



*South Eighth Street and Nicollet in 1969 as construction of the IDS Center gets underway.  
(Minnesota Historical Society)*

**PHASE I/PHASE II ARCHITECTURE-HISTORY INVESTIGATION FOR THE  
PROPOSED SOUTH EIGHTH STREET RECONSTRUCTION  
MINNEAPOLIS, MINNESOTA  
S.P. 141-434-001**

**PREPARED BY:**  
**CHARLENE ROISE, PRINCIPAL INVESTIGATOR**  
**JESSICA BERGLIN, HISTORIAN**  
**KATIE GOETZ, RESEARCHER**  
**HESS, ROISE AND COMPANY**  
**THE FOSTER HOUSE**  
**100 NORTH FIRST STREET**  
**MINNEAPOLIS, MN 55401**

**PREPARED FOR:**  
**CITY OF MINNEAPOLIS**

**NOVEMBER 2016**

C17-0008

## MANAGEMENT SUMMARY

The City of Minneapolis is proposing to reconstruct and rehabilitate 0.8 miles (10 blocks) of South Eighth Street in downtown Minneapolis to improve the condition of infrastructure for pedestrian and transit users, improve traffic operations, and reconstruct storm sewer and sanitary lines. The proposed reconstruction extends from Hennepin Avenue to Chicago Avenue, and the construction limits include the roadway, curbs, and sidewalk along the length of the project up to most building faces.

The Area of Potential Effects (APE) for history/architecture includes all properties fronting on South Eighth Street between Hennepin and Chicago Avenues, as well as the roadway, corners, and sidewalks within the public right-of-way along South Eighth Street and at intersections with South Eighth Street.

In May 2016, Hess, Roise and Company (Hess Roise) was retained to complete a Phase I architecture-history survey of properties in the APE and a Phase II evaluation of properties in this area that may be eligible for listing in the National Register of Historic Places. Hess Roise's project team consisted of principal investigator Charlene Roise, architectural historian Jessica Berglin, and researcher Katie Goetz.

All properties built before 1971 were included in the Phase I inventory, as well as some properties built after 1971 that have the potential to be considered exceptionally important. Altogether, eighteen properties were recorded during fieldwork. Twelve of the eighteen properties had been surveyed within the past five years as part of previous Phase I/Phase II investigations. These twelve were not resurveyed because their integrity had not changed. The remaining six properties received further investigation to determine if they qualify for the National Register. As a result of the current Phase I/Phase II evaluation, the following three properties are recommended as eligible for listing in the National Register:

- Minnegasco Energy Center (NRG Energy Center), 321 South Eighth Street (HE-MPC-11710)
- Citizens Aid Building, 404 South Eighth Street (HE-MPC-3548)<sup>1</sup>
- Mabeth Paige Hall, 727 Fifth Avenue (HE-MPC-7375)

---

<sup>1</sup> This property was reported to have been surveyed in the past and determined eligible for National Register listing. A survey report and an inventory form for the property, however, could not be located in the Minnesota Historic Preservation Office (MnHPO) site files or through consultation with MnHPO staff, leading to the current recommendation that it be researched further to determine if it is eligible for listing in the National Register.

## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction .....</b>	<b>1</b>
<b>2.0</b>	<b>Methods.....</b>	<b>4</b>
<b>3.0</b>	<b>Literature Search .....</b>	<b>6</b>
<b>4.0</b>	<b>Results .....</b>	<b>12</b>
<b>5.0</b>	<b>Recommendations .....</b>	<b>35</b>
<b>6.0</b>	<b>Bibliography .....</b>	<b>37</b>

### List of Maps

<b>Map 1.1:</b>	<b>Project Location and APE Boundary .....</b>	<b>2</b>
<b>Map 1.2:</b>	<b>Summary of Properties in the APE .....</b>	<b>3</b>

### List of Tables

<b>Table 1.1:</b>	<b>Legal Description of APE .....</b>	<b>1</b>
<b>Table 4.1:</b>	<b>Properties Previously Inventoried and Evaluated .....</b>	<b>12</b>
<b>Table 4.2:</b>	<b>Properties Inventoried in Current Phase I/Phase II Survey .....</b>	<b>14</b>

## 1.0 INTRODUCTION

The City of Minneapolis proposes to reconstruct and rehabilitate ten blocks of South Eighth Street between Hennepin and Chicago Avenues in downtown Minneapolis to improve the condition of infrastructure for pedestrian and transit users, improve traffic operations, and reconstruct storm sewer and sanitary lines.

The project includes installing ADA-compliant sidewalk ramps, foundations for rapid transit shelters (for later installation by Metro Transit), landscaping including removal and replacement of dead trees, pedestrian and street lighting fixtures, durable crosswalk markings, and countdown timers. The project will also reconstruct storm and sanitary facilities, replace and upgrade signals, update pavement markings, and widen sidewalks. Similar improvements along the intersecting roadways will be made as needed to secure a smooth transition to the South Eighth Street improvements.

The construction limits include the roadway, curbs, and sidewalk along the length of the project up to most building faces. Any adjustments to the vertical or horizontal roadway alignment will be completed within the existing public right-of-way and will include minimal grading to correct sidewalk grades and widths. Temporary construction easements may be needed. No increase in impervious surface is anticipated.

The project is located in Minneapolis in Hennepin County, Minnesota. The APE includes all properties fronting on South Eighth Street between Hennepin and Chicago Avenues, as well as the roadway, corners, and sidewalks within the public right-of-way along Eighth Street and at intersections with South Eighth Street (Map 1.1). This is discussed in greater detail in the next section. The following table lists the Townships, Sections, and Ranges for the APE.

<b>Table 1.1: Legal Description of APE</b>				
City	Township	Range	Section	Quarter-Quarter
Minneapolis	29N	24W	27	NWNE, NENE, SENE
Minneapolis	29N	24W	26	NWNW, SWNW, SENW



The map displays the project location in Seattle, Washington, centered around the intersection of 5th Avenue and 5th Street. The project location is indicated by a dashed line, and the APE boundary is shown by a dotted line. The map includes labels for various streets, landmarks, and hospitals. A legend in the bottom right corner identifies the symbols for the project location and the APE boundary. An arrow points to the top of the map, labeled 'Assumed North'.

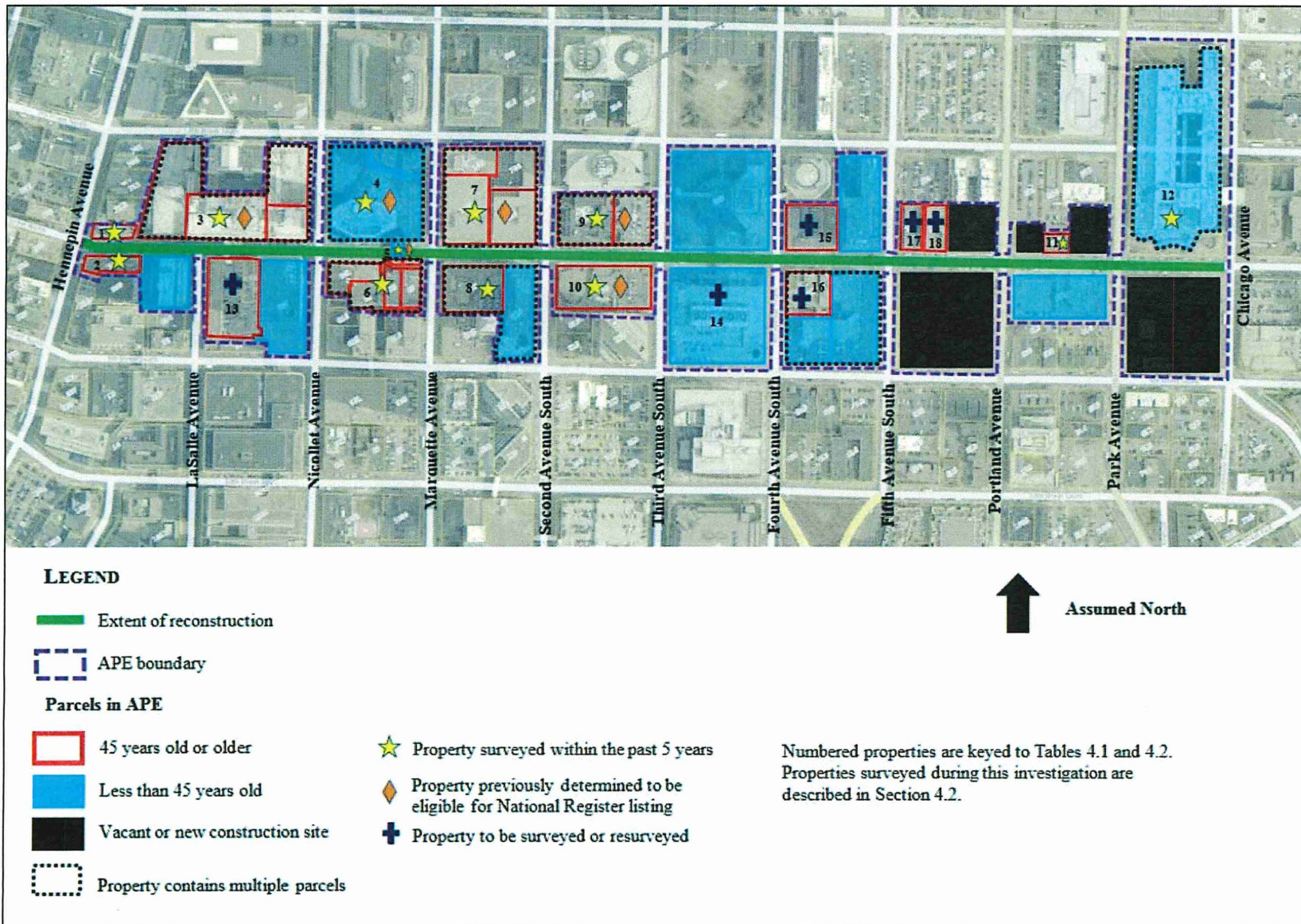
Legend:

- Project Location (dashed line)
- APE Boundary (dotted line)

Assumed North



Map 1.2: Summary of Properties in the APE



## **2.0 METHODS**

### **2.1 Objectives**

The principal objectives of this study are to identify properties in the APE that are listed in the National Register, have been previously determined eligible for listing, or are eligible for listing based on this survey, and to identify the potential effects of the proposed project on these properties.

