



**Phase I Architecture/History Survey and Phase II Evaluation  
for the Rush Line Bus Rapid Transit Project  
Ramsey County, Minnesota**

**SHPO Project Number 2019-0985  
MnDOT Project Number TCP-Rush-18**

*Prepared for:*

**Ramsey County Regional Rail Authority**

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**June 2020**

**Errata  
January 2021**

**APPENDIX E2. PHASE II EVALUATION: THEODORE HAMM BREWING  
COMPANY COMPLEX (RA-SPC-2926)**

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# Theodore Hamm Brewing Company Complex

**SHPO Inventory Number:** RA-SPC-2926

**Address:** Minnehaha Avenue East between Payne Avenue and Stroh Drive

**City:** Saint Paul

## Description

The Theodore Hamm Brewing Company Complex, also referred to as Hamm's Brewing Company and Theodore Hamm Brewing Company, is located within a mixed industrial and residential neighborhood within St. Paul. Approximately 25 acres in size, the property is primarily sited along Minnehaha and Reaney Avenues between Payne Avenue and Stroh Drive. It is roughly bounded by the Union Pacific Railroad corridor on the north, Stroh Drive on the east, Dayton's Bluff on the south, and Phalen Creek on the west. Buildings within the complex were constructed from ca. 1865 to 1978. They range from one to eight stories and are primarily clad in brick. Additional associated structures are also located throughout the complex. See the 2005 Theodore Hamm Brewing Company National Register of Historic Places (National Register) Nomination (draft) for a full description of the individual buildings. Table 1 presents a list of the buildings within the complex based on the 2005 Nomination.<sup>3</sup> A map from the previous nomination that labels the location of each buildings is attached.<sup>4</sup>

Table 1. List of resources within the Theodore Hamm Brewing Company Complex <sup>5</sup>		
Building No.	Building Name	Build Date
1	Office (former Power House)	Ca. 1883, remodeled ca. 1893, 1934, and ca.1975
2	Brew House	1892, remodeled ca. 1935
3	Grain Dryer	1951-1953
6	Grit Storage	Ca. 1893 remodeled circa 1935
7	Racking Room	Ca. 1893, remodeled 1934
8	Wash House	1901, remodeled ca. 1935
9	Carpenter Shop	Ca. 1865, Remodeled 1901 and later
10	Shavings Vault	Ca. 1901
11	Pump House No. 3	Ca. 1934
12	Retaining Wall and Stairway	Ca. 1901
13	Machine Shop/Blacksmith Shop/Paint Shop	1911
17	Stock House No. 3	1907
18	Stock House Number 2	1901
20	Pump House No. 5	1933
23	Laboratory/Wort Cooler	1883, remodeled ca. 1903, 1911, 1946 and 1956
25	Hop Storage	Ca. 1900, remodeled 1911 and ca. 1935
26	Stock House No. 1	1947-1948, remodeled 1953

<sup>3</sup> National Register of Historic Places, Theodore Hamm Brewing Company, St. Paul, Ramsey County, Minnesota, Minnesota State Historic Preservation Office, St. Paul, Minn. (draft Nomination not formally listed in the National Register).

<sup>4</sup> National Register of Historic Places, Theodore Hamm Brewing Company Complex, St. Paul, Ramsey County, Minnesota.

<sup>5</sup> National Register of Historic Places, Theodore Hamm Brewing Company, St. Paul, Ramsey County, Minnesota.

