

For the purposes of this review, the Red Wing Segment of the Mississippi River Nine-Foot Channel is defined as extending for about 8.5 miles between Lock and Dam Number 3 (six miles upstream from downtown) and the eastern Red Wing city limits. The channel ranges from 550' to 950' wide within these limits. (See the full inventory form for more information.)

The Red Wing Segment of the Nine-Foot Channel overlaps two other properties on which Gemini Research conducted Phase II research, the Red Wing Harbor and Levee (GD-RWC-1424) and Burdick Grain Company Terminal Elevator (GD-RWC-1383). (See those properties.)

The Red Wing Segment of the Nine-Foot Channel lies within Pool 4 of the Mississippi River. Pool 4 is about 45 miles long and is comprised of the water impounded by Lock and Dam Number 4 built at Alma, Wisconsin, about 38 river miles south of Red Wing as part of the Nine-Foot Channel project. Comparison of historic aerial photos (e.g., 1938, 1949, 1951, 1954, 2012) suggests the channel retains integrity, but more in-depth analysis is needed to confirm integrity in all locations.

The channel is currently maintained by the Army Corps of Engineers. The Corps operates the multi-state system of locks and dams that maintains the water level. The Corps also works to stabilize the riverbanks and dredges the channel as needed to maintain clear navigation. Much of the dredging occurs just below the points at which key tributary streams flow into the Mississippi.

Historical Background

The Nine-Foot Navigation Channel was designed by and built under the direction of the U.S. Army Corps of Engineers from 1931-1940 with additional work in 1948. The channel extends for 670 miles along the Upper Mississippi River from St. Paul (the river's confluence with the Minnesota River) to St. Louis (the river's confluence with the Missouri River). The channel is not a dredged trench, but a stair-stepped series of dammed pools created by 27 locks and dams, most built between 1931 and 1940. The locks and dams "transform the gently sloping river into an aquatic staircase" with a central, marked, navigable passage or channel that has a minimum depth of 9' (Anfinson *River We Have Wrought* 2003: 271).

Before construction of the Nine-Foot Channel, the Upper Mississippi was more narrow and fast-moving. Construction of the Nine-Foot Channel transformed it "to a broad, often slow-moving river in which the navigation channel is difficult to identify unless you can read navigation buoys" (Anfinson *River We Have Wrought* 2003: 275). In Red Wing the river was about 600' wide before construction of the project. After construction the river at Red Wing spread to 2.5 miles wide in some locations (O'Brien et al. 1992).

Commercial steamboat traffic on the Upper Mississippi River was vital beginning in the 1820s during the early Euro-American settlement period, but began to decline in the late 19th century after railroads were built along the river corridor. Many proposals to improve the shallow river and make it more navigable were advanced throughout the late 19th and early 20th centuries. The U.S. Army Corps of Engineers built hundreds of small dams to raise water levels and dredged

and cleared particular sections of the river. By 1907 Congress had approved programs to achieve 4-foot-deep, 4 1/2-foot-deep, and 6-foot-deep navigation channels. Some were not fully funded or constructed, and in general the projects met with limited success (Anfinson *River We Have Wrought* 2003).

After years of planning and controversy Congress finally authorized construction of the Nine-Foot Channel in July 1930. The project was strongly supported by Minnesota politicians and by industries that would potentially ship on the river. It was opposed by railroad companies which feared the business competition that would result from river traffic, and by environmentalists deeply concerned about permanent changes in river ecosystems. In the summer of 1930 the Army Corps began to finalize planning that had begun around 1927 and negotiated to acquire land (Anfinson *River We Have Wrought* 2003).

Actual construction began during the summer of 1933. Funding passed through a number of federal Depression-relief agencies including the Public Works Administration (PWA). Thousands of unemployed men were hired through the New Deal's Works Progress Administration (WPA). In the vicinity of Red Wing, Lock and Dam Number 4 at Alma, Wisconsin, was built in 1932-1938 and Lock and Dam Number 3, about six miles north of downtown Red Wing, was built in 1935-1940 (O'Brien et al. 1992). In March of 1940 the last of the locks and dams authorized in the July 1930 bill was operable (Anfinson *River We Have Wrought* 2003; see O'Brien et al. 1992 for much more information).

In Red Wing one of the structures built in association with the Nine-Foot Channel was the City's industrial or commercial dock, often called the Municipal Dock or Coal Dock, which was completed in 1938. The Municipal Dock was created on extensive fill placed by the Army Corps using spoils from Nine-Foot Channel dredging (*Red Wing Harbor, Minn.* 1958). The Municipal Dock was built by the Corps and the City in 1937-1938. Its 475'-long sheet pile bulkhead, which retained the fill, was installed by a private contractor, Dunnigan Construction Company, which began work in the late summer of 1937. A 1938 aerial photo shows the Municipal Dock nearing completion and the Army Corps' dredge depositing fill on the land. A 1951 aerial photo shows the Municipal Dock with an adjacent barge and massive coal piles. (Today the Municipal Dock site is occupied by the Red Wing Grain Company's terminal elevator, which was built as the Burdick Grain Company Terminal Elevator; see the separate inventory of Burdick Grain, GD-RWC-1383. See also the Red Wing Harbor and Levee, GD-RWC-1424, for the Municipal Dock within the context of the development of Red Wing's riverfront.)