### **2.2 Area of Potential Effects**

The City of Minneapolis proposes to reconstruct and rehabilitate ten blocks of South Eighth Street between Hennepin and Chicago Avenues to improve the condition of infrastructure for pedestrian and transit users, to improve traffic operations, and to reconstruct storm sewer and sanitary lines. The construction limits include the roadway, curbs, and sidewalks along the length of the project up to most building faces. Several factors were considered in developing the APE for the project:

- South Eighth Street has experienced waves of changes since the city's early years in the mid-nineteenth century. The construction seasons in recent years have been particularly busy, and multiple private large-scale construction projects are underway on adjacent properties. These include full-block redevelopments on the south side of South Eighth Street between Fifth Avenue South and Portland Avenue, as well as between Park Avenue and Chicago Avenue. The construction of a new residential high-rise building is nearing completion at the northwest corner of Portland Avenue and South Eighth Street. This construction activity, added to the vibrations of trucks and buses from typical traffic patterns, seems to have more potential to damage historic resources than the installation of any of the proposed pedestrian improvements.
- The countdown timers, pedestrian ADA ramps, and crosswalk markings are essentially replacements in kind. Traffic signals are already in place and have "walk/don't walk" signs; curb cuts are outfitted with ADA ramps; and crosswalks are marked. While the design of the improved versions will be slightly different than the existing, the like-for-like substitution reduces the possibility that these changes will adversely affect cultural resources. The same is true in some locations for lighting.
- Installing countdown timers and crosswalk markings will require no ground disturbance. Excavation for the pedestrian ramps will be very shallow, and these areas were affected when the existing ramps were placed. Putting in landscaping and lighting will disturb only small areas that have already experienced changes. Upgrades to storm and sanitary facilities will include the reconstruction of infrastructure that is already in place.
- The visual environment of downtown Minneapolis is extremely active and complex. It contains an abundance of elements, some of which are fixed (e.g., signs, lights, street furniture) and others transitory (e.g., people, cars, buses). The scale of the improvements is small and they can be removed, so whatever effects they might have are not permanent.

Based on these considerations, the recommended APE includes all properties fronting on South Eighth Street between Hennepin and Chicago Avenues, as well as the roadway, corners, and sidewalks within the public right-of-way along South Eighth Street and at intersections with South Eighth Street. It is anticipated that potential impacts will likely be visual, with some minor potential noise or vibration during construction. There will likely be no potential impact to properties beyond the project's construction limits of Hennepin and Chicago Avenues because those roadways are greater than fifty feet wide.

## **2.3 Fieldwork**

Using information from the Hennepin County property database, all properties within the APE that were built before 1971 were identified prior to fieldwork. All properties built before 1971 were documented with digital photographs and notes during fieldwork. The properties were cross-referenced with previous survey reports, the MnHPO database and site files, and the Minneapolis Heritage Preservation Commission site files to identify all previously recorded properties. Those that had been previously inventoried within the past five years were not reevaluated if their integrity appeared intact at the time of the survey.<sup>2</sup>

Upon completing the field survey, a Minnesota Architecture-History Inventory Form was created for the properties that had not been previously inventoried, or were surveyed more than five years ago. These properties include:

- LaSalle Court (Highland Bank Court), 801 LaSalle Avenue (HE-MPC-11708)
- Minnegasco Energy Center (NRG Energy Center), 321 South Eighth Street (HE-MPC-11710)
- Citizens Aid Building, 404 South Eighth Street (HE-MPC-3548)
- Normandy Inn, 405 South Eighth Street, 815 Fourth Avenue, and 800 Fifth Avenue (HE-MPC-11712)
- Mabeth Paige Hall, 727 Fifth Avenue (HE-MPC-7375)
- Field Hotel (House of Charity), 510 South Eighth Street (HE-MPC-1614)

These six properties received Phase II evaluation to determine if they are eligible for listing in the National Register. Of the six, three are recommended as eligible for listing in the National Register: Minnegasco Energy Center (NRG Energy Center), Citizens Aid Building, and Mabeth Paige Hall.

---

<sup>2</sup> Although the National Register guidelines state that properties must typically be at least fifty years old to be eligible for listing, a benchmark of forty-five years is often used in cultural resource surveys to identify potentially eligible properties before they reach fifty years of age.

### 3.0 LITERATURE SEARCH

#### 3.1 Literature search

Repositories consulted to obtain historical information include:

- Minnesota Historical Society Library
- Minnesota Historic Preservation Office
- Hennepin County Central Library Special Collections
- Hennepin County Assessor's Office
- Minneapolis Heritage Preservation Commission
- University of Minnesota Libraries

Primary and secondary sources include:

- Minneapolis building permits
- Hennepin County deed records
- Sanborn Insurance Company maps, the 1940 *Atlas of the City of Minneapolis*, and other maps and atlases
- Historic photographs
- City directories
- Newspapers and other publications
- Inventory forms and other reports on file at the Minnesota Historic Preservation Office and Minneapolis Heritage Preservation Commission, including:
  - "Downtown Minneapolis: An Historic Context," report prepared by Hess, Roise and Company, 2000
  - "Historic Resources in the Loring Park and Elliot Park Neighborhoods, Re-survey of Lowry Hill East Neighborhood," report prepared by Mead and Hunt, 2008
  - "Historic Resources in the Windom, Kenny, and Armatage Neighborhoods and Historic Resources in the Central Core Area including the St. Anthony West, Marcy Holmes, Como, Downtown West, Downtown East, and Sumner Glenwood Neighborhoods, as well as portions of the Bryn Mawr, Harrison, Near North, North Loop, Prospect Park, and St. Anthony East neighborhoods," report prepared by Mead and Hunt, July 2011
  - "Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume 2: Minneapolis," report prepared by Hess, Roise and Company, February 2012
  - "Phases I and II Architectural History Survey for the Orange Line Bus Rapid Transit Project, Minneapolis, Richfield, Bloomington, and Burnsville, Minnesota," report prepared by Summit Envirosolutions, January 2016
  - "Phase I and II Architectural History Survey for the C Line Bus Rapid Transit Project, Brooklyn Center and Minneapolis, Hennepin County, Minnesota," report prepared by Summit Envirosolutions, February 2016

### 3.2 Previously evaluated properties in the APE

No properties in the APE are listed in the National Register. The following properties in the APE have been determined eligible for the National Register in previous Phase I/Phase II surveys, and MnHPO has concurred with these recommendations:

- Dayton's Department Store and Annex, 700–730 Nicollet Mall and 26, 46–82 South Eighth Street (HE-MPC-5099)
- IDS Center, 701 Nicollet Mall, 80 South Eighth Street, and 710–730 Marquette Avenue (HE-MPC-0394 and HE-MPC-9857)
- Skyway Bridge No. 93864, Spans South Eighth Street between Nicollet Mall and Marquette Avenue (HE-MPC-17770)
- Baker Block (includes the Baker Building and Annex, Roanoke Building, Arcade Building/Investors Building, and the Peavey Building/730 Building), block bounded by South Seventh Street, Second Avenue, South Eighth Street, and Marquette Avenue (HE-MPC-0483, HE-MPC-7869, HE-MPC-7870, and HE-MPC-0489)
- Minneapolis Club and Parking Garage, 729 Second Avenue and 220 South Eighth Street (HE-MPC-0401 and HE-MPC-7254)
- Saint Olaf Catholic Church, 805 Second Avenue (HE-MPC-0490)

### 3.3 Historic context<sup>3</sup>

The city of Minneapolis was founded on the west bank of the Falls of Saint Anthony, the only waterfall on the Mississippi River. The falls were valued by the Dakota and Ojibwe as spiritual sites. Europeans first saw the falls in 1680, when French explorers Antoine Auguelle and Father Louis Hennepin canoed down the Mississippi River as prisoners of a group of Dakota. Hennepin published a written account of his travels in North America in 1683, spreading the word about the falls, which he named in honor of his patron saint. The area did not see permanent settlement by Europeans or Americans for the next 165 years. After the Revolutionary War, the United States government took possession of the land east of the Mississippi River. The west side was acquired as part of the Louisiana Purchase in 1803, but was withheld from open settlement and protected as a military reservation. In 1849, the town of Saint Anthony was platted on the east side of the falls. Squatters occupied the land on the west side during the 1850s and, after Congress legalized settlement, the town of Minneapolis was platted in 1856. A financial panic in 1857 and the Civil War from 1861 to 1865 slowed the town's growth, but after the war the pace picked up and in 1867 Minneapolis was incorporated as a city. The town of Saint Anthony merged with Minneapolis in 1872.<sup>4</sup>

In the 1870s and 1880s, the milling industry fueled the city's growth. Sawmills were the first to take advantage of the waterpower at the falls. As the North Woods were cleared and the Great Plains were settled and planted with wheat, sawmills gave way to flour mills. By 1880, flour

---

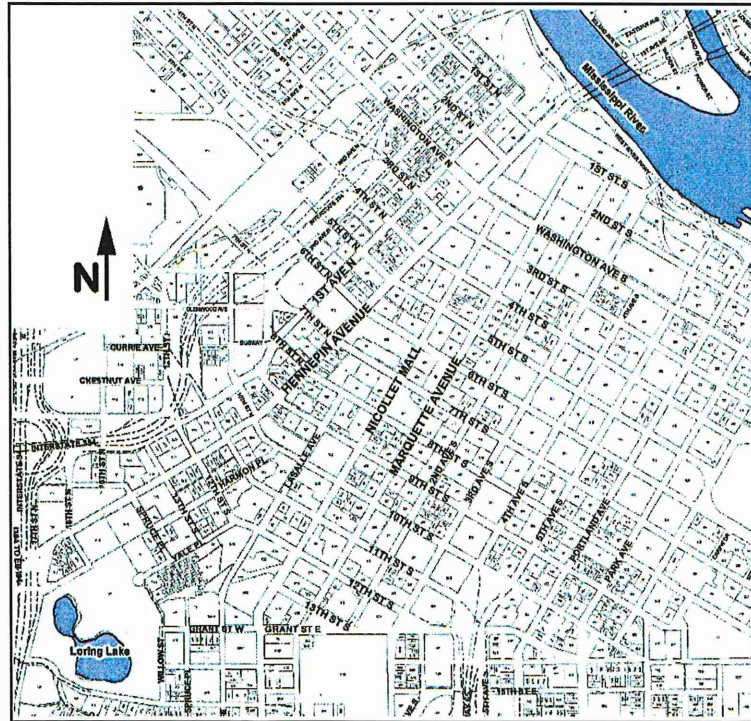
<sup>3</sup> Parts of this historic context have been excerpted from "Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume 2: Minneapolis," report prepared by Hess, Roise and Company, February 2012.

