

# University-Raymond Commercial Historic District

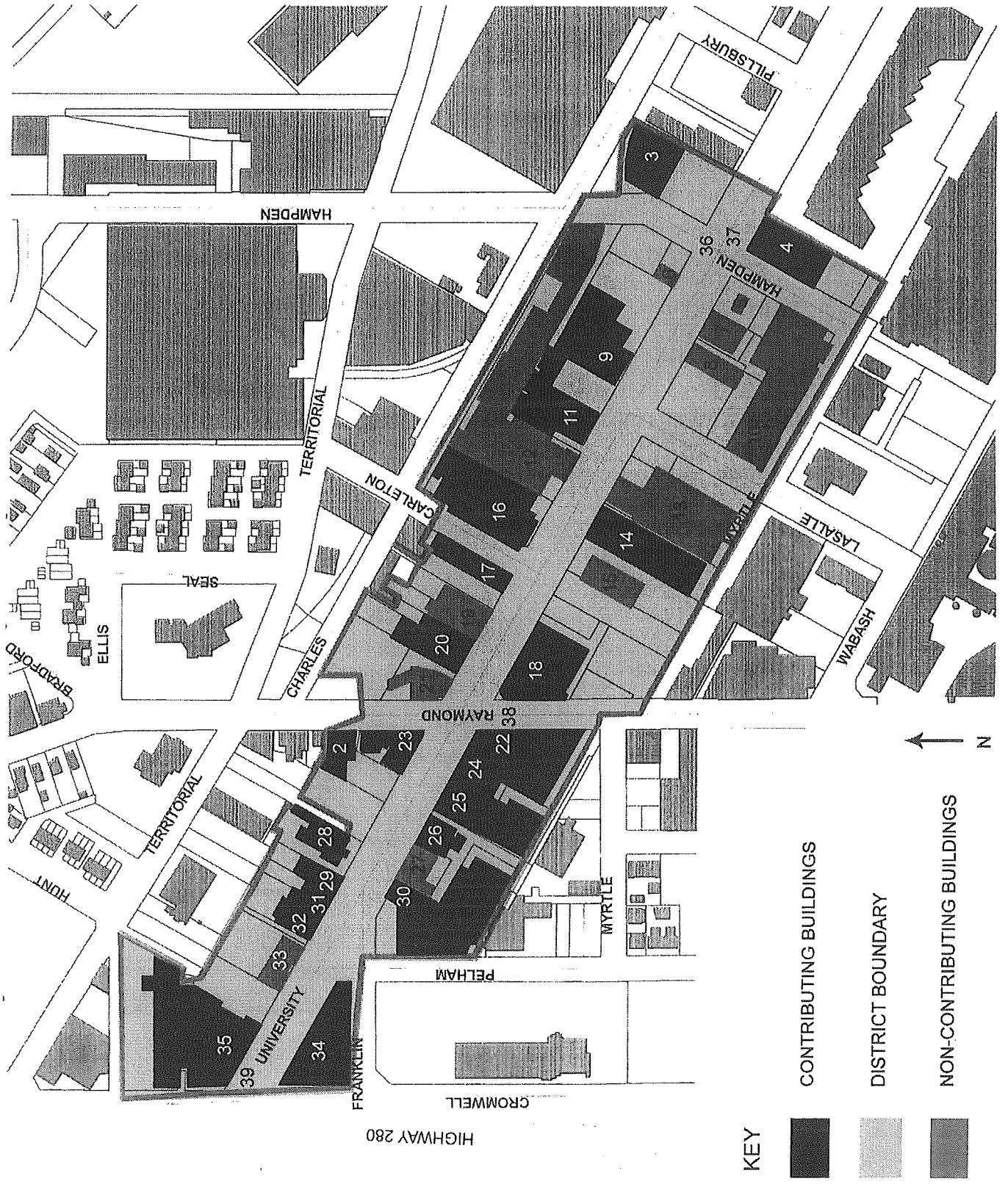
St. Paul Heritage Preservation Commission



October 2004



# University-Raymond Commercial Historic District







**University-Raymond Commercial Historic District/St. Paul Heritage Preservation Commission  
Map Key**

- 1.) Current Name: Boston Sheet Metal Works, Inc.  
731 Hampden Avenue
- 2.) Historic Name: Sweitzer & Sons Store & Warehouse  
771-777 Raymond Avenue
- 3.) Current Name: Wright Building  
Historic Name: Wright, Barrett, and Stillwell Building  
2233 W. University Avenue
- 4.) Historic Name: Louis F. Dow Company  
2242 W. University Avenue
- 5.) Current Name: University Auto  
2250 W. University Avenue
- 6.) Current Name: River of Goods Outlet  
2251 W. University Avenue
- 7.) Current Name: Spiros Mediterranean Market  
Historic Name: Construction Equipment Sales  
2264 W. University Avenue
- 8.) Current Name: Summit Amusement  
2274 W. University Avenue
- 9.) Current Name: Midway Commerce Building  
Historic Name: Twin City Wholesale Grocery Warehouse  
2285 W. University Avenue
- 10.) Historic Name: Loudon Machine Company Warehouse  
2288 W. University Avenue
- 11.) Current Name: 2295 Building  
Historic Name: Patterson Sargent Company  
2295 W. University Avenue
- 12.) 2309 W. University Avenue
- 13.) Current Name: Midway Commons  
2314 W. University Avenue
- 14.) Current Name: Midtown Commons  
Historic Name: Minneapolis Street Railway Company Streetcar Barn  
2324 W. University Avenue
- 15.) 2334 W. University Avenue

- 16.) Historic Name: Simmons Mattress Company Warehouse  
2341 W. University Avenue
- 17.) Current Name: Twin City Janitor Supply  
Historic Name: Red Wing Stoneware Company Sales Office and Warehouse  
2345 W. University Avenue
- 18.) Current Name: Specialty Building  
Historic Name: Northwestern Furniture and Stove Exposition Building  
2356-2362 W. University Avenue
- 19.) Current Name: Reptile Supply  
Historic Name: M.J.O. Neill Commercial Row  
2363-73 W. University Avenue
- 20.) Historic Name: Borchert-Ingersoll Machinery Co.  
2375 W. University Avenue
- 21.) Current Name: U.S. Bank  
Historic Name: First Security State Bank  
2383-87 W. University Avenue
- 22.) Historic Name: Twin Cities State Bank  
2388 W. University Avenue
- 23.) Current Name: Security Building  
Historic Name: Upham Building  
2389-2401 W. University Avenue
- 24.) Historic Name: General Motors Truck Garage  
2390-2400 W. University Avenue
- 25.) Current Name: Chittenden & Eastman Building  
Historic Name: M. Burg & Sons Building  
2402-2414 W. University Avenue
- 26.) Historic Name: Irving Hudson Commercial Row  
2418-2426 W. University Avenue
- 27.) 2428-30-32 W. University Avenue
- 28.) Current Name: New Wine Church  
Historic Name: Twin City Commercial Bulletin  
2429 W. University Avenue
- 29.) Historic Name: Brown-Jaspers Store Fixtures Co.  
2441 W. University Avenue
- 30.) Current Name: Picture Frame Supply, African International Market Place  
Historic Name: Frigidaire Building  
2446 W. University Avenue