Impact. The Nine-Foot Channel established the Upper Mississippi as a modern transportation artery critical to the development of agriculture, commerce, industry, and the economic development of river towns like Red Wing. After its completion the growth of commercial traffic on the Upper Mississippi was "rapid and steady," according to one Army Corps of Engineers publication (U.S. Army Corps 1990). The Nine-Foot Channel also had considerable impact on the development of recreational facilities along the Upper Mississippi, as well as major implications for natural resource conservation.

By guaranteeing a water depth of 9', the Nine-Foot Channel played a major role in revitalizing river traffic after decades of slumber and stimulated significant public and private investment in new harbors, grain terminals, and other docking facilities in river towns like Red Wing. In 1935, before the channel's completion, docks in the Twin Cities handled 94% of the Upper Mississippi River freight business (between Minneapolis and Guttenberg, Iowa). By the mid 1950s business was distributed much more broadly with the Twin Cities' share dropping to 58% and communities like Red Wing entering the market ("Growing" 1955).

According to historian Mary Yeater Rathbun:

The project turned the once free-flowing river into an intra-continental canal, regulated and operated for the promotion of commerce. After the project was completed, commercial river traffic on the portion of the Upper Mississippi covered by this context increased from 2.4 million tons of freight in 1939 to 84.1 million tons in 1983. The Upper Mississippi was the fourth most commercially significant shallow draft, inland, or intracoastal waterway in the United States in 1986. . . . This is a far cry from the Upper Mississippi River's pre-project status. In 1922 the Interstate Commerce Commission ruled that so little freight moved on the river that it offered no real competition to the railroads that ran along its banks. As late as February 1929, Major Charles L. Hall, the U.S. Army Corps of Engineers officer in charge of the feasibility study for the project, reported that there was not enough commercial traffic on the river to convince him that a viable barge industry would develop even if a 9-foot channel was created. However, the Upper Mississippi River 9-Foot Navigation Project changed the river from a peripheral to a central artery of the commerce of the nation (Rathbun 2000: E.1).

Rathbun explains that before the Nine-Foot Channel was built the Midwest was effectively landlocked for most of the year and at a serious competitive disadvantage in terms of railroad shipping rates. She notes that, by revitalizing river freight traffic, the Nine-Foot Channel had a monumental impact on agriculture and industry in a multi-state region as large as the countries of Germany, France, Italy, and Great Britain combined (Rathbun 2000: E.1-E.5).

In Red Wing the Nine-Foot Channel enabled the construction and success of many facilities critical to the post-World War II development including the Municipal Dock (1937-1938), Northern States Power (1948-1949), the City's Industrial or Upper Harbor (1956-1962), Burdick Grain Company Terminal Elevator (1955-1956), and the barge terminal of Red Wing Milling (1956) (now ADM). (See Burdick Grain (GD-RWC-1383) and the Red Wing Harbor and Levee (GD-RWC-1424).)

Recommendation

In 1986 the National Park Service determined that Locks and Dams 3 through 10 – those located in the Army Corps' St. Paul District – were eligible for the National Register of Historic Places. Similar determinations were made for Nine-Foot Channel facilities in the Army Corps' two other affected districts, Rock Island and St. Louis. In the late 1980s and early 1990s the National Park Service and the Army Corps produced comprehensive Historic American Engineering Record (HAER) documentation for the locks and dams (e.g., O'Brien 1987). In 1992 the Park Service and Corps used the HAER documentation as the basis for the publication *Gateways to Commerce* which describes the Nine-Foot Channel's construction, history, and significance (O'Brien et al. 1992).

In 2000 the Army Corps commissioned a National Register Multiple Property Documentation Form for 25 locks and dams in the system (Rathbun 2000). This document establishes the significance of the structures and provides extensive discussion of the entire project and its significance. It also includes individual National Register nominations for 14 locks and dams – those in the Rock Island District. In summary statements author Mary Yeater Rathbun writes that the Nine-Foot Channel's locks and dams have National significance under National Register Criterion A in the areas of Transportation, Maritime History, Commerce, Conservation, Military, Economics, Politics, and Social History (Rathbun 2000: E.1).

Rathbun writes that the Nine-Foot Channel project is significant as one of the nation's largest New Deal public works projects and one of the largest and most important projects built by the Army Corps of Engineers in its history. The Nine-Foot Channel is significantly associated with recovery from the agricultural depression of the 1920s and 1930s, with alleviating inequities in freight shipping rates, with increasing federal control over development and operation of the nation's water resources, and with establishing a transportation artery that profoundly affected nationwide patterns of "agriculture, trade, commerce, urban development, industry, transportation, and waterway movement." Rathburn indicates the locks and dams are also significant under National Register Criterion C in the areas of Technology and Engineering (see Rathbun 2000: E.1-E.5).