<sup>4</sup> Lucile M. Kane, *The Falls of St. Anthony: The Waterfall That Built Minneapolis* (Saint Paul: Minnesota Historical Society Press, 1966), 1–4, 12–21, 30–39, 77; Marjorie Pearson and Charlene Roise, "Downtown Minneapolis: An Historic Context," August 2000, report prepared by Hess, Roise and Company, 6.



milling had overtaken sawmilling as the prominent industry in Minneapolis, and the city could claim the title of national flour capital. The mills and support industries, like foundries and machine shops, dominated the riverfront. Railroads were also vital to the city's success, and rail lines ran along the downtown riverfront and eventually throughout the city. As early as 1862, the first line from Saint Paul to the east side of the river was completed by the Saint Paul and Pacific Railway. A bridge was built to carry the line across the river to the west side in 1867, using Nicollet Island as a stepping stone. Other railroads were founded in the next two decades to convey goods to and from the city, which was becoming a regional business center.<sup>5</sup>

Minneapolis began to spread away from the river during this period. The downtown area was originally a motley mix of wood-frame residential and commercial buildings. In the 1870s, three- and four-story masonry commercial buildings began to replace the first generation of building stock, and residential development began to move out of downtown. The ready financial capital in the city and the railroad connections encouraged the development of wholesale businesses to supply communities in outstate Minnesota. Dry goods, notions, leather products, groceries, tobacco, and clothing retailers built stores along Hennepin Avenue and Nicollet Avenue. Banks also boomed during this time and were located on Hennepin Avenue, Nicollet Avenue, and Marquette Avenue (originally known as First Avenue South).<sup>6</sup>



Downtown Minneapolis  
(adapted from a City of Minneapolis map)

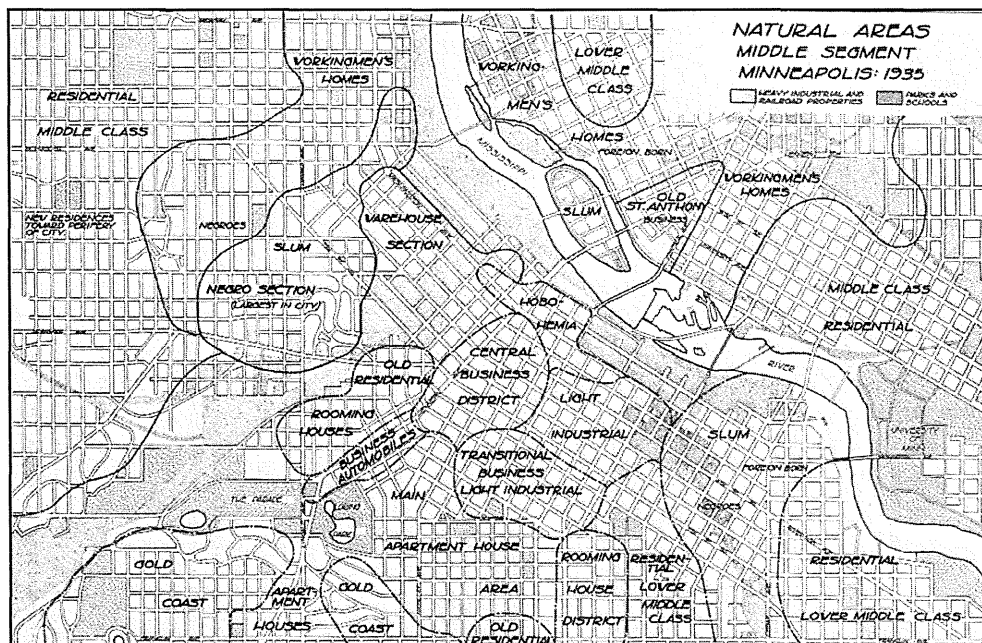
The city's population increased rapidly from 200 in 1855 to 46,887 in 1880 and 164,738 by 1890. To transport these new residents, a streetcar system was founded in 1875, and over the next few decades it expanded its lines beyond settled areas. This helped pull housing construction away from the downtown core. While a few new multifamily townhouse and apartment blocks were built on the downtown's south edge and some older residences in this area were converted into boardinghouses, most people chose to live in the new residential neighborhoods.<sup>7</sup>

<sup>5</sup> Kane, *The Falls of St. Anthony*, 58–59, 98–99; Pearson and Roise, "Downtown Minneapolis," 6; Don Hofsommer, *Minneapolis and the Age of Railways* (Minneapolis: University of Minnesota Press, 2005), 9–11.

<sup>6</sup> Pearson and Roise, "Downtown Minneapolis," 7–8.

<sup>7</sup> *Ibid.*, 11–12.

Commercial, retail, and entertainment businesses spread throughout downtown. The pace of commercial construction picked up from the 1890s through the 1920s as smaller masonry buildings were replaced with larger, taller structures. Businesses tended to cluster together, and downtown streets took on distinct characteristics based on the types of businesses that were found there. North of Hennepin Avenue, massive warehouses were constructed to serve the wholesaling industry. Entertainment venues were built along Hennepin Avenue, and early automotive enterprises occupied the south end of the street. Nicollet Avenue was dominated by a variety of retailers ranging from small specialty stores to massive department stores. The financial industry became concentrated in office buildings along Marquette Avenue. More office buildings, including those for the city and county governments, were constructed on Second, Third, and Fourth Avenues South. By the time that construction slowed during the 1930s as the Great Depression settled over the region, the style and scale of Minneapolis's downtown buildings proclaimed the wealth and success it had achieved by the early twentieth century.



Downtown Minneapolis, 1935  
(from Calvin F. Schmid, *Social Saga of Two Cities*)

The depression exacerbated the decline of an area between the vibrant downtown core and the river that was dubbed “Hobohemia.” The land and older buildings had been left behind as new construction moved to the blocks farther south. The run-down area held flophouses and saloons that served transients and the city’s less affluent citizens. In some ways, the city contributed to the conditions in the area when it passed an ordinance creating liquor patrol limits in 1884 as an attempt to crack down on saloons. The liquor patrol limits ran along both sides of the river and extended to Sixth Street including First Avenue North, Hennepin Avenue, Nicollet Avenue, and Marquette Avenue. Only businesses within the patrol limits could obtain licenses to sell liquor, and the city kept license fees high to try to limit the number of bars and saloons. The tactic worked: Between 1884 and 1893, the number of saloons dropped from 555 to 280. Land values



within the liquor patrol limits stagnated, however, and few new buildings were constructed, reinforcing the area's tawdry reputation. Prohibition did not improve conditions. The patrol limits were later expanded, and were finally eliminated in the 1970s.<sup>8</sup>

Efforts to improve Hobohemia began in 1910, when the city's first urban renewal campaign created Gateway Park near the intersection of Hennepin and Nicollet Avenues. The initiative had a short period of success before the park was adopted by homeless men in the 1930s as a favored hangout. The problems in the Gateway area only worsened after World War II, and the rest of downtown began to join the decline.

Flour production in the city peaked in 1930, when new milling centers across the country began to draw a significant share of that business. At the same time, transportation shifted from rail to automobile. As people gained more independence with their own cars, housing developed on the edges of the city and lured residents to new suburbs. Businesses soon followed. When General Mills announced plans to move out of downtown to a new corporate campus in Golden Valley in 1955, this became a catalyst that stimulated efforts to revitalize the city. The Minneapolis Housing and Redevelopment Authority, with the support of the newly formed Downtown Council, razed over sixty-eight acres of Hobohemia for redevelopment. New government buildings, including the Public Health Building and the Minneapolis Public Library, served as beachheads, encouraging private investment to follow. New models of corporate and commercial development came in the form of the Northstar Center and the Baker Block. Both complexes were conceived as multi-use, multi-building developments that incorporated existing buildings into their modern designs. The Northstar Center was particularly innovative in its accommodation for automobiles, providing a 1,000-car parking garage as a pedestal for its office and hotel towers. In addition, it was the birthplace of the Minneapolis skyway system, a network of enclosed pedestrian bridges linking buildings on adjacent blocks.<sup>9</sup>

Safely accommodating automobiles and pedestrians became challenging on the older downtown street network, lending to the success of the skyway system, which removed much of the foot traffic from the city streets. Restaurants and stores opened along the skyways, making it possible for office workers to avoid going outside. The system was enhanced with the construction of the Philip Johnson-designed IDS Center and its Crystal Court in 1972.<sup>10</sup>

While the skyway system was in its infancy, the Downtown Council also investigated the possibility of turning Nicollet Avenue into a transitway or pedestrian mall. The idea was first brought to the council in 1956 by Leslie Park, the president of Baker Properties, which developed both the Northstar Center and the Baker Block. The council hired consultants to

---

<sup>8</sup> "Patrol Limits," *Minneapolis Tribune*, February 13, 1893; Jay Edgerton, "Patrol Limits Shackle Modern Police," *Minneapolis Star*, September 27, 1956; Harley Sorensen, "Minneapolitans Soon May Tiddle in Expanded Area," *Minneapolis Tribune*, July 15, 1974.

<sup>9</sup> Charlene Roise and Erin Hanafin Berg, "Farmers and Mechanics Savings Bank," National Register of Historic Places nomination, July 2005; Jessica Berglin and Charlene Roise, "Northstar Center," National Register of Historic Places nomination, May 2016; Sara Nelson, Marjorie Pearson, and Andrew Schmidt, "Phases I and II Architectural History Survey for the Orange Line Bus Rapid Transit Project, Minneapolis, Richfield, Bloomington, and Burnsville, Minnesota," January 2016, report prepared by Summit Envirosolutions, 108–118 (hereafter Orange Line Survey).

<sup>10</sup> Berglin and Roise, "Northstar Center."

analyze vehicular and pedestrian traffic downtown. This led to the transformation of Nicollet Avenue into a pedestrian mall from Washington Avenue South to South Tenth Street. Prominent California landscape architect Lawrence Halprin designed the landscape, which included a gently curving street flanked by wide sidewalks with trees, planters, and public art. The eight-block Nicollet Mall was completed in 1967 at a cost of \$3.8 million. The project was so successful that the mall was expanded to the south in the 1970s.<sup>11</sup>

In the 1960s and 1970s, the downtown was separated from residential areas to the south by the construction of Interstates 35W and 94. A fringe of low-density, deteriorating apartment buildings and small-scale commercial buildings remained on the south edge of downtown. Civic leaders felt that this area did not complement the dense commercial core and established the Loring Park Development District in the mid-1970s. The district and its linear park, the Loring Greenway, encouraged the private development of high-rise apartment and condominium towers between Nicollet Mall and Loring Park. The development was completed in the mid-1980s and succeeded in bringing more residents into downtown. In addition to the residential construction, a new Orchestra Hall and neighboring Peavey Plaza were built on Nicollet Mall to draw people downtown. A real estate boom at the end of the twentieth century produced a cluster of new skyscrapers, including some by superstar architects such as Cesar Pelli (Norwest Bank/Wells Fargo Tower) and I. M. Pei (First Bank Place/Cappella Tower).

Downtown Minneapolis is a mix of buildings and landscapes dating from the nineteenth to the twenty-first centuries. These properties reflect the efforts by the public and private sectors to develop the downtown area and maintain its vitality. South Eighth Street is representative of this evolution and is home to several iconic landmarks from Minneapolis's early days as well as its recent past.

---

<sup>11</sup> Frank Premack, "How It All Happened," *Minneapolis Tribune*, November 19, 1967; Abe Altowitz, "Mall Planner Promises Relief from Downtown Bustle," *Minneapolis Star*, February 13, 1964; Robert A. Wright, "Mall Stirs Downtown Minneapolis Revival," *New York Times*, March 24, 1973; David Anger, "Mr. Halprin's Dance: Remembering the Original Nicollet Mall," *Hennepin History* 56 (Summer 1997): 11; Charlene Roise, "Death of a Thousand Patches," *Landscape Architecture* 94 (September 2004): 30, 32, 34-37.

## 4.0 RESULTS

### 4.1 Summary

Fieldwork was conducted in June 2016. During the survey, all buildings, structures, and objects forty-five years in age or older within the APE were identified; a map of these is on page three. Eighteen properties were recorded, and none are listed in the National Register. Twelve of the eighteen properties were surveyed within the past five years as part of the proposed Southwest Transitway, Orange Line Bus Rapid Transit, or C Line Bus Rapid Transit projects in downtown Minneapolis. Of these twelve, six were recommended as eligible for listing in the National Register and six were recommended as not eligible. One of the latter was recommended for reconsideration when it reached fifty years of age, but it was less than fifty years old and did not appear to have sufficient importance to qualify under Criteria Consideration G. The Minnesota Department of Transportation, representing the Federal Transit Administration, and the MnHPO concurred with these recommendations. These properties, which are summarized in the table below, were not reevaluated during the current investigation because their integrity had not changed.