- 31.) Historic Name: Johnson Wax Co. Sales Office  
2447 W. University Avenue
- 32.) Historic Name: Conditioned Air Equipment Co. Building  
2451-2459 W. University Avenue
- 33.) Current Name: Strommen Building  
2469 W. University Avenue
- 34.) Current Name: Midway Commercial Building  
Historic Name: Twin City Four Wheel Drive Company  
2470-2512 W. University Building
- 35.) Historic Name: Mack International Motor Truck Co.  
2505 W. University Avenue



## University-Raymond Commercial Historic District

### Part I

#### District Description

**If the dual cities are indeed the pillars of the "Gateway of the Northwest," the Midway district may well be regarded as the keystone of the arch which connects them.**

Henry Castle, *St. Paul and Vicinity* (1912), p. 622.

The University-Raymond Commercial Historic District is a mixed-use commercial and industrial area on a major east-west transportation corridor near St. Paul's western boundary with Minneapolis. Most of the buildings were constructed between 1891 and 1941, during the decades when the Midway became St. Paul's largest industrial district. The properties are typically one to seven-story brick and stone structures that originally housed factories, warehouses, offices, and commercial spaces.

The buildings line both sides of University Avenue between Hampden and Cromwell Avenues. To the north and south of the district, land use is primarily industrial, with rail yards and factories predominating. There are a total of thirty-five properties in the district; thirteen are non-contributing because of date of construction or significant loss of integrity. There are also several parking lots and vacant parcels. The area is in Planning District 12.

A number of properties in this area were included in the St. Paul Historic Sites Survey (1983).<sup>1</sup> Based on the findings at that time, the surveying team recommended a "West Midway Historic District." However, the proposed boundaries did not include the Wright or Dow buildings at Hampden and University avenues or the three warehouses between Carleton Street and Hampden Avenue. The current study determined that these properties also meet the local designation criteria and should be included in the proposed University-Raymond Commercial Historic District.

#### Designation Criteria

The St. Paul Heritage Preservation Commission Ordinance provides the criteria for local heritage preservation designation of individual properties and districts. Properties in the University-Raymond Commercial Historic District, as shown on the attached map, meet designation criteria 1, 4, and 5.

Designation Criterion 1 states that the Commission shall consider the following about the district:

**Its character, interest or value as part of the development, heritage or cultural characteristics of the City of Saint Paul, State of Minnesota, or the United States.**

The University-Raymond Commercial Historic District is significant as the commercial core of the St. Paul Midway, which developed in the early twentieth century as the city's largest industrial area and a national transportation center. Nearly all of the properties in the district are related to some aspect of the activities of the railroad lines between the Twin Cities or the early years of the trucking industry. The twenty-two contributing buildings, most of them with high exterior integrity, reflect the evolution of the area from the railroad era to the development of the interstate highway system.

Designation Criterion 4 states that the Commission shall consider the following about the district:

**Its embodiment of distinguishing characteristics of an architectural or engineering type or specimen.**

Designation Criterion 5 states that the Commission shall consider the following about the district:

**Its identification as the work of an architect, engineer or master builder whose individual work has influenced the development of the City of St. Paul.**

Among the thirty-five buildings in the University-Raymond Commercial Historic District are excellent examples of early twentieth-century factory, warehouse, office, and store buildings designed by leading Twin Cities architects. At least ten architectural firms are represented. They include Minneapolis architects Bertrand and Chamberlin, Charles Ferron, and Lang, Raugland, and Lewis; and St. Paul architects Buechner and Orth, Ellerbe and Round, Kenneth Fullerton, Clarence H. Johnston, J. Walter Stevens, and Toltz, King and Day. Their work in the district embodies the development of warehouse, factory and mercantile building design over the fifty-year period between 1891 and 1941, as well as engineering innovations such as steel and concrete framing and the Turner system of column construction.

#### **Period of Significance**

The period of significance for the University-Raymond Commercial Historic District is 1891 to 1941. These dates extend from the Minneapolis Street Railway Company building (1891) to the end of construction in the Midway at the onset of World War I.

Thirteen of thirty-five properties within the district boundaries are non-contributing, due to their construction after the district's period of significance or to the extent of exterior alterations.

#### **Architectural Character**

The warehouse, factory, office, and store buildings in the district have had many changes of ownership and use. However, in general, there have been few major changes to roof lines, cornices, entry details, architectural ornament, and articulation of the façade that are visible to University Avenue. Original window openings have not been altered, but there are several cases of changed window treatments. In some instances single panes of glass have replaced older transomed or multipaned units; in others window openings have been partially or completely filled with wood, brick, or concrete block. In nearly all cases, these changes are reversible and have not altered the basic architectural character of the buildings. The buildings' flexibility and potential for renovation and reuse has been demonstrated by several projects in the area. Among large structures, the Wright, Barrett, and Stillwell and the Northwestern Furniture buildings, which have been converted to office buildings. At the other end of the spectrum, one-story machine shops or showrooms have been successfully converted to retail or office use, with changes to the facade limited primarily to new storefront windows.

Most of the buildings in the district carry a finely detailed public façade on the avenue side, while leaving the unexposed sides, particularly the rear elevation that addressed railroad trackage, quite simple. Like their Lowertown peers, Renaissance Revival designs prevailed on the larger buildings constructed near the turn of the twentieth century, with simple classical details crafted in stone or terra cotta and sheet metal cornices. The influence of the Chicago School and period revival styles is evident on others. Of

particular note is the terra cotta ornamentation of the Sullivanesque M. Burg and Son warehouse and showroom (1917), the Mack Truck International Motor Truck factory and showroom (1926) and the Louis F. Dow & Co. factory and offices (1923). The Tudor Cottage exterior of the Red Wing Stoneware warehouse and showroom (1930) is a rare application of this style to a commercial building. Early versions of the Art Deco or Moderne style are found in the Brown-Jaspers Store Fixtures warehouse and showroom (1930) and the Borchert-Ingersoll Machinery Co. Building (1929). Mill construction (using widely spaced heavy timber framing within a masonry shell) is evident in the warehouses and factories before World War I, while reinforced concrete structural systems typify the later examples.