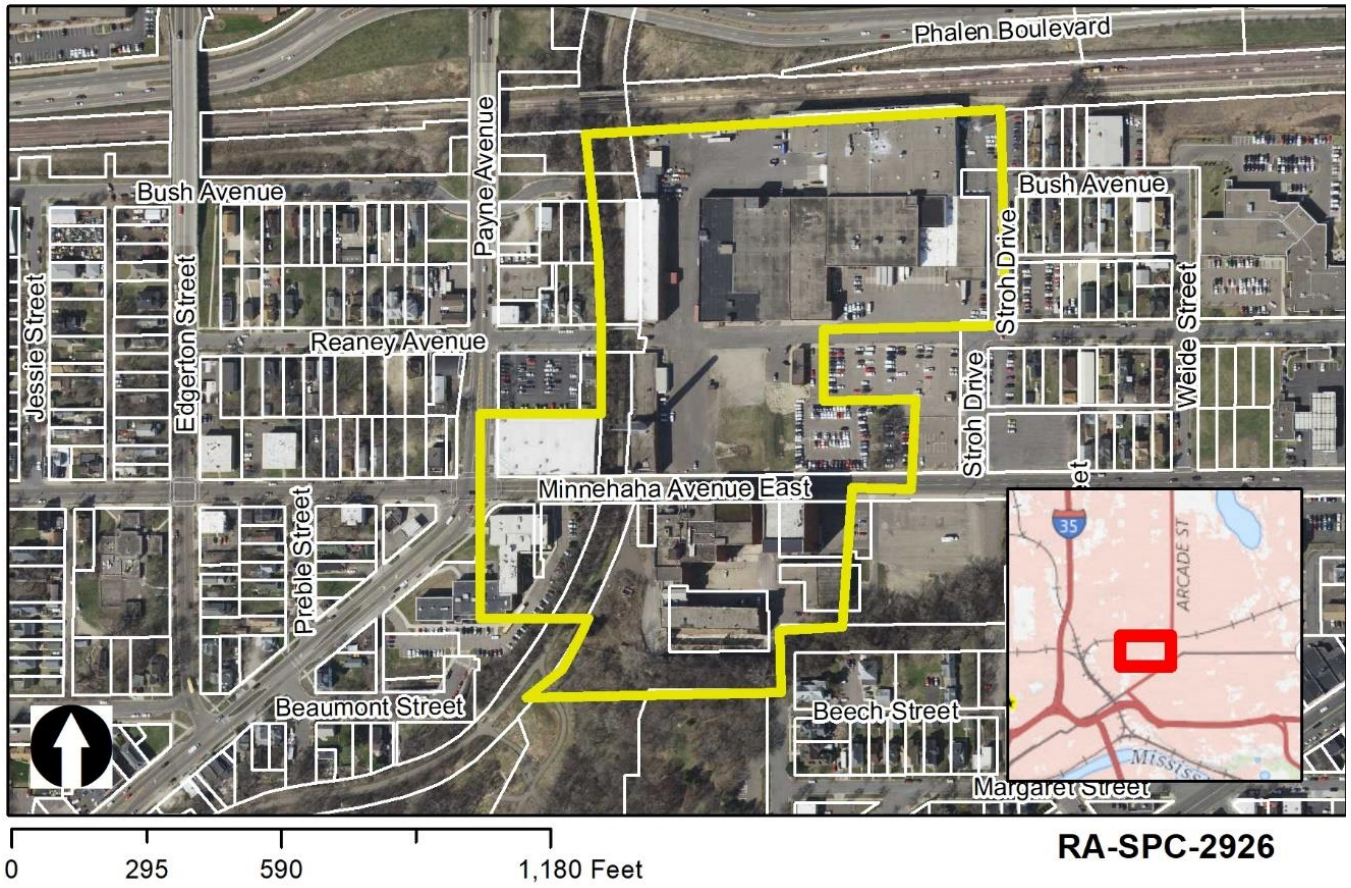
Table 1. List of resources within the Theodore Hamm Brewing Company Complex <sup>5</sup>		
Building No.	Building Name	Build Date
27	Stock House No. 4	1948-1953
28	Credit Union	1937
29	Pump House No. 8	1949
31	Pump House No. 1	1939
32	Power Plant	1933-34
33	Garage	Ca. 1936
38	Warehouse No. 1	1953
39	Advertising Warehouse	1907, remodeled 1934 and 1939
40	Diesel Engine House	1948 or earlier
41	Bottling House	1901, Remodeled circa 1911, 1934, 1946, 1953
45	Warehouse No. 3 (Case Storage)	1945
49	Administration Building	Ca. 1936, remodeled and 1958
56	New Brew House Addition	1955-1956
59	Electric and Pipe Shop	1957
60	Silo	Ca. 1960
61	Wash House/Racking Facility	Ca. 1962-1963
65	Rail Shipping and Storage	1965
66	Pump House No. 11	Ca. 1958
67	Sankey Building	1972
69	Garage	Ca. 1970
71	Bridge No. 62533	1978