<b>Map Key No.</b>	<b>Historic Property Name</b>	<b>Address</b>	<b>MnHPO Inventory No.</b>	<b>NRHP Status</b>	<b>Previous Survey Report</b>
1	Snyder's Drugstore	731 Hennepin Avenue	HE-MPC-7257	Not eligible	C Line Survey, 2016
2	Walker (Homestead) Building	19–23 South Eighth Street; 801 Hennepin Avenue	HE-MPC-7253	Not eligible	C Line Survey, 2016
3	Dayton's Department Store and Annex	700–730 Nicollet Mall; 26, 46–82 South Eighth Street	HE-MPC-5099	Considered eligible	Southwest Transitway Survey, 2012; C Line Survey, 2016
4	IDS Center	701 Nicollet Mall; 80 South Eighth Street; 710–730 Marquette Avenue	HE-MPC-0367; HE-MPC-9857	Considered eligible	C Line Survey, 2016
5	Skyway (Bridge No. 93864, IDS Resource)	Spans South Eighth Street between Nicollet and Marquette	HE-MPC-17770	Considered eligible	C Line Survey, 2016
6	Midwest Federal Savings and Loan (Midwest Plaza)	801 Nicollet Mall	HE-MPC-9859	Not eligible	C Line Survey, 2016
7	Baker Block (includes the Baker Building and Annex, Roanoke Building, Arcade)	Bounded by Seventh Street, Second Avenue, Eighth Street, and Marquette Avenue	HE-MPC-0483; HE-MPC-7868; HE-MPC-7869; HE-MPC-7870; HE-MPC-0489	Considered eligible	Orange Line Survey, 2016

	Building/Investors Building, Peavey Building/730 Building				
8	TCF Bank Building	801 Marquette Avenue; 121 South Eighth Street	HE-MPC-7871	Not eligible	Orange Line Survey, 2016
9	Minneapolis Club and Parking Garage	729 Second Avenue	HE-MPC-0401; HE-MPC-7254	Considered eligible	C Line Survey, 2016
10	Saint Olaf Catholic Church	805 Second Avenue	HE-MPC-0490	Considered eligible	C Line Survey, 2016
11	Washburn Apartments	610 South Eighth Street	HE-MPC-0368	Not eligible	C Line Survey, 2016
12	Hennepin County Medical Center	701 Park Avenue	HE-MPC-0465	Not eligible under Criteria Consideration G, but should be reevaluated once it is fifty years old	C Line Survey, 2016

## 4.2 Inventoried Properties

The following table identifies the remaining six properties aged forty-five years or older that were evaluated as part of the current study. These properties were either surveyed more than five years ago or have not been inventoried previously. Of these six, three are recommended as eligible for the National Register. More detailed justification for these recommendations follows.

<b>Table 4.2: Properties Inventoried in Current Phase I/Phase II Survey</b>					
<b>Map Key No.</b>	<b>Property</b>	<b>Address</b>	<b>MnHPO Inventory No.</b>	<b>NRHP Recommendation</b>	<b>Previous Survey Efforts</b>
13	LaSalle Court (Highland Bank Court)	801 LaSalle Avenue	HE-MPC-11708	Recommended not eligible	Not previously inventoried
14	Minnegasco Energy Center (NRG Energy Center)	321 South Eighth Street	HE-MPC-11710	Recommended eligible	Not previously inventoried
15	Citizens Aid Building	404 South Eighth Street	HE-MPC-3548	Recommended eligible	Not previously inventoried <sup>12</sup>
16	Normandy Inn	405 South Eighth Street; 815 Fourth Avenue; 800 Fifth Avenue	HE-MPC-11712	Recommended not eligible	Not previously inventoried
17	Mabeth Paige Hall	727 Fifth Avenue	HE-MPC-7375	Recommended eligible	Loring Park and Elliot Park Survey, 2008
18	Field Hotel (House of Charity)	510 South Eighth Street	HE-MPC-1614	Recommended not eligible	Loring Park and Elliot Park Survey, 2008

<sup>12</sup> Mead and Hunt's 2011 survey of the Minneapolis Central Core Area indicates that the Citizens Aid Building was not resurveyed because it had been previously evaluated and determined eligible for National Register listing. An inventory form for the property, however, could not be located in the MnHPO site files or through consultation with MnHPO staff, leading to the current classification as not previously inventoried.

**LaSalle Court (Highland Bank Court)**

MnHPO Inventory Number: HE-MPC-11708

Address: 811 LaSalle Avenue, Minneapolis



*(Looking southeast from the corner of South Eighth Street and LaSalle Avenue)*

***Property Description***

This thirteen-story mixed-use commercial building has two floors of retail space at the ground level topped with a parking garage. A four-story hotel caps the entire structure. Situated at the southeast corner of South Eighth Street and LaSalle Avenue, the building's two retail levels are divided into fifteen bays along LaSalle and ten bays along South Eighth Street. The commercial storefronts are trimmed with cream-colored stone, and several bays have replacement storefront windows. Many second-floor bays are filled with solid walls. Two pedestrian bridges, part of the Minneapolis skyway system, enter the building at the second story on the north and west walls. The bridge crossing South Eighth Street is part of the building's original construction; the one crossing LaSalle was installed in the early 1990s at the time of the construction of LaSalle Plaza across the street. The parking garage, occupying levels three through nine, is defined by narrow vertical ribs clad in cream-colored stone. The upper floors, constructed in the late 1990s, hold a

hotel. The hotel and parking garage are visually separated by a horizontal course composed of cream-colored stone and green spandrel panels. Aluminum windows, which alternate between paired and single units, have red-brick surrounds and green spandrel panels. Square green insets are aligned vertically along the cream-colored stone walls.

### ***History***

The property was constructed in 1968–1969 for the Eighth Street Development Company. Originally described as an eight-story parking ramp with a store and a pedestrian bridge, the mixed-use building was designed by William J. Rouke and built by Watson Construction for about \$4 million. The structure was designed to accommodate the addition of twelve floors of office space, although these plans never materialized. According to a recent article highlighting the building’s pending redevelopment, the building was “almost” home to Dayton Development Corporation’s headquarters, but the company “was lured away from the building by the soon-to-be-constructed IDS Center down the block.” In 1969 and 1970, various interior improvements were made to the retail spaces to provide a “sports and health club” and a “men’s store.” One journalist, writing in 1970, noted that the facility attempted to adapt “the success-recipe of the suburban shopping center to center-city space and economic conditions,” although it was with marginal success.<sup>13</sup>

In the 1980s, LaSalle Court became part of an ill-fated retail venture, the Conservatory, which was located at South Eighth Street and Nicollet. The newspaper announced in 1985 that LaSalle Court would receive a facelift “to make over the common areas” to become part of the upscale shopping center. A map of the mall indicates that shops filled the interior of the basement, first, and second floors, while the upper levels provided parking for the shopping destination, which never saw commercial success after opening in 1987. “By the early 1990s a majority of the mall sat vacant and many of the building’s flagship tenants such as Orvis and FAO Schwartz had left,” according to Nick Steffel, a researcher at Hennepin County Library’s James K. Hosmer Special Collections. As Steffel noted: “The building was considered financially distressed and was sold several times to different developers at lower and lower prices. . . . Various attempts to woo new tenants or reinvent the mall failed to gain traction. The city had resisted a number of proposals to replace the Conservatory with an office tower but by the mid-1990s the viability of reviving the mall seemed unlikely.” In 1997, a plan was approved to build an office tower on the site, which is now home to the US Bancorp Center, and the Conservatory was imploded in March 1998.<sup>14</sup>

LaSalle Court was spared demolition, and plans were announced to add a four-story all-suite hotel atop the structure. The Residence Inn, designed by ESG Architects and opened in 1998, “pick[ed] up on the vertical lines and 1960s ‘style’ of the parking ramp and even use[d] ‘60s blues and mauves to enliven its up-in-the-air facade,” according to journalist Linda Mack. Wall Companies, owner of Highland Bank, purchased the commercial floors at the ground level in

---

<sup>13</sup> Minneapolis Building Permits Nos. A37501 (dated March 3, 1968), A38189 (dated November 14, 1969), and A38364 (dated March 6, 1970); Hank Long, “More to This Building Than Meets the Eye,” *Finance and Commerce*, April 20, 2016; Peter Altman, “LaSalle Court Bit Garish, But Idea Points Way to Lively City Center,” *Minneapolis Star*, March 25, 1970.

<sup>14</sup> Neal St. Anthony, “LaSalle Court Receives Facelift,” *Minneapolis Star Tribune*, July 15, 1985; Nick Steffel, “A Short-Lived Shopping Center in Downtown Minneapolis, Demolished March 16, 1998,” Hennepin County Library, accessed October 31, 2016, <http://hclib.tumblr.com/post/113805907685/a-short-lived-shopping-center-in-downtown>.

1999. The company renamed the property Highland Bank Court and renovated the interior once more to provide a bank branch, offices, and retail tenant spaces. In 2016 Wall Companies sold its holdings to Hempel, a local real estate company, which has plans for a \$1.2-million renovation.<sup>15</sup>

### ***Evaluation and Recommendation***

This property is generally associated with the commercial development of downtown Minneapolis (1945–present), although it does not have significant associations within this context, nor with events or persons significant in history. The property has undergone major alterations in recent years, including the addition of a four-story hotel in the late 1990s. It is not the work of a master architect, nor is it a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the property is recommended as not eligible for listing in the National Register.

---

<sup>15</sup> Linda Mack, “For Nicollet Mall’s South End, a Change of Place,” *Minneapolis Star Tribune*, September 30, 1997; Long, “More to This Building,” April 20, 2016.



## **Minnegasco Energy Center (NRG Energy Center)**

MnHPO Inventory Number: HE-MPC-11710

Address: 321 South Eighth Street, Minneapolis



*(Looking southeast from the corner of South Eighth Street and Third Avenue South)*



*(Looking southwest from the corner of South Eighth Street and Fourth Avenue South)*

### ***Property Description***

The NRG Energy Center is a steam heating and chilled water plant that occupies the full city block bounded by Third and Fourth Avenues South between South Eighth and Ninth Streets. Constructed in 1971–1972, the facility displays a Brutalist style. It was designed to be a mixed-use property with the heat and chilled water plant wrapped by a parking garage and commercial space. The structure had the capacity to support an office tower above the garage, although this plan never materialized and the facility never became the mixed-use success its designers intended. Concrete is the predominant material, and the surface finishes vary depending on the section of the complex. The plant primarily has smooth, poured-concrete finishes, although some areas also employ concrete blocks with grooves. In contrast, the parking garage and commercial spaces have raked-concrete wall surfaces.

The plant is located near the center of the block, with the garage and commercial spaces lining its east, south, and west sides. The main part of the structure is two stories tall, with six conical cooling towers rising above the roof. A concrete tower, which was added to the complex in 1982, houses two exhaust stacks and is situated mid-block along the north facade. Three two-story concrete walls are perpendicular to the main structure immediately east of the tower. These walls, as well as the tower, have a smooth concrete finish. A surface parking lot separates the north facade from the sidewalk along South Eighth Street.

A skyway bridge crosses South Eighth Street and intersects the facility east of the tower on the north facade. The pedestrian corridor turns to the west, edging the structure before turning south. Along South Eighth Street, the skyway is supported by six H-shaped steel braces set into concrete footings, but it is incorporated into the parking garage through its extent along Third Avenue. Overall, the skyway has a utilitarian aesthetic composed of bands of windows and metal-paneled walls, but the raked-concrete parapet of the garage forms the lower extent of the skyway wall on its Third Avenue run. About mid-block, the skyway turns west and crosses Third Avenue to connect to the building across the street. Beyond this point, the articulation of the

structure changes, although the parapets and exterior wall surfaces continue to have a raked-concrete finish. Entrance and exit driveways are at the ground level, separated by a concrete screen. A commercial space occupies the southwest corner of the garage, where there are two sets of storefront windows. Above the windows are two internally lit signs for the car rental agency that occupies the space.