The University-Raymond area's prominence in the nascent trucking industry is reflected in the Twin City Four Wheel Drive Company's triangular building at Franklin and University (1915), Mack Truck International's factory and sales facility (1926), and the General Motors Truck Corporation Garage (1928). Several of the smaller shop buildings also originally contained industry and sales geared to the automobile and truck. The automotive industry generated a prominent, specialized, and readily identifiable cluster of building types in the early twentieth century. Showrooms, speciality shops, and repair facilities sprang up through the length of University Avenue from the State Capitol to the city limits.

Descriptions of individual buildings are found after the following historic district significance section. Each property number is also shown on the accompanying district map. Property history and ownership information was obtained from historic maps, city directories, building permits, and newspapers and trade magazines of the era.

## Part II

### District Significance

#### The University-Raymond Commercial Historic District and the Growth of the Midway

The University-Raymond Commercial Historic District is located at the western edge of the city's Midway District, a vast expanse of rail yards and buildings which extends along both sides of University Avenue west of Prior Avenue to the city limits. The promoters of the Minnesota Transfer Railway facilities broadly defined the limits of the Midway, sometimes describing it as extending west from Lexington to the St. Paul city limits, north to Larpenteur and south to Shepard Road. Today the Midway is more strictly delimited to the area between Lexington or Hamline to the city limits along a band between the Burlington Northern Santa Fe tracks at the north and I-94 at the south. Industrial development is concentrated primarily around the former Minnesota Transfer rail yards west of Prior Avenue.<sup>2</sup>

The foundation of the Midway District was laid in the late 1870s as the city's early railroad companies continued to expand service between Minneapolis and St. Paul. St. Paul's first rail line, the St. Paul and Pacific Railway, began operation in 1862 and followed a westerly route running north of St. Anthony Avenue. By 1870, the Chicago, Milwaukee, and St. Paul Railroad built a more circuitous route via Mendota. In this period, intercity trips via rail were possible, but coach and horse car service along St. Anthony Avenue was the primary means of travel.

In 1879, the St. Paul and Pacific was reorganized as the St. Paul, Minneapolis, and Manitoba Railroad and the company began construction of a new double track between the cities. The Chicago, Milwaukee and St. Paul Railroad (the Milwaukee Road) also began construction of a new short line that would offer a direct, 25-minute route to Minneapolis. Both railroad projects were completed by about 1880-81. As expected, the faster, direct short line service spurred the growth of St. Paul's West End neighborhoods such as Merriam Park, as well as the new industrial district that would become known as the Midway.

#### The Minnesota Transfer and the Development of an Industrial and Commercial Hub

Although passenger service between the cities was improved by the short lines, freight handling between the nine lines that merged in St. Paul was poor. James J. Hill saw the potential of the flat, uninhabited land to the north of St. Anthony Avenue. He purchased a large tract and in 1880 sold it to the Minnesota Transfer-Union Stockyard Association, an organization comprised of large regional railroads. The Association first completed a mile-long, north-south spur line linking the Manitoba and Milwaukee short lines.<sup>3</sup> Subsequently they reorganized as the Minnesota Transfer Railway Company. Functioning as a clearinghouse for most of the west and east bound freight, the company's purpose was "connecting the various lines of railroad running into [Ramsey and Hennepin] Counties, and of transferring freight between such railroads."<sup>4</sup> The Minnesota Transfer Board of Trade was organized in 1889. A number of newspapers were founded to serve the commercial interests of the area as well as the adjacent residential neighborhoods. They included the *Midway News* and the *Interurban Graphic*, both founded in 1888.

Eventually all of the interchange business came through the Minnesota Transfer, which by 1912 "was the second largest freight interchange facility in the United States." It would cover over 200 acres with a capacity of 3,500 rail cars.<sup>5</sup> At the transfer, "train cars were sorted for destination and their contents weighed, any damaged cars were sent to the roundhouse for repair, cars carrying perishables were iced, farmer's cattle were inspected by federal government inspectors, damaged boxes and barrels were



repaired in the cooper shop, and cars with individual packages going to different places were broken down and reloaded.”<sup>6</sup>

The Minnesota Transfer attracted a great variety of factories, warehouses, and other businesses, and drew on the city’s established strength as a railroad, manufacturing and wholesale center.<sup>7</sup> Most firms located along its trackage, University Avenue, Territorial Road, and St. Anthony Avenue. The Midway Commercial Club was the most visible among several organizations devoted to promoting businesses throughout the rapidly expanding area.

After World War I much of the Midway District’s development reflected the growth of truck transportation. By 1921, more than fifty truck lines operated out of Minneapolis and St. Paul and in 1923 the Midway Truck Terminal was founded. University and St. Anthony Avenues became increasingly congested corridors of trucking traffic. In 1926, the Mack Truck Corporation produced its B-series, the first high-capacity, long-range overland motorized vehicles in the nation. In that same year the company erected a St. Paul plant and showroom at Raymond and Cromwell. Two years later, General Motors Corporation located its major Twin Cities repair facility on Raymond and University, in a mammoth building that wrapped the Twin Cities National Bank. For the next three decades the trucking industry continued to expand in the area. In 1958 the Midway was ranked as the third largest trucking center in the word, behind New York and Chicago.<sup>8</sup>

While railroad activity was spawning a wide range of commerce and industry along a swath on either side of University Avenue, the avenue itself, particularly around the Raymond Avenue intersection, attracted businesses that had clearly chosen to locate there because of its proximity between the cities. Many of them made their service to both cities clear in their title: the printing offices of the Twin Cities Commercial Bulletin (1909), Twin Cities National Bank (1914), the school and offices of Twin City Four Wheel Drive Company (1915), the Twin City Wholesale Grocery Company (1924 and 1931). The two largest buildings in the district, the Northwest Furniture Exposition Co. (1906) and the showroom and warehouse for M. Burg and Sons Department Store (1917) were also regional clearinghouses for national firms.

During the 1920s the Midway also became the city’s largest industrial district, with more than half of the city’s manufacturing plants.<sup>9</sup> Some early maps and directories called the area the “West End Manufacturing District,” comparing it to the “West Side and East End” manufacturing districts, and the downtown “Wholesale and Retail” districts.<sup>10</sup> Among the largest firms moving to the transfer territory, all locating along the outer edges of the historic district boundaries, were the Central Warehouse Company, the Waldorf Box Board Company, the American and the Northern Linseed Oil companies, and the American Steel Company. Paint and varnish manufacturers, printers, grocery wholesalers, and lumber and fuel dealers were among dozens of specialties represented in the area.<sup>11</sup> The flat roofs of the bulky, handsome buildings presented ideal locations for large rooftop billboards. In this busy district no advertising space was wasted: large billboards were also erected on some vacant lots between the buildings.