A partial resurvey of the Theodore Hamm Brewing Company Complex was completed in February 2019 as part of the *Phase I and Phase II Architecture/History Survey for the Rush Line Bus Rapid Transit Project, Ramsey County, Minnesota* (Rush Line). Only the eight buildings north of Reaney Avenue were looked at as part of the subject project. These buildings include: Buildings 38, 40, 41, 45, 61, 65, 67, and 69. See the above list and 2005 Nomination for more information on these buildings. Pictures of the resurveyed buildings are provided below. Updated inventory forms were not created for these buildings as part of the Rush Line project as no substantial changes/alterations were made since the 2005 evaluation.

### Statement of Significance

The Theodore Hamm Brewing Company Complex was determined eligible in 2005 under National Register *Criteria A* and *B* in the area of Industry. The district consists of 22 contributing and seven noncontributing buildings and six contributing and three noncontributing structures for a total of 28 contributing and 10 noncontributing elements. The period of the significance for the district spans from 1865 to 1952. Maps of the district can be found in the 2005 Nomination. No changes are recommended to the historic boundary or period of significance as part of the Rush Line resurvey, and no changes are recommended to the contributing/noncontributing status of the resources within the district. Past surveys indicate the Theodore Hamm Brewing Company Complex has numerous underground tunnels and pipe systems. These systems have never been separately inventoried and are not accessible at this time. Should ground disturbance be proposed within the district boundaries, additional survey and evaluation of these underground resources may be necessary.

Map



## Photographs



RA-SPC-2926, February 1, 2019, Building 41, south and west elevations, looking northeast.



RA-SPC-2926, February 1, 2019, Building 41, north elevation, looking southeast.



RA-SPC-2926, February 1, 2019, Building 45, south and east elevations, looking northwest.



RA-SPC-2926, February 1, 2019, Building 69, east and north elevations, looking southwest.



RA-SPC-2926, February 1, 2019, Building 40, south and west elevations, looking west.



RA-SPC-2926, February 1, 2019, Building 65, west elevation, looking east.



RA-SPC-2926, February 1, 2019, Building 65, east elevation, looking west northwest.



RA-SPC-2926, February 1, 2019, Building 38, south elevation, looking north.



RA-SPC-2926, February 1, 2019, Building 61, south elevation, looking north northeast.

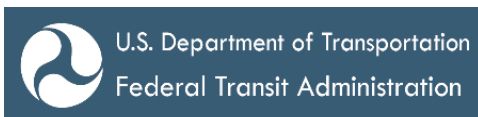


RA-SPC-2926, February 1, 2019, Building 67, south and east elevations, looking northwest.



# Rush Line Bus Rapid Transit Project: Section 106 Assessment of Effects and Determination of Effect for Historic Properties

November 2020



various Project elements to minimize visual effects, the entire BRT Corridor beginning at the Arcade Street Station and continuing through the Whitaker Street Station would be subject to design review. It may not be possible to avoid physical effects to each of the 1868 Alignments of the LS&M Railroad. Due to the substantial physical changes proposed in the corridor and the extensive review required to minimize visual effects, resolution of all Adverse Effects to resources associated with the LS&M Railroad will be most effectively accomplished through continued consultation under Section 106 of the National Historic Preservation Act.