The southern wall of the parking garage features the same details, including raked-concrete wall surfaces and concrete screens separating the entrance and exit driveways. A spiral ramp is situated at the southeastern corner of the garage at the intersection of South Ninth Street and Fourth Avenue; additional entrance and exit driveways are along Fourth Avenue. The plant resumes beyond the driveways. Concrete-block walls are set back from the structure's perimeter at the middle of the block, forming covered loading docks for the plant. The northernmost four bays along Fourth Avenue are enclosed with grooved-concrete-block and glass-block walls. These are recessed from the plane of the second-story parapet, which cantilevers above the ground level. The concrete- and glass-block walls continue around to fill the easternmost bays of the north facade.

### ***History***

Originally called the Minnegasco Energy Center, the plant was developed as a joint venture between IDS Properties and the parent company of Minneapolis Gas Company (Minnegasco), Diversified Energies Incorporated (DEI). It was designed by local architect Edward Baker and completed in 1972, the same year the IDS Center opened. The plant was built to supply steam heat and chilled water for air conditioning to the IDS Center and several other downtown buildings through an underground network of distribution pipes. Baker designed the structure as a mixed-use block with a parking garage, commercial retail spaces, and an office tower disguising the plant. Although the commercial and office components never came to fruition as the developers had hoped, the parking garage and commercial bays enclose the plant along its east, south, and west sides. The facility was estimated to cost \$8.2 million, with \$4.6 million covering mechanical and electrical equipment.<sup>16</sup>

With a boiler room located sixteen feet below ground level, the plant had an initial capacity to heat 8.5 million square feet of building space, although its early output was roughly half that figure. When the plant opened in 1972, two dual-fuel boilers could run on either natural gas or oil to serve approximately 4 million square feet of downtown real estate with steam and 2.5 million square feet with chilled water. The plant was designed with future expansion in mind and had space to accommodate four additional boilers, each rated to produce 200,000 pounds of steam. According to a company brochure, the plant's maximum capacity would provide "1 million pounds of steam per hour or enough to heat 20 million sq. ft. of building space with one boiler for standby." Oil was stored in two 150,000-gallon tanks located beneath the boiler room floor. Each tank measured 28' high and 32' in diameter.<sup>17</sup>

---

<sup>16</sup> "Minneapolis Today," reprinted from the Project Brochure, Urban Land Institute Spring Meeting, 1973, for the Minneapolis Planning and Development Department, at Special Collections, Hennepin County Central Library, Minneapolis.

<sup>17</sup> Ibid.

Initially, a 3,600-ton, steam turbine-driven centrifugal chiller and four 1,600-ton absorption units could produce up to 10,000 tons of chilled water for air conditioning, although the plant had the capacity to double this figure over time. Three condensed-water pumps connected the chillers to the “three cell” cooling towers on the roof, where there was room to add four more cells, “each with [the] capacity to cool 11,000 gallons per minute of water 17°F from 102°F to 85°F.” The cooling towers were “approximately 60’ high from the roof to the top of the fan cone.”<sup>18</sup>

Three primary chilled-water pumps were rated at 230 horsepower. One was “driven by a two-speed (1190/890 RPM) 250 H.P. electric motor and two [were] driven by Caterpillar G 353-250 H.P. natural aspirated gas engines.” Six secondary pumps sent chilled water from the plant to the downtown distribution network. Three of these were dedicated to lighter cooling loads, such as during winter months, and were driven by 30-horsepower electric motors. The remaining three supplied heavier cooling loads and were driven by “Caterpillar G 398 natural aspirated gas engines.”<sup>19</sup>

The energy center’s dual-fuel system was an important consideration in the early 1970s as the United States entered an energy crisis, which was exacerbated by the 1973 Arab oil embargo. As shortages caused oil prices to skyrocket, natural gas provided an affordable alternative for tempering buildings. By the 1970s, the National Petroleum Council reported that domestic oil production was “at, or near, its peak,” and the likelihood of discovering new oil fields that could meet the nation’s consumption patterns was poor. The global outlook was also grim, as Stewart Udall, Secretary of the Interior from 1961 to 1969, noted in 1972: “The oil needs of other industrialized countries are growing faster than ours: annual increases in world consumption are now so enormous that in the 1970s all of the world’s oil-using nations will consume as much oil as was used in the hundred years from 1870 to 1970 (and these projected demands will redouble in the 1980s). This surge of demand will soon begin to send shock waves through the American economy.”<sup>20</sup>

This economic reality made downtown Minneapolis’s district heating and cooling system an attractive option for existing buildings and new construction projects alike. Because the system was initially developed to serve the IDS Center, several earlier buildings in the vicinity of the skyscraper were retrofitted to tap into the network shortly after it came online. Plans were in the works, however, for “future expansion down 3rd Avenue,” where the new Hennepin County Government Center was underway. By 1975, the government center was one of more than twenty downtown buildings supplied by district heating and cooling. That figure had doubled by the early 1980s, when IDS Properties and DEI sold the district heating plant to Energy Center Partners, a subsidiary of Dain Bosworth, a Minneapolis-based investment firm. According to an article published after the sale in 1984: “The sale price for Diversified Energies’ 50 percent interest was \$21.4 million. The company, the parent of Minnegasco, said it will realize an after-tax gain of \$5.4 million from the sale. Under terms of the sale, Minneapolis Energy Center, DEI’s wholly owned energy-management company, will continue to market, operate, and manage the system.” At the time of the sale, the center served fifty-nine buildings throughout a

---

<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

<sup>20</sup> Stewart Udall, “The Last Traffic Jam,” *The Atlantic*, October 1972, <http://www.theatlantic.com/magazine/archive/1972/10/the-last-traffic-jam/303367/> (accessed October 28, 2016).

“77-square-block area between Hennepin Av., the Metrodome, the Loring Park area, and 100 Washington Square,” although plans were being considered to expand “to developments in the Heritage Landing and Mills District areas along the downtown riverfront.”<sup>21</sup>

Today, the energy center—as well as the district heating and cooling system—is owned and operated by NRG Energy, a Delaware-based company that was spun off from Xcel Energy. The system heats over one hundred buildings in downtown Minneapolis and cools more than fifty buildings throughout 130 square blocks. It has the capacity to produce 1.1 million pounds per hour of steam and forty thousand tons of chilled water. The energy center on South Eighth Street remains the main plant within the system, although NRG has six additional satellite heating and/or cooling plants, including those at the Convention Center, Baker Center, Foster House, Macy’s, 801 North Second Street, and 730 First Avenue North. Modifications have been made to the plant since its original construction, including the addition of a concrete tower in 1982 and a skyway corridor in recent years.<sup>22</sup>

### ***Evaluation and Recommendation***

The NRG Energy Center is eligible for the National Register under Criterion A in the area of Industry as the inaugural facility in downtown Minneapolis’s district heating and cooling network, an infrastructural backbone to downtown development in the late twentieth century. Completed in 1972, the energy center was integral to tempering the IDS Center, which opened that same year. Existing buildings in the vicinity of the IDS Center came online shortly thereafter, with the district system replacing “a number of basement plants in individual buildings,” according to one source. Company leaders soon tapped budding developments to expand the distribution network, such as an extension along Third Avenue to serve the new Hennepin County Government Center, which opened in 1973. As the downtown skyline reached new levels during the skyscraper boom of the late twentieth century, the district heating system’s distribution network expanded to supply these and other new buildings such as City Center and the Metrodome. Located on the edge of downtown Minneapolis, the Metrodome marked the eastern boundary of the system’s service area, which in the early 1980s extended from the sports facility to Hennepin Avenue and from the Loring Park area to 100 Washington Square. Steam and chilled water pipes ran beneath 77 blocks by the time the energy center was sold in 1984, and the network now serves a 130-square-block area.<sup>23</sup>

Because the structure was built less than fifty years ago, it must be determined to be “exceptionally important” under National Register Criteria Consideration G. According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, one measure of a property’s exceptional importance is a comparison to related properties. The facility was the first of its kind when it was completed in 1972, as many downtown buildings still operated their own basement plants. These individual utilities were soon replaced as existing

---

<sup>21</sup> “Minneapolis Today,” 1973; John Greenwald, “An Energy Venture Downtown,” *Minneapolis Star*, September 29, 1975; Anthony Carideo, “District Heating-Cooling Plant for 46 Businesses Will Be Sold,” *Minneapolis Star Tribune*, October 1, 1983; “Dain Bosworth Subsidiary to Buy City’s District Heating System,” *Minneapolis Star Tribune*, April 13, 1984; “Energy Center Sale Completed,” *Minneapolis Star Tribune*, August 1, 1984.

<sup>22</sup> “Minneapolis System Profile—Downtown,” NRG Energy, accessed October 12, 2016, <http://www.nrg.com/business/large-business/thermal/projects/minneapolis/>.

<sup>23</sup> “An Energy Venture Downtown”; “Dain Bosworth Subsidiary to Buy City’s District Heating System”; “Minneapolis System Profile—Downtown.”

buildings came online and their systems were retrofitted to join the district supply. Many new construction projects tapped into the infrastructure as an alternative to building their own facilities. The district system became integral to downtown development in the late twentieth century, especially following the 1973 Arab oil embargo, which caused energy costs to skyrocket. Over time, six additional plants were built to support the system's operation, but the plant on South Eighth Street remains the primary energy center.

The period of significance for the Minnegasco Energy Center begins in 1972, the year the plant opened. It ends in 1984, the year the plant was sold from its original developers, IDS Properties and DEI, the parent company of Minnegasco. The plant's concrete tower, built in 1982, was constructed during the period of significance and reflects the development of the property under IDS and DEI. The skyway corridor, added in recent years, does not detract from the property's significance as a heating and cooling plant.

The energy center has integrity of location and setting, as it has never been moved from its original site on the fringe of Minneapolis's central business district. A Brutalist structure built with multiple forms of concrete, the energy center is characteristic of its era and has integrity of design, materials, and workmanship. The subterranean network of distribution tunnels—another critical component of the facility's design—are presumably intact, although these were beyond the scope of the current investigation. These factors contribute to the integrity of feeling and association for the energy center, which remains the primary heating and cooling plant serving downtown Minneapolis's district system. For these reasons, the Minnegasco Energy Center is recommended as eligible for listing in the National Register under Criterion A for its significance in Industry. Although the property is less than fifty years old, it qualifies as exceptionally important under Criteria Consideration G.