The Nine-Foot Navigation Channel between the locks and dams has not been comprehensively assessed, but sections of the channel have evidently been assumed to be, or determined to be, National Register-eligible when they retain historic integrity (Perkel 2013).

A recent Phase I and II architecture-history investigation conducted for MnDOT for the Hastings Bridge replacement project recommended for the Hastings segment of the Nine-Foot Channel:

This segment of the Upper Mississippi River Nine-Foot Navigation Channel is recommended as potentially eligible for listing in the NRHP [National Register of Historic Places] under Criterion A in the areas of Commerce, Economics, Transportation, Government, and Conservation and under Criterion C in the area of Engineering within the context of the greater Nine-Foot Navigation Channel project. Further research is recommended to identify the full extent of the navigation project, the Contributing and Noncontributing features, the period of significance, and the unique features of the pools connecting the lock and dam structures (Stark 2008: 305).

The authors of the Hastings architecture-history report also write:

The Upper Mississippi River Nine-Foot Navigation Channel has potential significance under NRHP Criterion A for its role in increasing commerce along the river, contributing to the economy of the Upper Midwest; as a representation of an extremely expansive construction project under the New Deal's Federal Relief Projects; as a major influence – both positively and negatively – on the region's natural environment; for its role in galvanizing an organized and engaged conservation movement; and for its role in reshaping the mission of the Corps and of the federal government's management of natural resources. The project may be significant under Criterion A in other areas, as well. The segment of the channel within the APE [Area of Potential Effect for the Hastings bridge project] is a Contributing segment to the entire channel project (Stark 2008: 304).

The authors further recommend:

Although *this segment* of the nine-Foot Navigation Channel Project likely would not meet NRHP criterion for engineering significance, the lock and dam systems do. Therefore, as part of the contiguous system of locks, dams, and connecting pools, this system would also possess engineering significance under NRHP Criterion C. Further research may be necessary to understand what dredging or other construction was necessary to create the pool in this [Hastings] segment (Stark 2008: 304; emphasis is original).

Gemini Research recommends that the Red Wing Segment of the Mississippi River Nine-Foot Channel is eligible for the National Register as a Contributing segment of a larger potentially-eligible and as yet undefined Mississippi River Nine-Foot Channel historic district. The district is likely eligible under National Register Criterion A (broad patterns of history) in areas such as Commerce, Industry, Agriculture, Economics, Transportation, Government, and Conservation, and, depending on whether it includes locks, dams, and other structures, may be eligible under Criterion C in the area of Engineering.

The property is likely significant within the statewide historic context "Federal Relief Construction in Minnesota, 1933-1943."

The level of significance is likely National. The period of significance has not been determined. The boundaries of the Red Wing Segment are provisionally defined to include only the 550' to 850' navigation channel within the fairly smooth and well-defined banks but may in the future be determined to be broader in scope to include other elements.



Fig. 170. Mississippi River. Mississippi River 9' Channel, R W Seg, air view of Mississippi River past Red Wing; 1941 (Minnesota Historical Society) (facing SE)