### Theodore Hamm Brewing Company Complex (RA-SPC-2926)

Minnehaha Avenue East between Payne Avenue & Stroh Drive, Saint Paul

#### *Description & Historic Significance*

The Theodore Hamm Brewing Company (Hamm's Brewing Company) Complex was constructed from circa 1865 to 1978.<sup>135</sup> The buildings are generally clad in brick and range from one (1) to eight (8) stories in height. Associated structures include a pump house, tunnels, skyways, a silo, a shavings vault, a retaining wall, and a bridge. The brewery was established in 1865 and grew to become the largest brewery in Minnesota. The brewery expanded and modernized several times since its initial construction to successfully incorporate scientific and technological advancements within the brewing industry. For three (3) successive generations, the brewery was passed down from father to son, with leadership remaining in the Hamm family. The brewing complex consists of 28 contributing resources and 10 noncontributing resources (see Figure 39).<sup>136</sup> However, only one (1) noncontributing resource is partially located within the Rush Line BRT APE: Rail Shipping and Storage, Building No. 65, built in 1965.

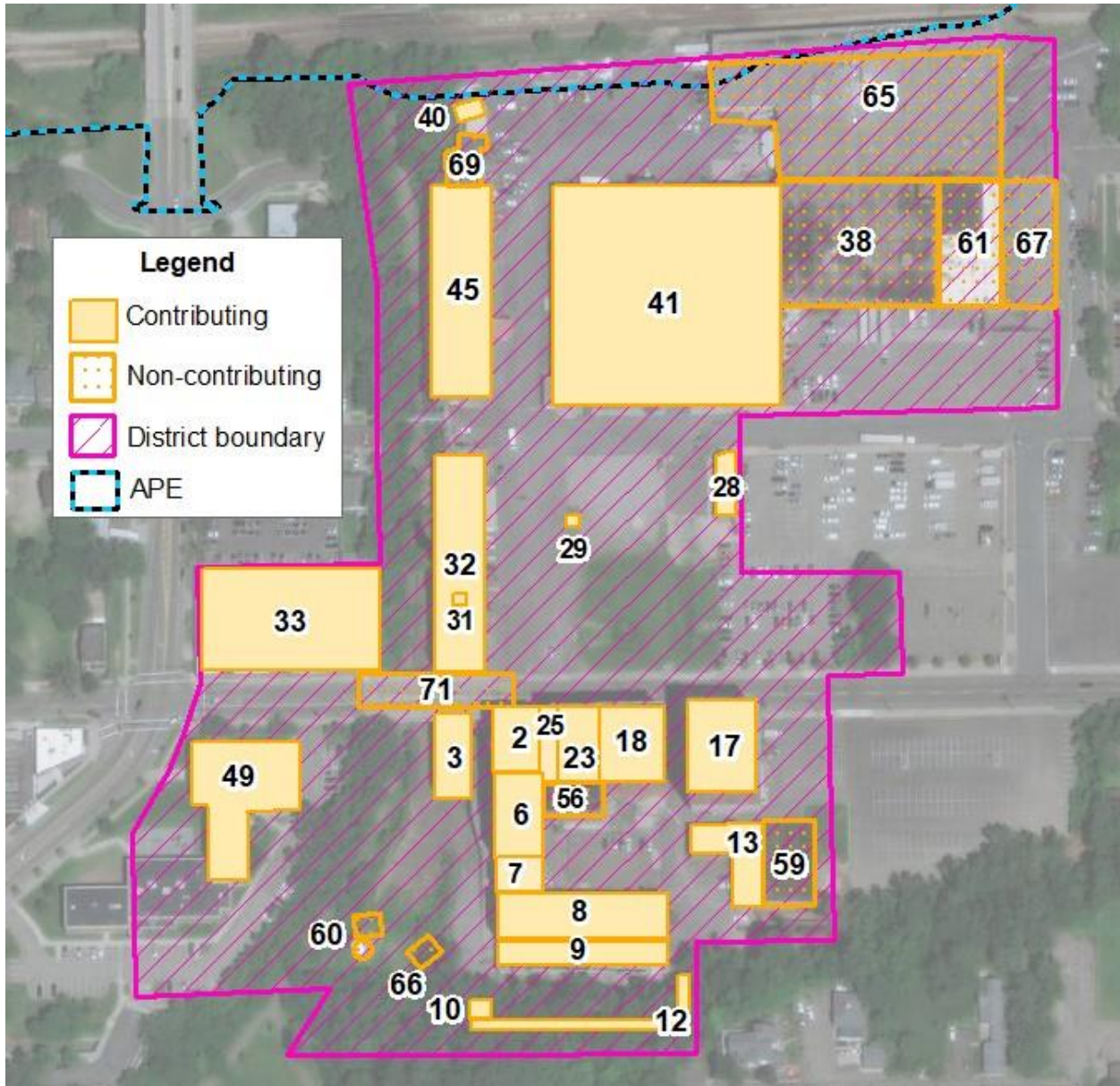
The Hamm's Brewing Company Complex is eligible for inclusion in the National Register under Criteria A in the area of Industry and under Criteria B for association with Theodore Hamm, William Hamm Sr., and William Hamm Jr. The period of significance begins in 1865, representing the earliest construction, and ends in 1952, when leadership shifted outside of the Hamm family and the company expanded outside of the St. Paul plant. Overall, the Hamm's Brewing Company Complex retains sufficient integrity of materials, design, workmanship, location, and feeling to convey its historic significance. Since the period of significance, there have been changes to the land use north of the Complex. During the period of significance, the area was a railroad corridor lined with industrial properties. However, portions of the LS&M Railroad were removed in the 1990s, and Phalen Boulevard was completed in 2001, diminishing the setting and association of Hamm's Brewing Company with the railroad industry and industry. The Hamm's Brewing Company Complex's relationship to the topography and the surrounding properties is intact at the southwest corner of the property near Swede Hollow. Character-defining features include the brick cladding that visually links the complex's resources, the melding of old and new buildings within the complex for modernization purposes, topography, and relationship to nearby fresh water sources.