## Citizens Aid Building

MnHPO Inventory Number: HE-MPC-3548

Address: 404 South Eighth Street, Minneapolis



*(Looking east from the corner of South Eighth Street and Fourth Avenue South)*



*(Looking north from South Eighth Street)*

### ***Property Description***

The Citizens Aid Building is located at the northeast corner of South Eighth Street and Fourth Avenue South. Building permits describe the building as a reinforced-concrete, brick, and stone building measuring 130' x 155'. It was designed by local architects Hewitt and Brown and constructed by contractors Pike and Cook at a cost of around \$250,000. There are three main sections on the south (front) facade, which faces South Eighth Street. The center is four stories tall with four stone pilasters topped with a stone pediment. Two entrances with historic stone surrounds are in the outer bays of this section. Inscribed stone panels above the doors read "Citizens Aid Building," and above these are curved stone pediments. The western entrance on the south facade is sheltered by a non-historic fabric awning. Between the entrances, three historic window openings are trimmed with stone surrounds with decorative metal grilles along the bottom edge. Above these ground-level openings, pairs of windows are separated by narrow, stone panels. Single windows with stone sills are above the entrances. All of the windows are fixed replacements in historic openings. The outer sections of the south facade are each three stories in height and project slightly from the four-story temple-front section. Brick quoins mark the corners of the projecting bays and the building. Each section of the south facade is visually connected with a continuous stone cornice, brick parapet, and stone foundation wall.<sup>24</sup>

These features continue to the west facade, which is less ornate than its southern counterpart and has two slightly projecting pedimented bays. Brick quoins define the corners of the projecting bays and the building. The northernmost bay of the west facade holds a one-story vehicular entrance that leads to an underground parking garage. This historic entrance has a stone surround, as does an entrance to the building located to the right of the driveway. Window openings—including four Palladian-style windows on the first story—are historic, although they hold fixed replacement windows. Rectangular openings on the second and third stories feature historic stone sills.

---

<sup>24</sup> Minneapolis Building Permit No. A18280 (dated January 15, 1927).

## **History**

George H. Christian, a local businessman and philanthropist, founded the Citizens Aid Society in 1916 to provide social services to impoverished members of the Minneapolis community. Christian, described as “one of the capitalists of the city,” arrived in 1867 as a flour buyer. He amassed a fortune after patenting a milling system that improved grain separation and resulted in a finer wheat. Partnering with Cadwallader C. Washburn, Christian implemented his system at the Washburn B Mill, where production catapulted from six hundred barrels a day to fifty thousand. Christian was not in the milling industry long, however, and departed the field at age thirty-six to pursue other business interests.<sup>25</sup>

A successful industrialist, Christian was also noted for his philanthropic endeavors. He and his wife, Leonora Hall Christian, were well known for their “charity and benevolence,” and the couple funded hospitals and social organizations throughout the city. Christian provided an endowment to create the Citizens Aid Society in 1916, two years before he died. His daughter-in-law, Carolyn McKnight Christian, ran the organization out of his house and garage, which previously occupied 404 South Eighth Street. In 1926, both of the earlier structures were demolished to construct the Citizens Aid Building, which opened the following year. Local architects Hewitt and Brown were hired to design the stone and brick building. Local sources claimed that it was the first of its kind, uniting a host of social welfare organizations under one roof. The groups paid no rent and shared the maintenance costs of the building on a per-square-foot basis. Trustees of the Citizens Aid Society hoped that this arrangement would allow the agencies to spend less on their headquarters and encourage them to cooperate and coordinate the services they provided. In the first twenty-five years of operation, the Citizens Aid Society estimated that the building had saved Minneapolis charitable organizations nearly one million dollars in office rent. The building continued to house social services after the Citizens Aid Society was dissolved in 1946. Over the course of the mid-twentieth century, the various agencies were consolidated into larger groups such as the Minneapolis Council of Social Agencies, the Community Fund, and the Community Chest and Council of Hennepin County. By 1976, all of these had been reorganized to form the United Way of Greater Minneapolis, which continues to operate from the Citizens Aid Building as the United Way of the Greater Twin Cities.<sup>26</sup>

In 2000, the building was updated by RSP Architects and Witcher Construction. New windows appear to date from this campaign. The extent of interior work is not known.<sup>27</sup>

## **Evaluation and Recommendation**

The Citizens Aid Building is eligible for listing in the National Register under Criterion A for its significance in Social History. It has integrity of location as it has never been moved. The building’s setting has been impacted by newer downtown developments, but it retains excellent

---

<sup>25</sup> “George H. Christian,” in *History of Minneapolis, Gateway to the Northwest*, ed. Marion Daniel Shutter (Chicago and Minneapolis: S. J. Clarke Publishing, 1923), 3:746–749.

<sup>26</sup> Ibid.; Minneapolis Building Permit I2629 (dated January 22, 1926); Minneapolis Building Permit No. A18280 (dated January 15, 1927); “No Other Building Like It in U.S.” *Minneapolis: A Quarterly Magazine of the Minneapolis Civic and Commerce Association*, February 1928, 38; David Klassen, “United Way of Minneapolis, Records” Finding Aid, Social Welfare History Archives, Andersen Library, University of Minnesota.

<sup>27</sup> David A. Fielding, “‘A Dream Came True’: The Story of the Citizens Aid Building,” *Hennepin History* 61 (Winter 2002): 10.

integrity of design, materials, and workmanship on the exterior. These factors contribute to the building's integrity of feeling and association, which are bolstered by the fact that the building has continually functioned as a hub for social service agencies throughout its ninety-one-year history. The property's period of significance begins in 1927, when the Citizens Aid Building opened, and ends in 1966, following the National Register's fifty-year guideline.



## **Normandy Inn**

MnHPO Inventory Number: HE-MPC-11712

Address: 405 South Eighth Street and 800 Fifth Avenue, Minneapolis



*(Looking southeast from the corner of South Eighth Street and Fourth Avenue South)*



*(Looking southwest from the corner of South Eighth Street and Fifth Avenue South)*



*(Minnesota Historical Society, 1941)*

### ***Property Description***

The Normandy Inn is located at the southeast corner of South Eighth Street and Fourth Avenue South. It was historically a three-story brick hotel with an E-shaped footprint that was constructed in 1925–1926. It was expanded to the east in 1973, at which point the entire building received stucco and half-timbering. A second addition dating to 1983–1984 was built to the south of the original building, and the two are connected by a one-story glass-enclosed corridor. A four-story clock tower rises from the north side of the 1983–1984 building. All sections of the property have a Bavarian chalet-style appearance with stone veneers, stucco, half-timbering, and mansard roofs. The building was being renovated when fieldwork for this project was conducted. It appeared that the storefront windows on the 1925–1926 section of the building were being reconfigured and the stucco and half-timbering were being removed. Windows on the 1925–1926 section appeared to be new six-over-one, double-hung windows, while windows on the

later additions are sliding aluminum windows, likely dating to the 1970s and 1980s. Large brown screens on the roof shield mechanical equipment.

### ***History***

Historically known as the Normandy Hotel, the building was constructed in phases in 1925 and 1926. The first phase consisted of the two westernmost sections fronting on South Eighth Street, which were designed by architects Sund and Dunham and constructed by the Field Campbell Company in 1925 for \$75,000. The construction included a store on the first floor. A third section was built immediately to the east in 1926. This wing was dedicated solely to hotel purposes and was constructed at a cost of about \$50,000. The two were initially only linked at the ground level by a one-story corridor, but in 1950 a three-story passenger elevator and “bridge” were installed to provide additional connections.<sup>28</sup>

In 1941, John F. Noble purchased the property and opened Normandy Kitchen, a restaurant described as a “steakhouse without liquor.” It was a popular breakfast and lunch venue that catered to the “business and political elite of Minneapolis,” with multiple options ranging from counter service to fine dining. Perhaps most popular, however, was the all-night diner situated at the corner, home of the Henry the VIII hamburger, which was heralded as “fit for a king and a gourmand, too!” Normandy Kitchen remained a downtown landmark throughout the 1940s and 1950s, but it could not weather changes that came in later years under new ownership.<sup>29</sup>

In 1973 a four-story pool and hotel addition was constructed to the east of the earlier three-story buildings. Bavarian chalet-style finishes were applied to the older section of the hotel at this time. The property was expanded once more in the early 1980s with a three-story hotel addition that is connected to the earlier buildings through a one-story glass-enclosed corridor. The new addition received similar finishes with stucco, half-timbering, and a mansard roof.<sup>30</sup>

In 1991 the Noble family repurchased the hotel with hopes of revamping the site with new restaurant concepts, including the Landmarc Grill, which was in operation between 1997 and 1999. Today the hotel is under the Best Western flag and features a new Normandy Kitchen Cafe and Bar, which opened in 1999. The property was being renovated when fieldwork for this project was conducted. In 2015, innkeeper Mike Noble announced plans to renovate the restaurant “inside and out,” including a “new look [that] will better attract diners from outside the hotel.”<sup>31</sup>

---

<sup>28</sup> Minneapolis Building Permit Nos. A17394 (dated May 1, 1925), A17920 (dated May 4, 1926), and A29251 (dated July 6, 1950).

<sup>29</sup> Normandy Kitchen Menus, Normandy Kitchen clipping file, James K. Hosmer Special Collections, Hennepin County Central Library, Minneapolis, Minnesota (hereafter Normandy Kitchen clipping file); Kathryn Strand Koutsky, *Minnesota Eats Out* (Saint Paul: Minnesota Historical Society Press, 2003), 172; “About Us,” Normandy Kitchen, accessed October 31, 2016, <http://www.normandykitchen.com/about-us>.

<sup>30</sup> Minneapolis Building Permit Nos. A40091 (dated April 6, 1973), K92086 (dated June 1, 1973), and B524442 (dated September 26, 1983).

<sup>31</sup> “About Us”; “Q & A with Michael Morse,” *Minneapolis-St. Paul Magazine*, March 2007, Normandy Kitchen clipping file; Clare Kennedy, “Normandy Kitchen Will Be Remodeled and Denuded of Stucco Facade,” *Minneapolis-St. Paul Business Journal*, June 10, 2015.

***Evaluation and Recommendation***

This property is generally associated with the commercial development of downtown Minneapolis (1900–1945), although it does not have significant associations within this context, nor with events or persons significant in history. The property has received radical alterations in the past forty years, including two expansions and the application of new exterior wall materials. A non-historic mansard roof departs from the building's historic design, which featured a flat roof with a simple cornice. Although the original section was designed by Sund and Dunham, notable local architects, the designers' influence is not recognizable due to the extent of these alterations. The building is not likely to yield significant new information in history. For these reasons, the property is recommended as not eligible for listing in the National Register.



## **Mabeth Paige Hall**

MnHPO Inventory Number: HE-MPC-7375

Address: 727 Fifth Avenue, Minneapolis



*(Looking northeast from the corner of South Eighth Street and Fifth Avenue South)*

### ***Property Description***

Mabeth Paige Hall is a brick Colonial Revival apartment building located at the northwest corner of Fifth Avenue South and South Eighth Street. It is five stories tall above a raised basement, which is delineated by a horizontal stone course on the south and west (front) facades. The south facade is three bays wide while the western facade is fourteen bays wide, but both feature similar architectural details. Eight-over-one and twelve-over-one replacement windows fill original window openings. Brick jack arches with contrasting keystones run above the first-story windows, which are surrounded by rounded blind arches that are recessed from the primary wall plane. Brick quoins at the corners of the building extend from the horizontal stone course above the basement to the brick parapet walls, which feature stone balustrade panels.

Counting from the south, the building's entrance is in the fourth bay on the west facade. It has a symmetrical brick and concrete stoop with metal railings. A white portico surrounds a paneled door, which is flanked by sidelights and capped with a fanlight. A handicap-accessible entrance and ramp have been added on the ground level next to the stoop. They are sheltered by an overhang supported by three columns.