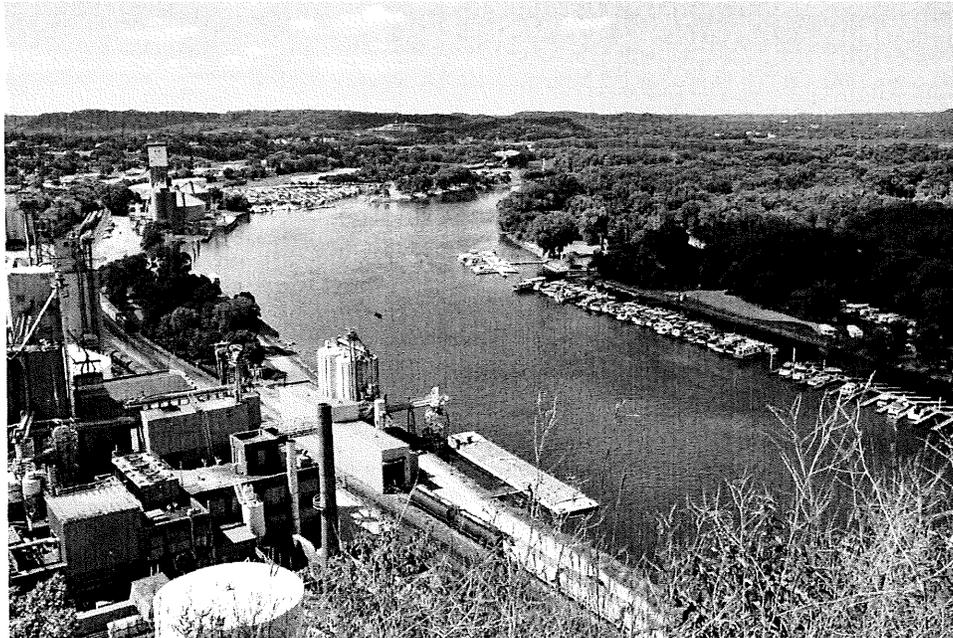
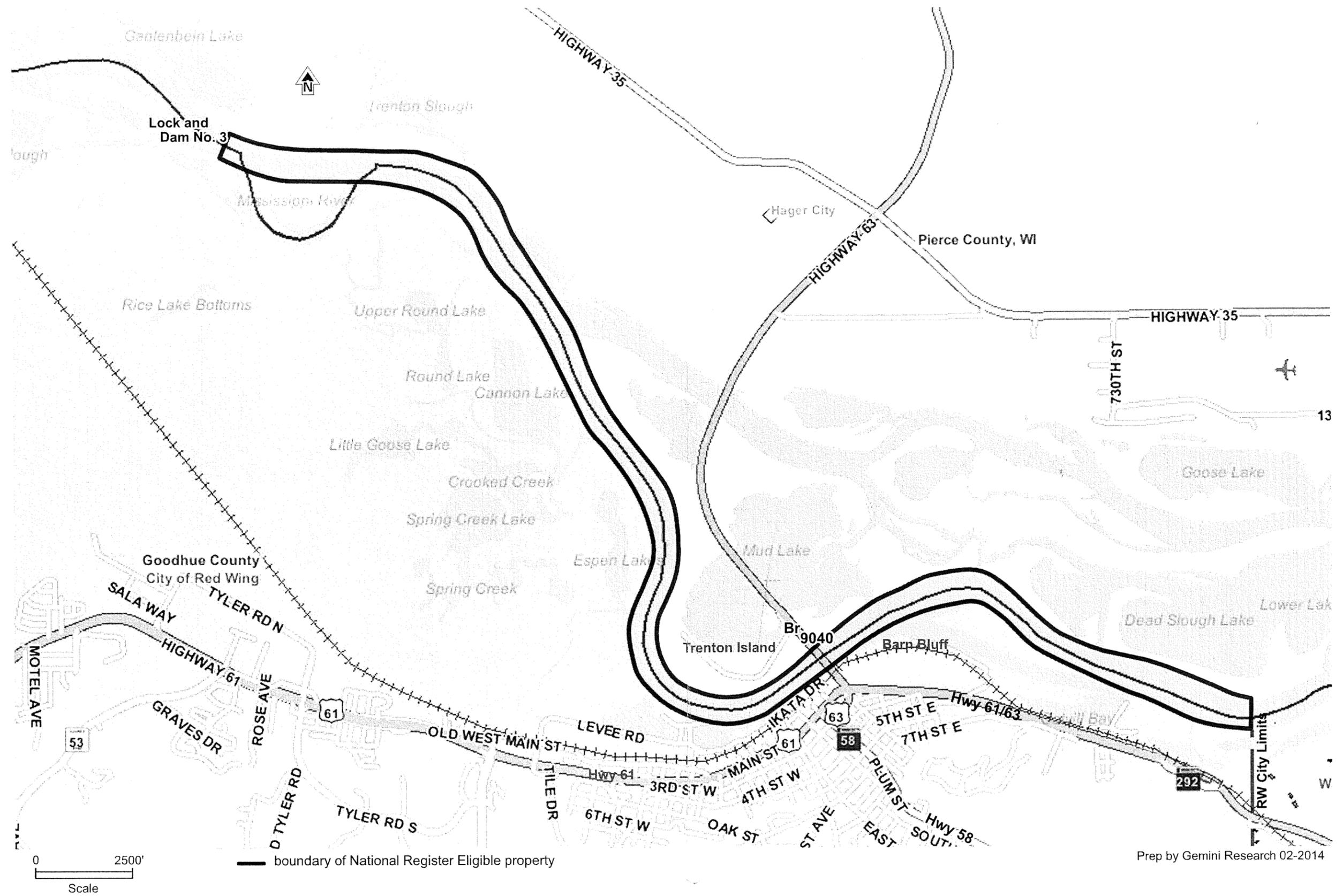


Fig. 171. Mississippi River. Mississippi River 9' Channel, R W Seg, current view from the top of Barn Bluff (facing W)

PHASE II RESEARCH RESULTS: RECOMMENDED INDIVIDUALLY ELIGIBLE

7.8

GD-RWC-1452
Mississippi River Nine-Foot-Channel



GD-RWC-1407 725 6th St. W

Hist Name: Hedin House

Built: 1951

NR Status: Eligible

The Hedin House, built in 1951, is located on the toe of a bluff on College Hill overlooking the Mississippi River valley, Barn Bluff, the Eisenhower Bridge, and downtown Red Wing. The secluded, irregularly-shaped, steep, 3.5-acre wooded lot is reached via a dead-end section of W. Sixth Street that approaches from the west. The land drops off sharply in all directions.

The Hedin House is an excellent example of the International Style with characteristic simple massing, asymmetrical plan, flat roof, lack of decorative detail, use of new or experimental materials, smooth planar surfaces and finishes, bands of windows providing strong horizontal emphasis, and open floor plans. Both interior and exterior are largely unaltered.

The plan is roughly Y-shaped to take advantage of the exceptional views. The garage is at the western end. Public rooms such as the living, dining room, and kitchen are located in a wing extending to the northeast, and bedrooms are located in a smaller wing that extends to the south.