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<sup>135</sup> Information on the Theodore Hamm Brewing Company Complex comes from Katie Ohland, "Theodore Hamm Brewing Company Complex (RA-SPC-2926)," Minnesota Multiple Property Inventory Form, 2019; and Diane Trout-Oertel, "Theodore Hamm Brewing Company," National Register of Historic Places Registration Form, 2005.

<sup>136</sup> Underground tunnels and pipe systems have not been separately inventoried. If future ground disturbance is proposed within the complex boundaries, additional survey and evaluation of these underground resources may be necessary.

Figure 39. Contributing and noncontributing resources of the Hamm’s Brewing Company Complex<sup>137</sup>



*Potential Effects*

The proposed Project includes operation of BRT vehicles within existing paved roadways along Phalen Boulevard and Neid Lane, north of Hamm’s Brewing Company Complex (see Sheets 8 and 9 of the 15% Plans and Figure 40). The Project would not have any direct physical effects to any of the contributing resources. However, as noted on the 15% Plans, the proposed physical changes in the vicinity of the historic property include the proposed Payne Avenue and Arcade Street Stations, sidewalk connections, and proposed BMPs, all of which are on the opposite side of Phalen Boulevard from the historic

<sup>137</sup> Based on analysis of aerial photographs and Google Street View, resources numbered 1, 11, 20, 26, 27, and 39 are nonextant and are not depicted on this map. These were outside the survey area for the Rush Line BRT Project.

property. Small partial property acquisitions would occur near both stations and, in limited areas, existing paving would be repaired using mill and overlay. Therefore, potential Project effects include visual effects of the proposed stations and potential changes in traffic, access, and parking.

**Figure 40. Proposed Project plans within the vicinity of Hamm’s Brewing Company Complex (approximate historic property boundary outlined in blue).<sup>138</sup>**



### *Assessment of Effects*

#### *Physical*

As currently designed, the proposed Project would not directly, physically affect any of the historic resources associated with the Hamm’s Brewing Company Complex. Therefore, the Project would not diminish the historic property’s integrity of location, design, materials, or workmanship.