## ***History***

Mabeth Paige Hall was designed by Walter H. Wheeler and was constructed by the R. S. Billingsley Company at a cost of around \$110,000. Wheeler was a prominent local structural engineer whose commissions included the Minneapolis Armory, Fort Snelling Chapel, Mendota Bridge, Cream of Wheat Building, and Pioneer Hall at the University of Minnesota. He designed Mabeth Paige Hall in 1928 for the Women's Christian Association (WCA), a local philanthropic society that was founded in 1866 as the Christian Aid Society of Minneapolis and renamed the WCA in 1873. The group focused on serving the needs of local working women, many of whom were immigrants or had come to Minneapolis from rural areas in search of work. By the 1920s, the WCA was providing low-cost housing to over one thousand female boarders throughout several residences, including Mabeth Paige Hall, Kate Dunwoody Hall, and the Mahala Fisk Pillsbury Club in downtown Minneapolis. The apartment building at 727 Fifth Avenue South was named for Mabeth Hurd Paige, a lawyer and leader of the woman's suffrage movement, who served as president of the WCA from 1910 to 1922, founded the Minnesota chapter of the League of Women's Voters, and participated in the Urban League and the Women's Cooperative Alliance. Paige was one of the first women elected to the Minnesota House of Representatives in 1922. She served on the legislature until she retired in 1945.<sup>32</sup>

Mabeth Paige Hall continued to serve women's housing needs throughout much of the twentieth century, adapting in the 1960s to accommodate female students enrolled in metropolitan schools. In 1974, the facility became a coed residence with two floors dedicated to young men. By the late 1980s, the WCA shifted its focus from providing affordable housing services to offering financial support and grants to social-service agencies and non-profit organizations. The WCA sold its three downtown apartment buildings to establish an endowment fund, and in 1995 the organization changed its name to the WCA Foundation to reflect its new priorities. Mabeth Paige Hall was sold in 1988 to Aeon, a non-profit development company, which continues to use the building for affordable housing.<sup>33</sup>

## ***Evaluation and Recommendation***

A reconnaissance survey of the Elliot Park neighborhood was conducted by Mead and Hunt in 2008. The report concluded that Mabeth Paige Hall did not warrant intensive-level research to determine if it was eligible for listing in the National Register. The property was reevaluated during the current investigation because the previous survey was conducted more than five years ago. Based on the preliminary research findings presented here, the property is eligible for listing in the National Register under Criterion A in the area of Social History for its association with the Women's Christian Association. The WCA had two other women's residences in downtown: Kate Dunwoody Hall at 52 South Tenth Street and the Mahala Fisk Pillsbury Club at 819 Second

---

<sup>32</sup> Minneapolis Building Permit No. A18834 (dated April 10, 1928); Karen Mason and Carol Lacey, *Women's History Tour of the Twin Cities*, ed. Deborah Carlson (Minneapolis: Nodin Press, 1982), 17; Lynn Weiner, "Our Sister's Keepers: The Minneapolis Woman's Christian Association and Housing for Working Women," *Minnesota History* 46 (Spring 1979): 189–200; "Mabeth Hurd Paige Collection," Finding Aid, James K. Hosmer Special Collections, Hennepin County Central Library, Minneapolis, Minnesota.

<sup>33</sup> "Women Wielding Power: Pioneer Female State Legislators," National Women's History Museum, accessed October 7, 2016, <https://www.nwhm.org/html/exhibits/legislators/Minnesota.html>; "History," WCA Foundation, accessed October 7, 2016, <http://www.wcafoundation.org/history.html>; Hennepin County Property Records for 727 Fifth Avenue South, accessed October 7, 2016, <https://gis.hennepin.us/property/map/default.aspx?pid=2602924230022>.

Avenue South. In the early twentieth century, the WCA ran both operations out of large private residences donated by the Dunwoody and Pillsbury families, although these were replaced in 1965 and 1956, respectively, by dormitory-style facilities. The new Kate Dunwoody Hall closed in February 1989 and was demolished in the late 1990s to accommodate a new city-block-wide commercial and office development, Retek on the Mall (now called 50 South Tenth), which opened in 2001. The Mahala Fisk Pillsbury Club is extant, although the building is now owned by Saint Olaf Catholic Church and functions as a transitional housing facility, run by Catholic Charities. The property was recently determined to be not eligible for listing in the National Register because “the WCA’s most significant achievements pre-date the construction of the present Mahala Fisk Pillsbury Club.” Mabeth Paige Hall, on the other hand, stands as an example of the WCA’s productive years. Constructed in 1928, the facility helped the WCA advance its mission of providing low-cost housing to working women throughout Minneapolis. Early on, the group used large private houses donated by wealthy benefactors to house its lodgers. By the 1920s, however, the organization was serving over one thousand women and needed larger apartment buildings to meet this demand.<sup>34</sup>

The property also appears to be eligible for listing under Criterion B for its association with Mabeth Hurd Paige, a lawyer and suffragette who served as president of the WCA from 1910 to 1922. Paige became one of the first women elected to the Minnesota House of Representatives in 1922, where she championed the causes of women’s rights, education, and social welfare until she retired in 1945.

Mabeth Paige Hall was also evaluated under Criterion C as the work of Walter Wheeler, a prominent local structural engineer. Although Wheeler was a master of his trade, the modest five-story apartment building does not reflect his engineering expertise nor is it one of his noteworthy designs. Other local commissions better embody his technical achievements, such as the Mendota Bridge and Minneapolis Armory, which are both listed in the National Register, and the Cream of Wheat Building, which is designated as a local landmark. For these reasons, Mabeth Paige Hall is not eligible for listing under Criterion C.

The building has integrity of location as it has never been moved from its original site. Its setting has been impacted by newer downtown developments, but it retains excellent integrity of design, materials, and workmanship on the exterior. These factors contribute to the building’s integrity of feeling and association, which are bolstered by the fact that Mabeth Paige Hall continues to function as affordable housing. The period of significance for the property begins in 1928, the year it opened, and ends in 1966, following the National Register’s fifty-year guideline.

---

<sup>34</sup> Charlene Roise and Denis Gardner, “Historical/Architectural Assessment: Kate Dunwoody Hall,” July 1997, report prepared by Hess, Roise and Company, 5-7; Orange Line Survey, 41-42.



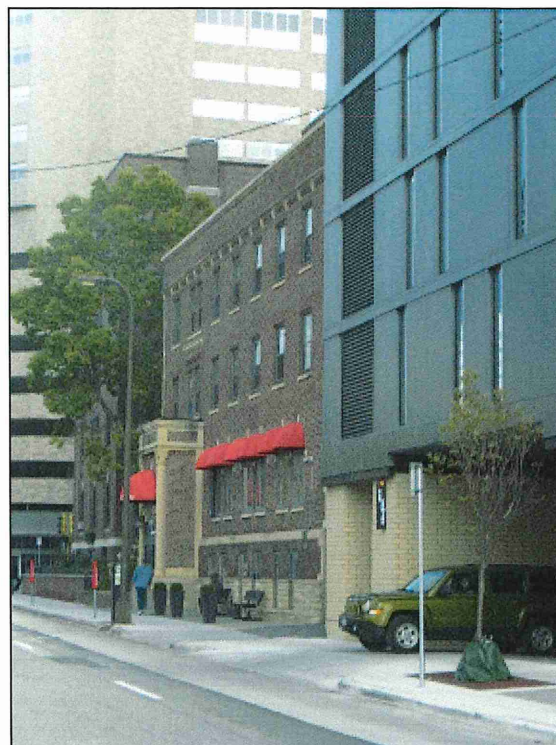
**Field Hotel (House of Charity)**

MnHPO Inventory Number: HE-MPC-1614

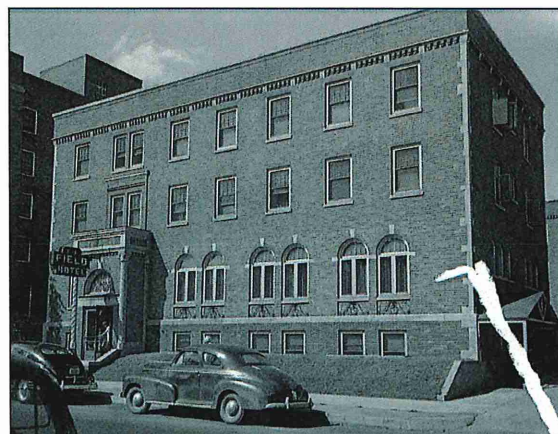
Address: 510 South Eighth Street, Minneapolis



*(Looking northeast from South Eighth Street)*



*(Looking northwest from South Eighth Street)*



*(Minnesota Historical Society, 1949)*

***Property Description***

The House of Charity, historically called the Field Hotel, is situated mid-block at 510 South Eighth Street. It is a three-story apartment building set above a raised basement. Brown brick, laid in Flemish bond, is the main wall material for the south (front) facade. The west and north walls are laid in common bond, while the east wall is not visible due to a new residential high-

rise on an adjacent lot. The building has a C-shaped footprint with the interstice oriented to the east, but this is also obscured by the new construction.<sup>35</sup>

On the south facade, cream-colored stone edges the bottom of the basement wall. A horizontal stone course delineates the top of the basement wall, which holds six replacement casement windows. Based on a 1949 photograph of the property, the window openings appear to be original, although the stone along the foundation was added at some point after an embankment in front of the building was leveled. The 1949 photograph also shows a portico sheltering a side entrance on the east wall; the portico has been removed and the entrance filled with brick. Cream-colored stone quoins line the corners of the south facade, rising from the basement to the parapet, which features stone edging and a course of brick laid at an angle.

An original brick entrance vestibule trimmed with stone protrudes from the south facade in the second bay from the west. A non-original door system is composed of a metal-and-glass door flanked by sidelights and topped by transom windows. An original arched window opening above the door holds a replacement window, which is covered by a red fabric awning. To the right of the entrance, three pairs of replacement casement windows topped with arched transoms fill historic openings. The brick arches have cream-colored stone keystones and springers. To the left of the entrance is a one-over-one replacement window set in a historic opening with a stone sill. Red fabric awnings cover all of the windows on the first story. Historic rectangular window openings with stone sills and one-over-one replacement windows line the second and third stories. The windows above the entrance vestibule are set in pairs and framed by brick stretchers. A stone lintel caps the pair of windows on the second story. A brick parapet with stone details and edging tops the south facade.

### ***History***

Louis Aspen built the Field Hotel in 1928 for about \$90,000. The building, described by permits as a three-story brick hotel with dimensions of 70' by 146', was designed by architects Jenson and Foss and constructed by contractors Field and Martin. It is located on the fringe of the Elliot Park neighborhood. This area, because of its close proximity to the downtown business district, attracted residential development by prominent businessmen and upper-class residents in the late nineteenth century, particularly along South Tenth Street and Park Avenue. The neighborhood was also close to riverfront industries, making it a desirable spot for working-class residents as well. In the first half of the twentieth century, low-rise apartment buildings and residential hotels came to dominate the landscape, replacing the older single-family housing stock.<sup>36</sup>

According to building permits, the Field Hotel remained in its original configuration until 1966, when the interior was altered to create new rental and dwelling units on each level. The basement held three dwelling units and nine rental units, while one dwelling unit and thirty-one rental units were on the first floor; thirty-eight rental units were on each of the upper levels. House of

---

<sup>35</sup> A major city-block-wide construction project was underway across the street from the property while the field survey was being conducted. Barricades and construction fences blocked two lanes of South Eighth Street, limiting the vantage points where the building could be photographed.