Office buildings such as the Minneapolis-St. Paul Building (1909) between Raymond and Cromwell avenues were erected for a variety of firms, some of which had relocated from Lowertown and Downtown. Neighborhood-scale commercial development, which included banks, offices, shops, and the Minnesota Transfer Postal Station, was concentrated in the district near Raymond Avenue. Other nearby commercial nodes were at Prior and University, Prior and St. Anthony, Cleveland and University, and Cleveland and St. Anthony.

The ownership and tenancy of many of the properties in the University-Raymond Commercial Historic District changed during the Depression and World War II. The large buildings provided space for many new kinds of businesses, such as radio and sound production retailers. With the onset of war, many products were shipped out of the Transfer yards, but many factories were also idled. The post-war construction boom brought expansion and reinvestment, especially for trucking firms. In recent years the area has attracted a great mix of owners and tenants, ranging from liquor wholesalers to artists and arts organizations.

A dramatic change to the Midway occurred in 1968. The opening of the eleven-mile route of Interstate 94 between downtown St. Paul and Minneapolis drew a hard line between the Midway commercial district and the predominantly residential development at Merriam Park to the south, as well as eliminating much of the subdivision's commercial development at Prior and Cleveland avenues. Even more important to the University Avenue arterial core of the Midway, the construction of Interstate 280 cut the West University industrial corridor in half on a north-south line. In the process, several large commercial and industrial buildings were demolished, and the historic Willys-Overland Building was isolated from the University-Raymond district. Of equal importance to the development of the historic district, the trucking industry, already beginning to disperse from their Midway location, moved the last traces of their operations off of University and onto the I-280 corridor. Fortunately, many of the key architectural elements of the industry's domination of the corridor between 1920 and 1940 remain, forming important points of reference for the historic district.

### **University-Raymond Area Residential Development**

University Avenue between Hampden and Cromwell was originally built up with a scattering of late-nineteenth century houses, beginning with a few Greek Revival and Italianate homes along Territorial Road and St. Anthony Avenue. Commercial and industrial redevelopment in the late nineteenth century, spurred by the growth of the Minnesota Transfer and the expansion of electric streetcar service, opened the area to working class people while making an address on University Avenue itself less desirable. The homes that once dotted the western stretch of University Avenue were gradually replaced by commercial and industrial buildings. The Upham Apartments annex to the Upham Building at 765 Raymond Avenue is the only residential building to arise once the transition commercial use was underway. It remains as the only residential component of the University-Raymond district.

Several of the gapsites in the district were once occupied by residences and have remained empty since the residences were razed.

#### *Merriam Park*

Merriam Park is of interest because of the role that its developer had in the early promotion of the passenger rail and the entire Midway area. John Merriam was among real estate promoters who saw the potential of the Chicago, Milwaukee and St. Paul Railway Company and then the Minnesota Transfer to transform the area west of Lexington into a district of homes. In 1879, Merriam deeded a right of way to the railway company for the Short Line between St. Paul and Minneapolis. After the completion of the line, Merriam laid out the original plat of Merriam Park. Situated on a hillside adjoining Territorial Road, it occupied about 110 acres of the former Baker Farm and included a park. Deed restrictions required that builders spend at least \$2,500 on house construction.<sup>12</sup>

A Merriam Park depot was erected in 1883, and according to an account of 1888, "each hour that the Short Line trains met and passed at this point convinced Merriam that here at this spot . . . was the place

to build a town, midway (sic) the Twin Cities.”<sup>13</sup> In 1885 the property was annexed from Reserve Township by the City of St. Paul. Its incorporation included the prohibition of saloons and that Merriam Park property owners not be taxed for the bonded debt of St. Paul, then totaling about \$5,000,000.

Since the initial development of the Minnesota Transfer in the 1880s an industrial zone was created where existing housing became undesirable. Merriam Park residents resisted the creation of the Union Stockyards on Cleveland Avenue. In modern times a dramatic change came in 1968, with the opening of the eleven-mile route of Interstate 94 between downtown St. Paul and Minneapolis. It had an enormous impact on the residential edges of Merriam Park. The road eliminated much of the park’s neighborhood commercial development at Prior and Cleveland avenues. The construction of Interstate 280 also had a dramatic impact on the district. The new highway severed the West University industrial corridor in half on a north-south line. In the process, several large commercial and industrial buildings were demolished, and the historic Willys-Overland Building was cut off from the University-Raymond district. Of equal importance to the development of the district, the last traces of the trucking industry moved off of University, as I-280 became for a time the major trucking corridor in the Twin Cities.

### *St. Anthony Park*

In 1885, the St. Anthony Park Company—the new owners of St. Anthony Park first laid out by William Marshall in 1872—re-platted a portion which is now known as South St. Anthony Park. J.E. Sewell laid out the plat, reaching from present-day Como Avenue south past Langford Park and the railroad right-of-way and two passenger rail stations, to Ellis Street. Eighty-six blocks were arranged around park circles and triangles in a complex curvilinear design.<sup>14</sup> H.W.S. Cleveland’s original idea of estate-sized tracts was rejected in favor of a middle-class suburban landscape. By 1890, the St. Anthony Park Company spent a reported \$300,000 improving the land; South St. Anthony Park, primarily south of the railroad yards, was incorporated into the city in 1885 and neighboring North St. Anthony Park was annexed in 1887. The St. Anthony Park Company sold lots and built houses, completing about 130 by 1893, when the Panic of 1893 put an end to the company. With the success of the Minnesota Transfer, a portion of the residential plat of South St. Anthony Park was abandoned as house lots and instead became an industrial district. The curving streets of Wycliff, Bradford, and Endicott were developed with factories, lumberyards, and warehouses. Just to the north, however, the growth of the University of Minnesota’s Experiment Station and Midway area industries ensured a steady level of residential construction over the next decades.

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1 Patricia A. Murphy and Susan W. Granger, *Historic Sites Survey of Saint Paul and Ramsey County Final Report* (St. Paul: Ramsey County Historical Society and Saint Paul Heritage Preservation Commission, 1983), 123-24.