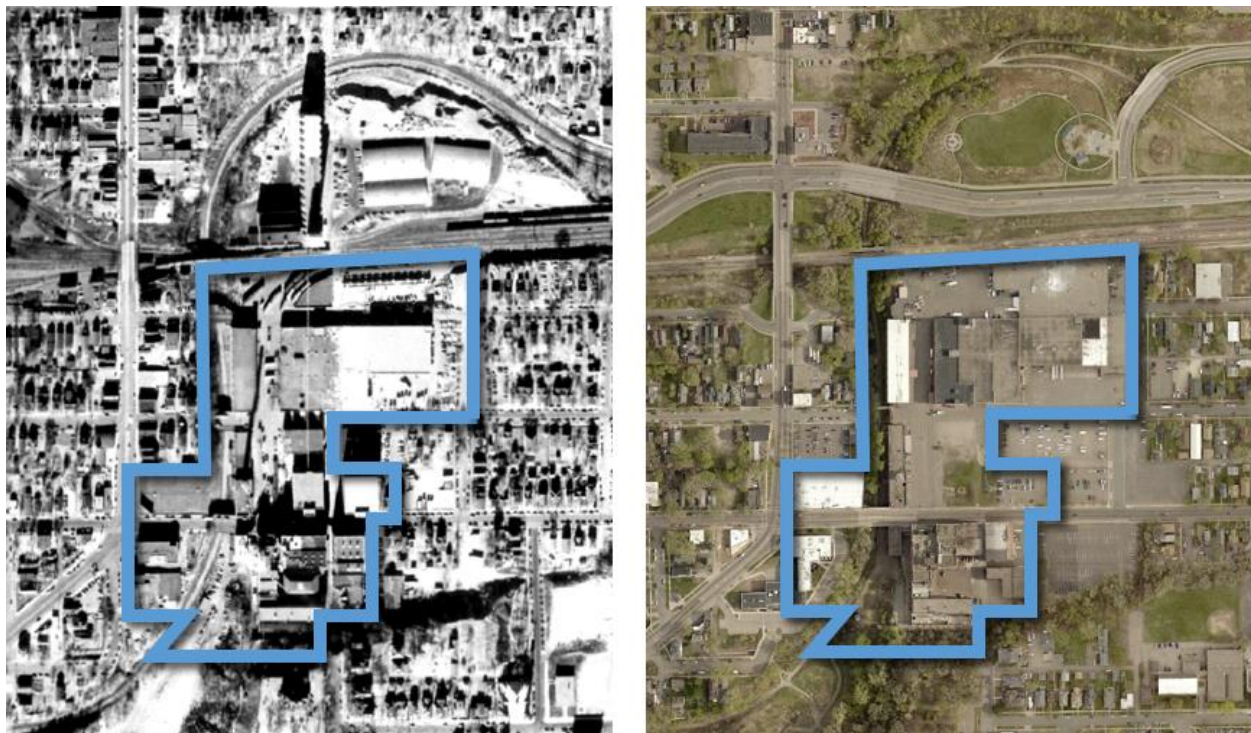
#### *Visual*

The proposed Payne Avenue Station would be located 360 feet northwest of the Hamm’s Brewing Company Complex’s northern boundary, and the Arcade Street Station would be 925 feet northeast. Both stations would be on the opposite side of the StPS&TF/Omaha Road Railroad Corridor Historic District (XX-RRD-CNW001) and Phalen Boulevard. Construction of these two (2) station areas would

<sup>138</sup> Image based on 15% Plans combined with an aerial photograph from Ramsey County, “Ramsey County Interactive Property Map,” MapRamsey, 2018, <https://maps.co.ramsey.mn.us/MapRamsey/> (accessed on August 20, 2020).