The house has a flat roof and wide overhanging eaves with a deep blue band at the edge, all of which anchor the house to the site and strengthen its horizontal lines. The white exterior – a characteristic of the International style – contrasts with the natural setting and helps emphasize the design's clean lines, rectangular volumes, and almost industrial quality. There are large expanses of rectangular windows that nearly fill some walls in the northeastern wing. A horizontal band of windows lights a long hallway along the western side of the bedroom wing.

Most of the exterior is faced with smooth concrete blocks that are smaller than standard concrete blocks and have been painted white. The garage is faced with wide, horizontal, tongue and groove boards.

Near the center of the building is a large concrete-block-faced chimney with a fireplace open on three sides. The interior has hardwood floors, smooth white walls, and narrow trim around windows and doors. At the northeastern end of the building is a living room and L-shaped porch. The kitchen is located near the intersection of the wings. It is a fairly small room with sliding cupboard doors made of painted plywood.

Historical Background

The Hedin House was designed by Twin Cities architect Elizabeth Close, a pioneering Modernist designer who was one of the first women to practice architecture in Minnesota. She was also a Modernist of national standing. According to Tom Fisher, dean of the University of Minnesota's College of Architecture, "Close stands in the vanguard of women architects as well as the vanguard of Modern architects in the United States, with a past that connects her to some of the leading Modern architects and thinkers of the 20th century" ("Elizabeth Close Receives" *University of Minnesota News Service*, May 7, 2003).

The original owners of the house were Dr. Raymond F. and Lydia "Elizabeth" Hedin. A decade before commissioning Close to design the Hedin home, Raymond Hedin and partners commissioned Close to design their medical practice's new clinic in Red Wing (razed).

Elizabeth Close (2012-2011). Architect Elizabeth Close has been called one of the most important architects of the postwar Modern movement in Minnesota by the Minnesota Chapter of the American Institute of Architects (AIA Minnesota) (Kudalis 1992: 54-67).

Elizabeth “Lisl” Scheu Close (1912-2011) was born in Austria and educated in Vienna. She studied at the Massachusetts Institute of Technology (MIT) from 1932-1935, receiving B.A. and M.A. degrees in architecture. She was the only woman in her 1935 graduating class.

In 1936, after a year working in Philadelphia, Close joined the Minneapolis firm of Magney and Tusler, which was designing low-income housing in the Twin Cities. She also focused on prefabricated housing during her 56-year career.

In 1938 Elizabeth Scheu and MIT classmate Winston A. Close established their own firm, Close and Scheu Architects (later Close Associates) and were married. For much of the next 50 years, Elizabeth Close ran the firm and was its principal designer. Accord to Tom Fisher, “Elizabeth did this at a time when there were very few women in the architectural profession, and even fewer who owned and ran a firm” (“Elizabeth Close Receives” 2003). During much of this period Winston Close was serving in World War II, working as head architect at the University of Minnesota, and teaching architecture at the university.

Elizabeth Close’s first institutional client was Interstate Clinic (1940, razed), the medical practice owned by Raymond Hedin and his partners in Red Wing. (See the Hedin House inventory form for Close’s other non-residential buildings.)

Residential Design. Elizabeth Close specialized in residential architecture and designed some of Minnesota’s first Modernist homes. She was involved in the design of more than 300 residences between 1938 and 1991 when she retired.

The Hedin House in Red Wing is an excellent, well-preserved example of her work, designed about 12 years after Scheu and Close established their practice. The Hedin House is one of the most dramatically-sited houses designed by Close, and one of relatively few built outside the Twin Cities. The secluded location on the toe of a wooded bluff allowed Close to design a house with larger windows and more outdoor access than many of her houses sited on smaller lots in urban areas.

Elizabeth Close’s houses tend to be modest in size, belying their feeling of spaciousness. They were often simple in form, some with modular plans. They generally lacked ornamentation. They tend to be well-integrated with their settings.

Close’s houses were innovative and often striking in appearance. They usually had flat roofs with deep eave overhangs, fixing them to the site. Expansive windows, high ceilings, skylights, and a lack of interior walls filled the houses with natural light and air. Kitchens were often small and generally well-connected with the dining area.

Postwar houses like the Hedin House (1951) tended to be compact, reflecting the lingering effects of wartime materials shortages and a need for frugality. Using modular structural units and full-dimensional lumber saved materials and lent a boxy look to the designs (Hargens 2010).

The Hedin house is also typical in its use of low maintenance and relatively inexpensive materials. Close often used precast concrete floors, and a mixture of wood and either concrete block or brick. Hargens writes, “Plywood, developed during World War II, was of particular interest to

the Closes and like-minded architects. . . . Concrete block, cement asbestos board, Masonite, Homasote (pressed cardboard sheets), and vinyl asbestos floor tile" were other favored materials (Hargens 2010).