2 See Garneth O. Peterson, *Transportation Corridors Historic Context* (2001), p. 10-11.

- 3 John Lauber, "A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960" in *Phase I and II Cultural Resource Investigations of the Central Corridor: Minneapolis, Hennepin County and St. Paul, Ramsey County*. BRW, Inc. and Hennepin and Ramsey County Regional Rail Authorities, 1995, 8-8. See also "Midway Transfer," *Inter-Urban Graphic*, 7 July 1888, 8; *St. Paul Pioneer Press*, 7 April 1912, Fourth Section, 1.
- 4 Lauber, 8-9.
- 5 Lauber, 8-9.
- 6 Lauber, 9-47.
- 7 See Henry Castle, *A History of St. Paul and Vicinity* (Chicago and New York: The Lewis Publishing Co., 1912), 261-286.
- 8 *St. Paul Pioneer Press*, 11 May 1958.
- 9 Lauber, 8-10.
- 10 See *The Jobbers and Manufacturers of St. Paul* (Saint Paul: Corning Advertising Agency), 1919. The author of this map contested the name Midway District.
- 11 Castle, 620-22.
- 12 Castle, 623
- 13 *Inter-Urban Graphic*, 19 May 1888, 2. On Merriam Park, see also *The Northwest Magazine*, April 1886, 39-40; June 1886, 28-29.
- 14 For a general discussion of the area, see David Lanegran, *St. Anthony Park: Portrait of a Community* (St. Paul: District 12 Community Council), 1987.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 731 Hampden Avenue

**PIN:** 322 923 120 028

**Legal:** HEWITTS OUT LOTS EX NLY 105 FT; LOT 83

**SHPO Inventory #:**

**Historic Name:**

**Current Name:** Boston Sheet Metal Works, Inc.

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:**

**Prepared by:** HPC Staff

**Revised by:**

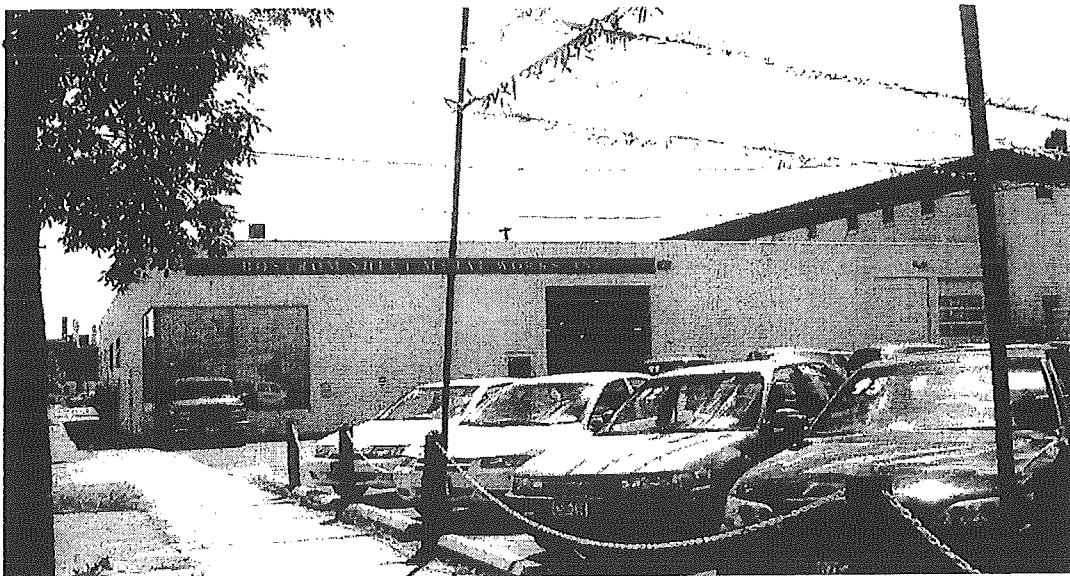
**Photo:** 6/2004

**Roll 4, Frame 2**

**Property Number:** 1

**Description**

This building is non-contributing to the historic district because of the date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 765 Hampden Avenue

**PIN:** 322 923 120 002

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

**Date of Survey:**

**Prepared by:** HPC Staff

**Revised by:**

**Photo:**

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2664 Myrtle Avenue

**PIN:** 322 923 120 041

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

**Date of Survey:**

**Prepared by:** HPC Staff

**Revised by:**

**Photo:**

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 718 Raymond Avenue

**PIN:** 322 923 120 037

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC Staff

Revised by:

Photo:



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 771-777 Raymond Avenue

**PIN:** 292 923 340 017

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. S 3 FT OF LOT 27 AND ALL OF LOTS 25 AND LOT 26

**SHPO Inventory #:** RA-SPC

**Historic Name:** Sweitzer & Sons Store & Warehouse

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** 1938 (771 Raymond), 1940 (775 Raymond)

**Building Permit #s:** 25428 (771 Raymond), 62879 (775 Raymond)

**Status:** Contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** HPC Staff

**Photo:** By Paul Larson

**Property Number:** 2



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 771-777 Raymond Avenue

**Historic Name:** Sweitzer & Sons Store & Warehouse

**Description**

The façade of this flat-roofed structure is clad in cream brick with a dark brown brick water table. The brick surfaces at the roof line are ornamented with patterned brick and stepped parapets.

**Significance**

The building is locally significant as a good example of a commercial building from the late 1930's. The building housed an ink manufacturer and chemical company in 1938.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2233 W. University Avenue

**PIN:** 322 923 110 014

**Legal:** HEWITTS OUT LOTS PART OF LOT 60 AND OF BERNHEIMER AVE VAC ADJ LYING SLY OF A L RUN FROM NELY COR OF SD LOT TO A PT ON E L OF HAMPDEN AVE 75 FT S OF S L OF CHARLES AVE AND ALL OF LOT 61

**SHPO Inventory #:** RA-SPC-3933

**Historic Name:** Wright, Barrett, and Stillwell Building

**Current Name:** Wright Building

**Builder/Contractor:** George Grant Construction

**Original Owner/Tenant:** Wright, Barrett, and Stillwell Company

**Architect/Source:** J. Walter Stevens/building permit

**Date(s) of Construction:** 1912, 1915

**Building Permit #s:** 59883, 64419

**Status:** Contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Paul Larson/HPC and Philip Waugh/HPC staff

**Photo:** 6/2004

**Roll 1, Frame 11**

**Property Number:** 3



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2233 W. University Avenue

**Historic Name:** Wright, Barrett, and Stillwell Building

**Description**

The Wright, Barrett, and Stillwell Building is situated at the northeast corner of Hampden and University avenues. It is set back over 100 feet from University along a railroad spur. A parking lot occupies the southern half of the parcel. The three-story building has a raised basement and rests on a concrete foundation. Its roof is flat with a shallow, stepped parapet terminated by a corbelled brick cornice. The exterior walls are clad in brown pressed brick. The main façade is pierced by large rectangular windows arranged into nine equal bays. Each window has a segmental-arched lintel and concrete sill. A shallow concrete belt course runs above the first-story windows. In the 1970s, the entry was modernized and each original multi-paned window unit was replaced with three large panes of thinly divided glass.

**Significance**

The Wright, Barrett, and Stillwell Building is locally significant as a well-conserved warehouse building from the early development of the Midway District. It is also significant for its association with J. Walter Stevens, St. Paul's leading warehouse architect.

*Property History*

Constructed for \$50,000 as a warehouse and wholesale house, this building was owned by a firm that sold a variety of paper goods, including stationery, building and roofing papers, and their own product called "Wright's Indestructible Wall Board." The main office was in Lowertown at 220-226 E. Fifth Street.