include dedicated BRT lanes, station platforms, and amenities. Proposed BMPs are located within the Eastside Heritage Park and between Phalen Boulevard and the StPS&TF/Omaha Road Railroad Corridor Historic District. The construction of these Project elements has the potential to have a permanent visual effect on the historic property's setting. However, the addition of Project elements would be largely consistent with the current visual context of the historic property, which has changed since the end of the historic property's period of significance (see Figure 41). Historically, this corridor was filled with railroad infrastructure and industrial buildings. The removal of a portion of the LS&M Railroad Corridor and industrial properties and the introduction of Phalen Boulevard (a multi-lane roadway) has already diminished the Hamm's Brewing Company Complex's integrity of setting and association. The construction of BAT lanes and BRT stations would be a minor addition to this altered setting and would not diminish the historic property's integrity of setting, feeling, or association any further.

**Figure 41. Hamm's Brewing Company Complex. The approximate boundary of the Hamm's Brewing Company Complex in 1953 (left) immediately following the end of its period of significance (1952) and in 2018 (right) following extensive modifications north of the Complex due to the removal of the LS&M Railroad Corridor and introduction of both Phalen Boulevard and the Eastside Heritage Park.<sup>139</sup>**



#### Traffic, Access, and Parking

The proposed Project would not physically affect access to the Hamm's Brewing Company Complex. Although traffic queuing concerns have been identified at Neid Lane and Arcade Street, the Project incorporates improvements and the queuing issues can be minimized through adjustments in signal

<sup>139</sup> Ramsey County, "Ramsey County Interactive Property Map," MapRamsey, 1953 and 2018, <https://maps.co.ramsey.mn.us/MapRamsey/> (accessed on August 19, 2020).

timing.<sup>140</sup> There would be minimal to no changes to traffic signals at the Phalen Boulevard intersection with Payne Avenue. New traffic signals are proposed at Phalen Boulevard's intersections with Neid Lane and Arcade Street. None of these signal modifications would impede access to the historic property. The Project is not expected to impact parking near this historic property.<sup>141</sup>

*Recommended Finding: No Adverse Effect*

Based on the Project's 15% Plans and the draft EA, the Project is anticipated to have **No Adverse Effect on the Theodore Hamm Brewing Company Complex**. The historic property would not be physically affected by the Project. Although a few Project elements may be visible from the northern edge of the historic boundary, any alterations to the viewshed would be minor and the views to and from the historic property would not be changed. The setting has been altered previously with the construction of Phalen Boulevard and the proposed Project elements would not diminish this altered setting any further. Therefore, the Project would not alter any of the characteristics that qualify the historic property for inclusion in the National Register or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association.

**3M Administration Building (RA-SPC-0455)**

777 Forest Street, Saint Paul<sup>142</sup>

*Description & Historic Significance*

The 3M Administration Building (also known as Building 21; Headquarters Building) was the corporate headquarters building of the Minnesota Mining and Manufacturing Company (3M) Main Plant in Saint Paul.<sup>143</sup> The 3M Administration Building is a two (2)-story Moderne style office building constructed in 1940 (Figure 42). The building is associated with the rise of 3M into a national and international leader in the development, manufacture, marketing, and distribution of abrasive and adhesive products, which have had a lasting impact on the development of the United States. The building was designed by renowned industrial architect Albert Kahn with local architects Toltz, King, and Day.

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<sup>140</sup> Kimley-Horn and Associates, Inc., "Traffic Technical Report, Draft," 27, 34.

<sup>141</sup> SRF Consulting Group, Inc., "Land Use and Economics Technical Report, Draft," 50.

<sup>142</sup> Please note: the address of the 3M Administration Building was erroneously noted as 900 Bush Avenue in correspondence from FTA to MnSHPO and consulting parties dated July 10, 2020. That address is the overall address of the 3M Main Plant Historic District (RA-SPC-0449).

<sup>143</sup> Information on the 3M Main Plant, Building 21 comes from Katie Ohland, "3M Administration Building (RA-SPC-0455)," Minnesota Multiple Property Inventory Form, 2019; and Andrew J. Schmidt, Marjorie Pearson, and Renee L. Hutter, "3M Administration Building," National Register of Historic Places Registration Form, 2014.