<sup>36</sup> Minneapolis Building Permit No. A18884 (dated May 12, 1928); "Historic Resources in the Loring Park and Elliot Park Neighborhoods, Re-survey of Lowry Hill East Neighborhood," July 2008, report prepared by Mead and Hunt, 17.



Charity, a local non-profit, acquired the Field Hotel in 1976. The building houses 116 men and women and provides public showers to the local homeless community from its main facility at 510 South Eighth Street. At some point in recent years an embankment in front of the building was leveled, new stone was installed along the foundation, and new windows were installed. A side entrance and portico were removed from the east wall and the opening was filled with brick.<sup>37</sup>

### ***Evaluation and Recommendation***

The property is associated with the development of residential hotels and apartment buildings in the Elliot Park neighborhood in the early twentieth century, although it does not have significant associations within this context, nor with events or persons significant in history. Although the exterior is largely intact, the interior was extensively renovated in the 1960s to create new rental and dwelling units. The building is not the work of a master architect, nor is it a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the property is recommended as not eligible for listing in the National Register.

---

<sup>37</sup> Minneapolis Building Permit No. A36227 (dated April 14, 1966); “Our History,” House of Charity, accessed October 17, 2016, <http://www.houseofcharity.org/about-us>.

## 5.0 RECOMMENDATIONS

### 5.1 Summary of Properties

The following properties were previously considered eligible for listing in the National Register. It is recommended they remain eligible.

Property Name	Address	MnHPO Inventory Number
Dayton's Department Store and Annex	700–730 Nicollet Mall; 26, 46–82 South Eighth Street	HE-MPC-5099
IDS Center	701 Nicollet Mall; 80 South Eighth Street; 710–730 Marquette Avenue	HE-MPC-0367; HE-MPC-9857
Skyway (Bridge No. 93864, IDS Resource)	Spans South Eighth Street between Nicollet and Marquette	HE-MPC-17770
Baker Block (includes the Baker Building and Annex, Roanoke Building, Arcade Building/Investors Building, Peavey Building/730 Building)	Bounded by South Seventh Street, Second Avenue, South Eighth Street, and Marquette Avenue	HE-MPC-0483; HE-MPC-7869; HE-MPC-7870; HE-MPC-0489
Minneapolis Club and Parking Garage	729 Second Avenue	HE-MPC-0401; HE-MPC-7254
Saint Olaf Catholic Church	805 Second Avenue	HE-MPC-0490

The following properties were previously considered not eligible for listing in the National Register. It is recommended they remain not eligible.

Property Name	Address	MnHPO Inventory Number
Snyder's Drugstore	731 Hennepin Avenue	HE-MPC-7257
Walker (Homestead) Building	19–23 South Eighth Street; 801 Hennepin Avenue	HE-MPC-7253
Midwest Federal Savings and Loan (Midwest Plaza)	801 Nicollet Mall	HE-MPC-9859
TCF Bank Building	801 Marquette Avenue; 121 South Eighth Street	HE-MPC-7871
Washburn Apartments	610 South Eighth Street	HE-MPC-0368
Hennepin County Medical Center	701 Park Avenue	HE-MPC-0465

Based on the findings of this Phase I/Phase II investigation, the following properties are recommended as eligible for listing in the National Register.

Property Name	Address	MnHPO Inventory Number
Minnegasco Energy Center (NRG Energy Center)	321 South Eighth Street	HE-MPC-11710
Citizens Aid Building	404 South Eighth Street	HE-MPC-3548
Mabeth Paige Hall	727 Fifth Avenue	HE-MPC-7375

Based on the findings of this Phase I/Phase II investigation, the following properties are recommended as not eligible for listing in the National Register.

Property Name	Address	MnHPO Inventory Number
LaSalle Court (Highland Bank Court)	801 LaSalle Avenue	HE-MPC-11708
Normandy Inn	405 South Eighth Street; 815 Fourth Avenue; 800 Fifth Avenue	HE-MPC-11712
Field Hotel (House of Charity)	510 South Eighth Street	HE-MPC-1614

## 5.2 Assessment of Effects

The recommended APE includes all properties fronting on South Eighth Street between Hennepin and Chicago Avenues, as well as the roadway, corners, and sidewalks within the public right-of-way along South Eighth Street and at intersections with South Eighth Street. Six properties within the APE are considered eligible for listing in the National Register based on previous surveys, and three are recommended as eligible based on the results of this survey. The proposed reconstruction will likely have no direct physical impact to these properties. Potential indirect impacts of the project will likely be visual, with some minor noise or vibrations during construction. These potential effects, however, will likely be minimized by the existing visual environment of downtown Minneapolis, which is active and complex, and the extensive private construction projects that are presently underway along South Eighth Street. Based on these considerations, there will likely be no adverse effect to cultural resources for the proposed reconstruction of South Eighth Street.

## 6.0 BIBLIOGRAPHY

### Primary and Unpublished

Hennepin County Property Records. Hennepin County Government Center, Minneapolis, Minnesota.

Minneapolis Building Permits. Public Service Center Building, Minneapolis, Minnesota.

Minneapolis Collection. Hennepin County Central Library Special Collections, Minneapolis, Minnesota.

United Way of Minneapolis Papers. Social Welfare History Archives, Elmer L. Andersen Library, University of Minnesota, Minneapolis.

### Secondary and Published

Anger, David. "Mr. Halprin's Dance: Remembering the Original Nicollet Mall." *Hennepin History* 56 (Summer 1997): 11.

Berglin, Jessica, and Charlene Roise. "Northstar Center." National Register of Historic Places nomination. May 2016. Prepared by Hess, Roise and Company.

Fielding, David. "A Dream Came True: The Story of the Citizens Aid Building." *Hennepin History* 61 (Winter 2002): 10.

Hofsommer, Don. *Minneapolis and the Age of Railways*. Minneapolis: University of Minnesota Press, 2005.

Kane, Lucile, M. *The Falls of St. Anthony: The Waterfall That Built Minneapolis*. Saint Paul: Minnesota Historical Society Press, 1966.

Koutsky, Kathryn Strand. *Minnesota Eats Out*. Saint Paul: Minnesota Historical Society Press, 2003.

Mason, Karen, and Carol Lacey. *Women's History Tour of the Twin Cities*. Edited by Deborah Carlson. Minneapolis: Nodin Press, 1982.

Mead and Hunt. "Historic Resources in the Loring Park and Elliot Park Neighborhoods, Re-survey of Lower Hill East Neighborhood." July 2008.

———. "Historic Resources in the Windom, Kenny, and Armatage Neighborhoods and Historic Resources in the Central Core Area including the St. Anthony West, Marcy Holmes, Como, Downtown West, Downtown East, and Sumner Glenwood Neighborhoods, as well as portions of the Bryn Mawr, Harrison, Near North, North Loop, Prospect Park, and St. Anthony East Neighborhoods." July 2011.

"No Other Building Like It in U.S." *Minneapolis: A Quarterly Magazine of the Minneapolis Civic and Commerce Association*, February 1928, 38.

Pearson, Marjorie, and Charlene Roise. "Downtown Minneapolis: An Historic Context." August 2000. Prepared by Hess, Roise and Company.

Roise, Charlene. "Death of a Thousand Patches." *Landscape Architecture* 94 (September 2004): 30-37.

Roise, Charlene, and Denis Gardner. "Historical/Architectural Assessment: Kate Dunwoody Hall." July 1997. Prepared by Hess, Roise and Company.

Roise, Charlene, and Erin Hanafin Berg. "Farmers and Mechanics Savings Bank." National Register of Historic Places nomination. July 2005. Prepared by Hess, Roise and Company.

Roise, Charlene, Elizabeth Gales, Stephanie Atwood, Linda Pate, and Penny Petersen. "Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume 2: Minneapolis." February 2012. Prepared by Hess, Roise and Company.

Shutter, Marion Daniel, ed. *History of Minneapolis, Gateway to the Northwest*. 3 vols. Chicago and Minneapolis: S. J. Clarke Publishing, 1923.

Summit Envirosolutions. "Phase I and II Architectural History Survey for the C Line Bus Rapid Transit Project, Brooklyn Center and Minneapolis, Hennepin County, Minnesota." February 2016.

———. "Phases I and II Architectural History Survey for the Orange Line Bus Rapid Transit Project, Minneapolis, Richfield, Bloomington, and Burnsville, Minnesota." January 2016.

Weiner, Lynn. "Our Sister's Keepers: The Minneapolis Woman's Christian Association and Housing for Working Women." *Minnesota History* 46 (Spring 1979): 189-200.

## Newspapers

Altman, Peter. "LaSalle Court Bit Garish, but Idea Points Way to Lively City Center." *Minneapolis Star*, March 25, 1970.

Altowitz, Abe. "Mall Planner Promises Relief from Downtown Bustle." *Minneapolis Star*, February 13, 1964.

Carideo, Anthony. "District Heating-Cooling Plant for 46 Businesses Will Be Sold." *Minneapolis Star Tribune*, August 1, 1984.



Edgerton, Jay. "Patrol Limits Shackle Modern Police." *Minneapolis Star*, September 27, 1956.

Greenwald, John. "An Energy Venture Downtown." *Minneapolis Star*, September 29, 1975.

Kennedy, Clare. "Normandy Kitchen Will Be Remodeled and Denuded of Stucco Facade." *Minneapolis-St. Paul Business Journal*, June 10, 2015.

Long, Hank. "More to This Building Than Meets the Eye." *Finance and Commerce*, April 20, 2016.

Mack, Linda. "For Nicollet Mall's South End, a Change of Place." *Minneapolis Star Tribune*, September 30, 1997.

"Patrol Limits." *Minneapolis Tribune*, February 13, 1893.

Premack, Frank. "How It All Happened." *Minneapolis Tribune*, November 19, 1967.

Sorensen, Harley. "Minneapolitans Soon May Tipple in Expanded Area." *Minneapolis Tribune*, July 15, 1974.

St. Anthony, Neal. "LaSalle Court Receives Facelift." *Minneapolis Star Tribune*, July 15, 1985.

Wright, Robert A. "Mall Stirs Downtown Minneapolis Revival." *New York Times*, March 24, 1973.

## **Electronic**

National Women's History Museum. "Women Wielding Power: Pioneer Female State Legislators." Accessed October 7, 2016. <https://www.nwhm.org/html/exhibits/legislators/Minnesota.html>.

Normandy Kitchen. "About Us." Accessed October 31, 2016. <http://www.normandykitchen.com/about-us>.

NRG Energy. "Minneapolis System Profile—Downtown." Accessed October 12, 2016. <http://www.nrg.com/business/large-business/products-services/distributed-generation/district-heating-cooling/minneapolis/>.

Steffel, Nick. "A Short-Lived Shopping Center in Downtown Minneapolis, Demolished March 16, 1998." Hennepin County Library Special Collections Tumblr. Accessed October 31, 2016. <http://hclib.tumblr.com/post/113805907685/a-short-lived-shopping-center-in-downtown>.

Udall, Stewart. "The Last Traffic Jam." *The Atlantic*, October 1972. Accessed October 28, 2016. <http://www.theatlantic.com/magazine/archive/1972/10/the-last-traffic-jam/303367/>.

WCA Foundation. "History." Accessed October 7, 2016. <http://www.wcafoundation.org/history.html>.