In 1913, the company president was F. P. Wright; the vice president was P.N. Myers, and the secretary was C.F. Wright. By the early 1930s, the building was known as the Midway Industrial Building and was occupied by at least nine tenants, including the ABC Corrugated Box Company, the Fisk Tire Company, and the Northwestern Jobbers Credit Bureau. By 1938 it was known as the Wright DeCoster Building and housed the Wright DeCoster Company, a manufacturer of sound equipment, and ten other businesses.

*J. Walter Stevens*

J. Walter Stevens (1856-1935) began practicing architecture in St. Paul in 1879 and had a very long and prolific career. His firm designed all building types from office buildings, warehouses, and factories to schools, prisons, churches and residences. His Lowertown warehouses, built between 1882 and his retirement in the late 1920s, are his most enduring legacy.

**References**

St. Paul Building Permits

J.W. Stevens files, Northwest Architectural Archives, University of Minnesota.

St. Paul and Ramsey County Historic Sites Survey, 1983

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2242 W. University Avenue

**PIN:** 322 923 120 033

**Legal:** HEWITTS OUT LOTS NO PART OF VAC MYRTLE AVE ADJ & LOT 84

**SHPO Inventory #:** RA-SPC-3935

**Historic Name:** Louis F. Dow Company

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:** Louis F. Dow Company

**Architect/Source:** Toltz, King, and Day (American Terra Cotta Co., index, NWAA)

**Date(s) of Construction:** 1923

**Building Permit #:**

**Status:** Contributing

Date of Survey: August 2001

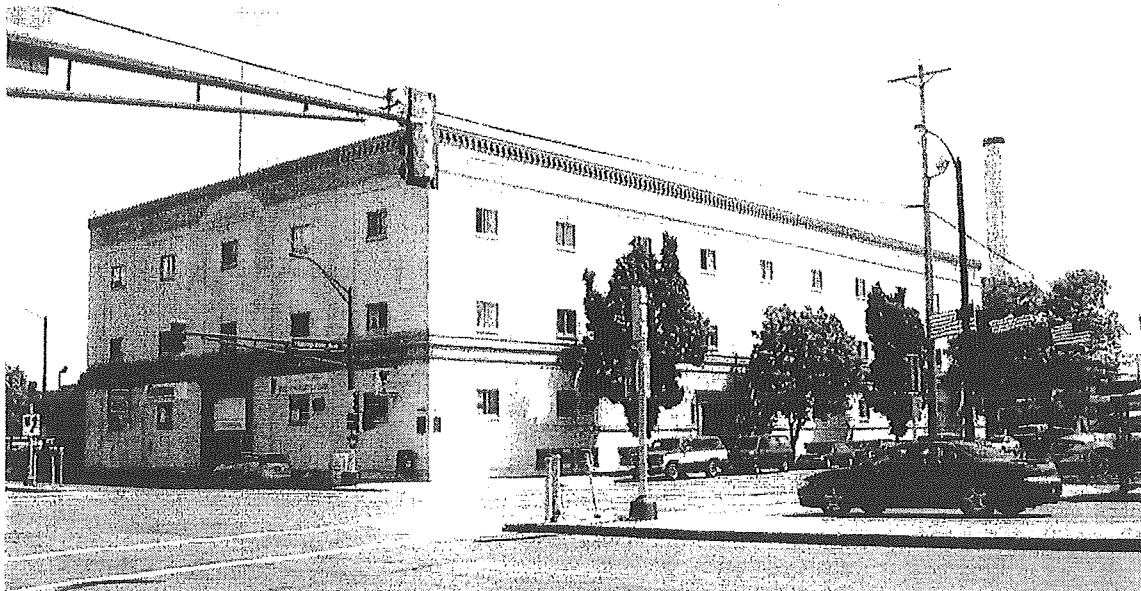
Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC and Philip Waugh/HPC staff

Photo: 6/2004

Roll 4, Frame 7

**Property Number:** 4



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2242 W. University Avenue

**Historic Name:** Louis F. Dow Company

**Description**

The Louis F. Dow Company Building is located at the southwest corner of Hampden and University avenues. The three-story, reinforced concrete and brick building has a raised basement resting on a concrete foundation. The three floors are divided into five bays on the north elevation facing University, and ten on the west elevation facing Hampden Avenue. On the upper floors, most of the original large multi-pane casement windows are infilled with concrete block into which a sliding window has been inserted. The east elevation, which announces the historic district from an eastern approach, has its original window treatments largely intact. The roof cornice has terra cotta corbels, while a prominent belt course above the first story has terra cotta corbelling and rope molding. American Terra Cotta Co. supplied the material. The face brick and terra cotta have been painted a dull light yellow.

The main entrance on University is framed by a terra cotta entablature ornamented with dentils, rope and egg and dart moldings, and floral medallions. The name "Louis F. Dow Co." appears in the frieze. The entrance has been modernized with a glass doors. There is a similar but smaller entrance on the west facade.

**Significance**

The Louis F. Dow Company building is locally significant as a major industrial building in the Midway, erected during the area's burst of growth after World War I. Despite partial infilling of the window openings, many of the historic exterior features are intact. The property meets St. Paul Heritage Preservation designation criteria 1 and 4.

*Property History*

The Louis F. Dow Company was an advertising specialty firm. They promoted "Goodwill Advertising," offering calendars, holiday cards, pencils, and other novelties used for business promotion. The firm was founded in the 1890s and had offices across the country. Printing, shipping, and offices were housed in this building. The Minnesota Historical Society has many historic views of the interior, including office and printing areas showing massive concrete columns that appear to be united to floor and ceiling using the C.A.P. Turner system.

At the time of the Dow Building's construction, the block to the east was also occupied by a large automotive garage (2234), the wholesale drug factory of La Salle Products Inc. (2218-2226), and the Franklin Machine Works, a manufacturer of freight elevators (2208). All are razed. In recent years the Dow Building has been divided into offices and shops.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2242 W. University Avenue

**Historic Name:** Louis F. Dow Company

*Toltz, King and Day*

Max Toltz (1857-1932) received a degree in civil engineering at the Royal Academy of Science and Engineering in Berlin in 1877. He arrived in St. Paul in 1882 and worked as a draftsman for the St. Paul, Minneapolis, and Manitoba Railroad (later the Great Northern Railway). He left the railroad about 1904 and moved to Montreal. In 1905 he returned briefly to the Great Northern where he worked on the electrification of the Cascade Tunnel in the northern Rockies. By 1910, Toltz had left the railroad to establish his own firm, Toltz Engineering Company, in St. Paul. In 1919, civil engineer Wesley King (1879-1959) and architect Beaver Wade Day (1884- 1931), joined the firm. The company's name since 1956 has been Toltz, King, Duvall, Anderson and Associates (TKDA).