Elizabeth Close won numerous awards during her career and in 1969 was named a Fellow of the American Institute of Architects. In 2002 she was awarded the Minnesota Chapter of the American Institute of Architects Gold Medal, the organization's highest award for individuals, in "recognition for a lifetime of distinguished achievement and significant contributions to architecture" (*Sparks* [AIA Minnesota newsletter], Sept. 2002). She is the only woman to have received the award.

Elizabeth and Raymond Hedin. Close's clients, Elizabeth and Raymond Hedin, both grew up in Red Wing. Raymond Hedin died in 1955, four years after the house was built, while Elizabeth Hedin lived there for many decades.

Raymond F. Hedin (1906-1955) was born in Red Wing and graduated from the University of Minnesota Medical School circa 1930. In 1933 he established a practice in Red Wing with Edward H. Juers. In 1936 Raymond Hedin and Elizabeth Anderson were married. In 1940 Hedin, Juers, and three other physicians formed Red Wing's Interstate Clinic.

Raymond Hedin was mayor Red Wing and a prominent civic leader. He served as mayor from 1945-1949 during the immediate postwar years when he was instrumental in establishing the Sunnyside housing project as emergency housing for returning veterans. In 1955 Hedin died unexpectedly at the age of 49.

Elizabeth Hedin (1912-2004) was the first woman to serve on the Red Wing city council and a person "whose name was synonymous with city progress, civic involvement, and good works in Red Wing" (Nerhaugen and Jacobson *RW Republican Eagle*, Oct. 12, 2004). She was born in Chicago in 1912 and grew up in Red Wing at her parents' Tower View Farm. Elizabeth married Raymond Hedin 1936 and had four children.

In the mid-20th century Hedin was active in efforts to revitalize Red Wing's Sheldon Auditorium, and in 1980 was a leader in the theater's restoration. In 1950 she was appointed to the Board of Trustees of the Minnesota State Teachers Colleges by Governor Orville Freeman. In the 1960s she taught at the Minnesota State Training School in Red Wing. Around 1970 Hedin was the first woman elected to the Red Wing City Council. A well-respected council member, she emphasized zoning and planning and the preservation of Red Wing's riverfront parks ("Hedin Made" 2004).

Hedin was active in Red Wing's Community Chest and in the League of Women Voters of Red Wing. She served on the League's state board of directors. She served on the governing board of the Red Wing Public Library when a new library was built in 1968. She was a co-organizer of the Red Wing Environmental Learning Center, established in 1970 as one of the first organizations of its kind in the nation. She worked to support archaeological education and preserve archaeological resources in the Red Wing and Lake Pepin areas. She was active in the Goodhue County Historical Society and was instrumental in establishing the museum in the 1960s and constructing the museum's major building in 1992. Hedin supported creation of the Interstate Rehabilitation Center to serve people with disabilities. She worked for decades to help preserve Tower View Farm and transform it to the Anderson Center for Interdisciplinary Studies. In the 1970s she co-led the effort to save the Minnesota State Training School's Dining Hall. In 1975 Hedin was the first woman to receive the C. C. Ludwig Award for outstanding municipal

service from the League of Minnesota Municipalities (Angell 1977; *RW Republican Eagle*, Oct. 18, 2004). She died in October 2004.

Recommendation

The Raymond F. and Elizabeth Hedin House was designed by Minneapolis architect Elizabeth S. Close and built in 1951. The property retains excellent historic integrity.

Gemini Research recommends that the property meets National Register Criterion C (type or period; work of a master; high artistic value) in the area of Architecture as an excellent example of the International style and a significant work by an important Modernist architect, Elizabeth S. Close. The Hedin House is a well-preserved example of Close's residential design work, created about 12 years after Scheu and Close established their practice. It is one of the most dramatically-sited houses designed by Close, and one of relatively few works built outside the Twin Cities. The house has all of the hallmarks of the International style, a design movement used much less often for houses (particularly in outstate Minnesota) than for commercial and institutional buildings. The Hedin House is also one of the most architecturally-significant postwar buildings standing in Red Wing.

The Hedin House was also the home of longtime Red Wing civic leader and philanthropist Elizabeth Hedin who passed away in 2004. Because many of Elizabeth Hedin's significant contributions occurred during the second half of the 20th century, sufficient time has not yet passed to understand the relative value and implications of her contributions to Red Wing history. It is recommended that further research and evaluation be conducted at some point in the future to determine the Hedin House's National Register eligibility under Criterion B, associations with an important person.

The recommended period of significance is 1951, the year the house was built. (This period may be extended if it is determined the property meets Criterion B.) The recommended level of significance is State. The recommended boundaries of the National Register-eligible property are shown on the sketch map.