Among Toltz's early work were the Minneapolis, St. Paul and Saulte Sainte Marie Railway ore dock at Ashland, Wisconsin (1916) and the structural engineering for the Great Northern and Northern Pacific office building in St. Paul (1914-16). Toltz, King and Day's St. Paul projects dating from the same period as the Dow Building were the Hamm Building (NRHP; 1919-20), and the Robert Street Bridge (1926).

**References**

American Terra Cotta Index, Northwest Architectural Archive, University of Minnesota  
*St. Paul Pioneer Press*, February 3, 1929, Automotive Section, p. 8

Toltz, King and Day and TDKA files, Northwest Architectural Archives, University of Minnesota

"Work to Be Started this Week on New Dow Building near Transfer," *Pioneer Press*,  
May 20, 1923

St. Paul and Ramsey County Historic Sites Survey, 1983

Historic photographs in MHS collections: MR2.9 SP3.ID p5 (also many interior views)

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2250 W. University Avenue

**PIN:** 322 923 120 015

**Legal:** HEWITTS OUT LOTS NLY 105 FT OF LOT 83

**SHPO Inventory #:**

**Historic Name:**

**Current Name:** University Auto

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:**

**Prepared by:** HPC staff

**Revised by:**

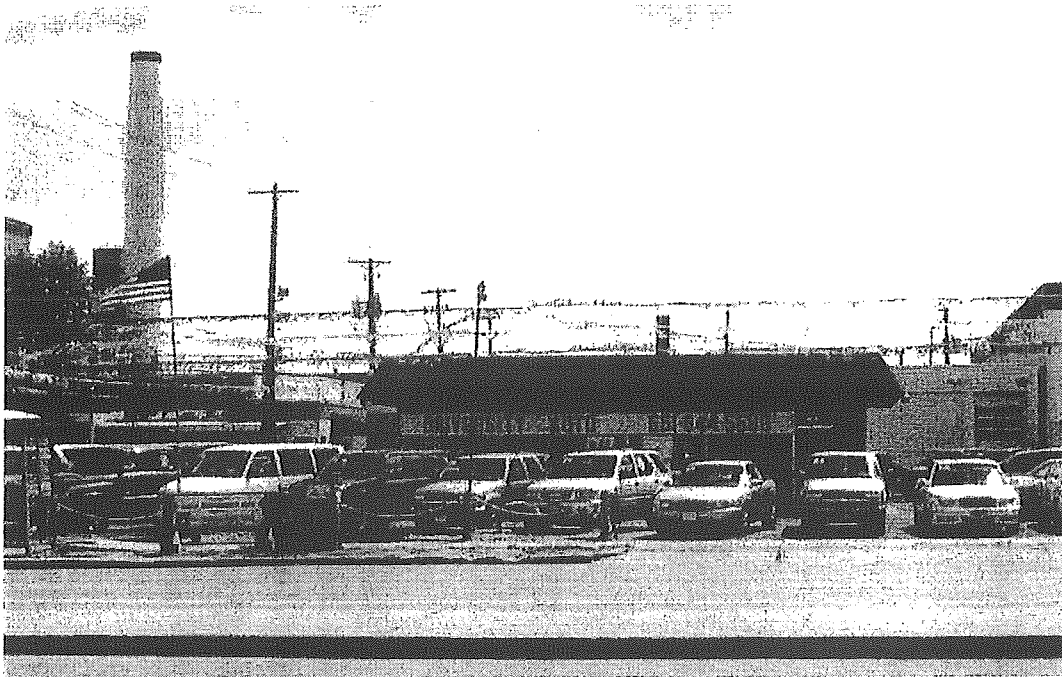
**Photo:** 6/2004

Roll 4, Frame 8

**Property Number:** 5

**Description**

This building is non-contributing to the historic district because of the date of construction.





**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

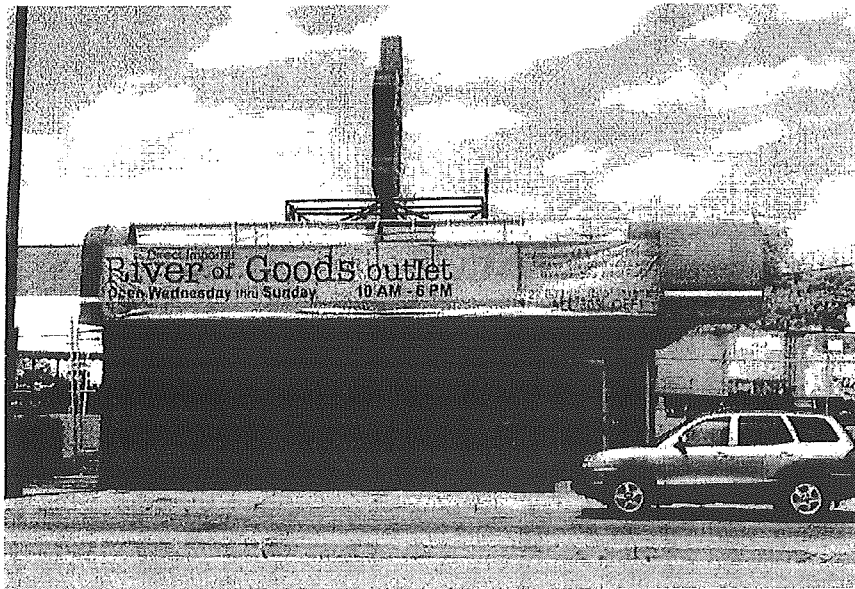
**Address:** 2251 W. University Avenue  
**PIN:** 322 923 120 003  
**Legal:** HEWITTS OUT LOTS SWLY 60 FT OF LOT 59  
**SHPO Inventory #:** RA-SPC  
**Historic Name:**  
**Current Name:**  
**Builder/Contractor:**  
**Original Owner/Tenant:**  
**Architect/Source:** Associated Architects and Engineers  
**Date(s) of Construction:** 1963  
**Building Permit #:**  
**Status:** Non-contributing

Date of Survey: August 2001  
Prepared by: Carole Zellie/Landscape Research  
Revised by: HPC staff  
Photo: 6/2004  
Roll 1, Frame 10

**Property Number:** 6

**Description**

This building is non-contributing to the historic district because of the date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2264 W. University Avenue

**PIN:** 322 923 120 032

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; NELY 125 FT OF SELY 87 FT OF LOT 82

**SHPO Inventory #:** RA-SPC-3940

**Historic Name:** Construction Equipment Sales

**Current Name:** Spiros Mediterranean Market

**Builder/Contractor:** Lindstrom and Anderson

**Original Owner/Tenant:** Construction Equipment Sales

**Architect/Source:**

**Date(s) of Construction:** 1945

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Philip Waugh/HPC staff

**Photo:** 6/2004

**Roll 4, Frame 9**

**Property Number:** 7

**Description**

This property is non-contributing to the historic district because of façade alterations and date of construction. In past years the property was the home of the Summit Brewery.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2274 W. University Avenue