Fig. 172. 725 6th St. W. Hedin House, approaching the house, driveway in foreground (facing NE)

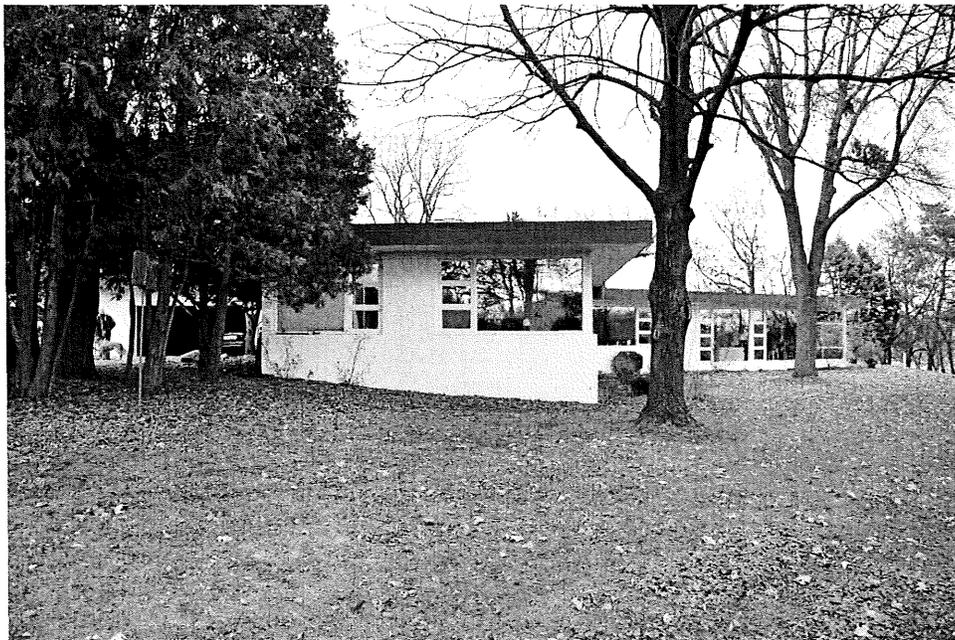


Fig. 173. 725 6th St. W. Hedin House, south facade of south wing (facing NW)



Fig. 174. 725 6th St. W. Hedrin House, east side of south wing (left); northeast wing (right) (facing NW)



Fig. 175. 725 6th St. W. Hedrin House, east end of northeast wing (facing SW)



Fig. 176. 725 6th St. W. Hedin House, view along north wall (facing NE)

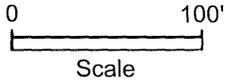


Fig. 177. 725 6th St. W. Hedin House, living room in east end (facing SE)

GD-RWC-1407
Hedin House
725 6th St W



Prep by Gemini Research 12-2013



 boundary of National Register eligible property

GD-RWC-746 519 Bluff St
Hist Name: Luft Doublehouse
Built: ca. 1896
NR Status: Eligible

The Luft Doublehouse is a remarkably intact Queen Anne-inspired house built circa 1896. Built as a doublehouse, around the early 1930s it was divided into four apartments. It is woodframe, with a symmetrical design and boxlike massing made more complicated by a gable end projecting over a bay window on each of the side walls and by an original one-story rear wing. The building is about 34' wide by 60' deep. The foundation is coursed ashlar rockfaced limestone.

The roof is truncated-hipped with cross gables. The exterior of the house is covered with clapboard siding with cornerboards. Spanning the main facade is an open, hip-roofed porch, with a pediment over the entrance. The porch is shared by the two units and there are two single-leaf front doors at the center of the facade sheltered by the porch. The side walls of the building each have an intact, open, shed-roofed entrance porch that is as ornate as the main facade porch and matches it in detailing. The house's window openings are rectangular with architraves at the tops of the casings. Most openings have 1/1 replacement sash.

The building is richly ornamented with well-preserved detailing that includes:

- a complex pattern of square-cut, diamond, round, and other fancy-cut wood shingles in the main gable end
- billet-like molding at the top of the frieze boards in the main gable end and in porch tympanum
- a row of fine sawtooth molding at the lower end of the main gable end
- a pair of small brackets "supporting" the main gable end
- raised floral carving in the porch tympanum
- turned porch columns
- fancy cut-out brackets supporting the porch cornice
- an ornate porch cornice with turned spindle fretwork and sawtooth molding
- an unusual porch balustrade with substantial turned balusters "framed" by straight pieces
- sunburst brackets, pedants or drops, and sawtooth molding supporting the projecting gables at the side walls

Historical Background

According to local architectural historian Carrie Conklin Becker, Red Wing's first Queen Anne style house was built in 1884. Economic conditions and slowed population growth in the 1880s discouraged house-building, and the next examples date from the early 1890s. Becker explains that in the 1890s Queen Anne-influenced houses were scattered through neighborhoods such as the East End, South End, College Hill, and Fairgrounds. Most locally-significant examples have asymmetrical massing, corner towers or turrets, and extensive textured surfaces and detailing including patterned wood shingles, sunburst brackets, and turned porch columns, balusters, and spindlework. Becker notes that many houses were ornamented with detailing such as turned millwork produced by local shops such as Charles Betcher Lumber Mill (Becker 1997: 13, 38-40).

The Luft Doublehouse fits into the "spindlework" subtype of the Queen Anne style nationwide as identified by architecture history experts Lee and Virginia McAlester. The authors write:

About 50% of Queen Anne houses [nationwide] have delicate turned porch supports and spindlework ornamentation, which most commonly occurs in porch balustrades or as a frieze suspended from the porch ceiling. Spindlework detailing is also used in gables and under the wall overhang left by cutaway bay windows. Lacy, decorative spandrels and knob-like beads are also common ornamental elements in this subtype (McAlester 1988: 264).

Complexity of massing and surface texture is typical of Queen Anne houses. According to the McAlesters, "Particularly characteristic features are roof gables that overhang bay windows shaped into the wall below (cutaway bay windows). These occur in over half of all Queen Anne houses." The McAlesters write that wood shingles cut into various patterns are also characteristic of the style and were often used in gables. They note that such shingles have not always escaped alteration and that "this original shinglework patterning has been replaced by other materials on many surviving examples" (McAlester 1988: 265-266).

The authors explain that the Queen Anne style "was the dominant style of domestic building during the period from about 1880 until 1900; it persisted with decreasing popularity through the first decade of this [20th] century. In the heavily populated northeastern states the style is somewhat less common than elsewhere. There, except for resort areas, it is usually more restrained in decorative detailing and is more often executed in masonry. Moving southward and westward the style increases steadily in dominance and ebullience." The style was spread through carpenters' pattern books and architectural magazines, and "The expanding railroad network also helped popularize the style by making precut architectural details conveniently available through much of the nation." Nationwide, the Queen Anne was supplanted by the Colonial Revival and other styles by about 1910 (McAlester 1988: 266-268).

The Luft Doublehouse was identified in the Red Wing HPC's 1986 East End architecture-history survey as an "East End Structure Worthy of Further Consideration" (Conklin 1986).

Owners and Occupants. For the first 30 years this doublehouse was owned and occupied by an extended family of Swedish immigrants. The original owner was Peter M. Luft. Around the time the house was built, Peter Luft lived in one half with his wife Karna, Peter's 78-year-old mother, and Karna's 77-year-old father. All had been born in Sweden and immigrated in 1863-1874. Peter (1844-1912) and Karna (nee Olson) (1850-) were married in 1871 in the U.S. During his career in Red Wing Peter owned a grocery store, was later a street commissioner, and, while living in this house, worked as a toll collector on Red Wing's Mississippi River bridge. According to his obituary he was "one of the best known and highly-regarded men of the city" (*RW Daily Republican*, Dec. 10, 1912).

Living in the second half of the house were Peter and Karna's son, J. Henry ("Dick") Luft, his wife Emma, and their four-year-old daughter. Henry (1873-1942) and Emma (1874-1912) were married in 1893. Henry worked as a bookbinder for Red Wing Printing Company for about 40 years. According to his obituary, he was a well-known and accomplished musician who played in dance bands, orchestras, and in Red Wing's municipal band. He played the trombone, piano, and organ (*RW Daily Republican Eagle*, Nov. 5, 1942).

By 1910 Peter Luft had retired. He and Karna lived in half of the house with two male lodgers, both house painters. Henry and Emma still lived in the other half of the house, now with two daughters and a male lodger who was a carpenter.

By 1920 Henry, now widowed and still a bookbinder, owned the house. He lived in one half with his daughters. His tenants in the other half were a shoe factory inseamer and his wife and infant son.

By 1930 the Lufts no longer owned or lived in the house. The owner was Carl Anderson, a salesman for a monument company, who lived in one half with his wife Eva and their three children. The family was of Swedish descent. Renters lived in the second half.

By 1935 the house had been divided into four apartments, all occupied by renters. In 1940, for example, all four units were rented by young couples with small children. Two of the men were shoe factory leather workers, one was a pressman for the linseed oil mill, and the fourth was a brewery salesman. The women were at-home mothers.

Recommendation

Gemini recommends that the Luft Doublehouse, built circa 1896, meets National Register Criterion C in the area of Architecture. It is an unusually well-preserved example of a late 19th century doublehouse, a property type rare in Red Wing. It is also an excellent and intact example of the Queen Anne style. While the house does not have the asymmetrical massing or corner turrets often associated with the style, it has gables projecting over bay windows, ornate porches, a variety of surface finishes and textures, and the abundance of ornamentation characteristic of the style both locally and nationally. In a brief windshield tour of Red Wing, conducted in 2012, Gemini Research found few other doublehouses of this age in the city. Gemini found that the Luft house ranks high among Queen Anne houses in Red Wing for its large amount of intact detailing and the fact that it retains three porches that are matching, ornate, and intact. The house is particularly distinctive in East Red Wing where there has been a large amount of building alteration, but also appears to be significant citywide.

The recommended period of significance is circa 1896, the year the house was built. The level of significance is Local. The recommended boundaries of the National Register-eligible property are shown on the sketch map.



Fig. 178. 519 Bluff St. Luft Doublehouse, main and south facades (facing N)



Fig. 179. 519 Bluff St. Luft Doublehouse, main and north facades (facing E)



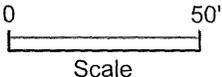
Fig. 180. 519 Bluff St. Luft Doublehouse, north facade (facing E)



Fig. 181. 519 Bluff St. Luft Doublehouse, rear (facing SW)



Prep by Gemini Research 12-2013



 boundary of National Register eligible property