**PIN:** 322 923 120 030

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; NELY 150 FT LYING SELY OF NWLY 50 FT OF LOT 81 & NELY 150 FT LYING NWLY OF SELY 87 FT OF LOT 82

**SHPO Inventory #:** RA-SPC

**Historic Name:**

**Current Name:** Summit Amusement

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** ca. 1960s

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Philip Waugh/HPC staff

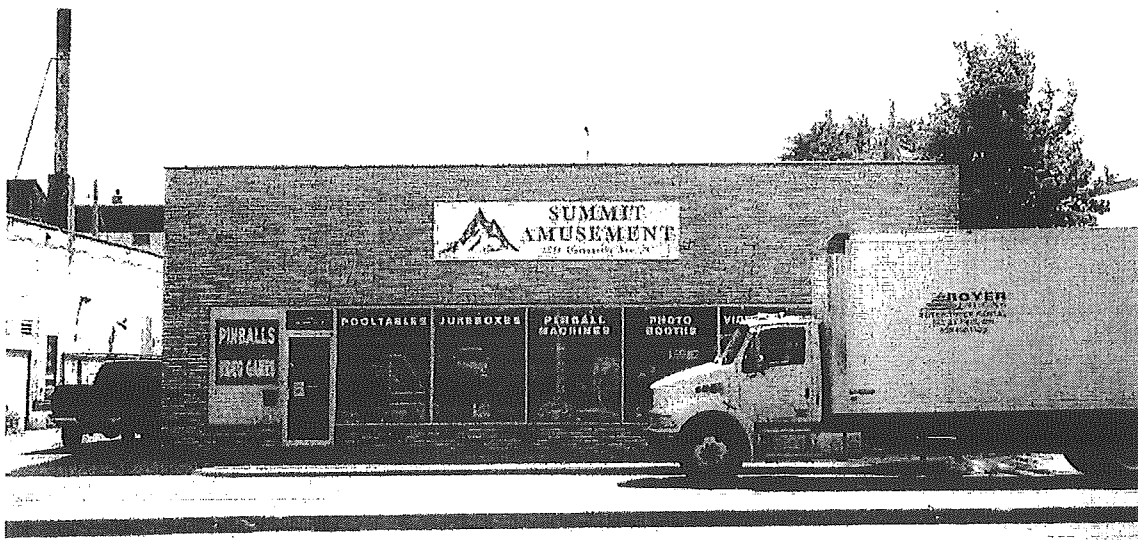
**Photo:** 6/2004

**Roll 4, Frame 10**

**Property Number:** 8

**Description**

This property is non-contributing to the historic district because of the date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2286 W. University Avenue

**PIN:** 322 923 120 011

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC Staff

Revised by:

Photo:

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2288 W. University Avenue (Also known as 2288 Myrtle Avenue)

**PIN:** 322 923 120 035

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; VAC STS ACCRUING & EX NELY 150 FT; LOTS 80 81

**SHPO Inventory #:**

**Historic Name:** Louden Machine Company Warehouse

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** 1913, 1920's addition

**Building Permit #:** 61902

**Status:** Non-contributing

Date of Survey:

Prepared by: HPC Staff

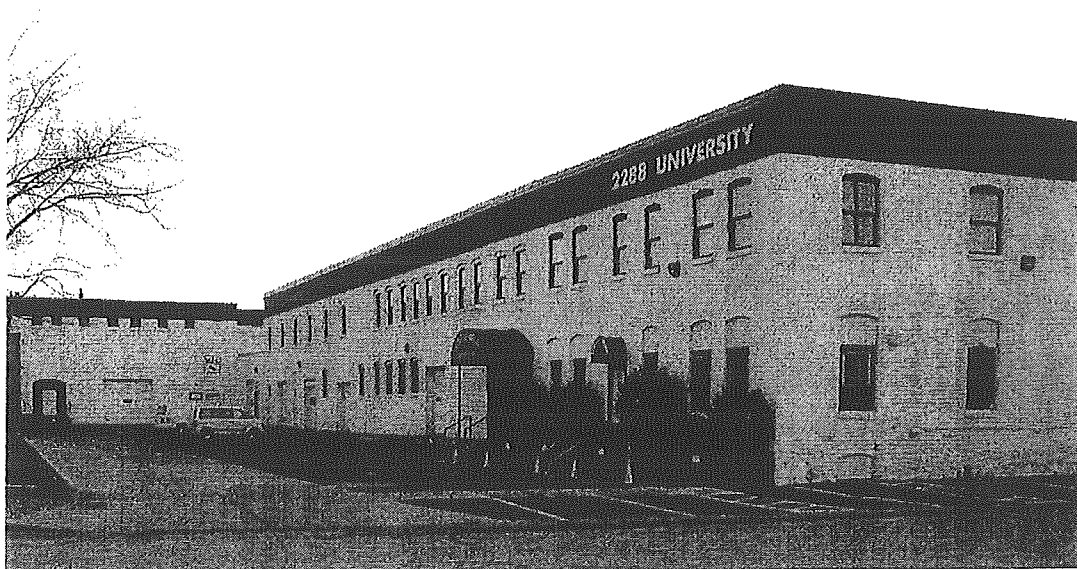
Revised by:

Photo: Paul Larson/HPC

**Property Number:** 10

**Description**

This property is non-contributing to the historic district because of facade alterations.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2292 W. University Avenue

**PIN:** 322 923 120 009

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC Staff

Revised by:

Photo:

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2295 W. University Avenue (Associated with 2309 W. University Avenue)

**PIN:** 292 923 430 085

**Legal:** HEWITTS OUT LOTS SUBJ TO ALLEY AND EX NELY 113 FT THE FOL SELY 60 FT OF LOT 53 AND ALL OF LOT 54

**SHPO Inventory #:** RA-SPC- 3934

**Historic Name:** Patterson Sargent Company

**Current Name:** 2295 Building

**Builder/Contractor:**

**Original Owner/Tenant:** Patterson Sargent Company

**Architect/Source:** unknown; attributed to Buechner and Orth

**Date(s) of Construction:** 1910

**Building Permit #:** 53961 [permit missing]

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 1, Frame 8

**Property Number:** 11



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2295 W. University Avenue

**Historic Name:** Patterson Sargent Company

**Description**

This four-story flat-roofed warehouse has a raised basement resting on a concrete foundation. The main (south) façade is faced with reddish brick, with a Bedford limestone belt course marking the top of the basement story. The wall terminates in a wide course of corbels, the projecting cornice above it having been removed. The principal façade is pierced by paired rectangular windows, with a diptych of round-arched windows near the top of the central bay marking the upper landing of the main stairway. The original Bedford stone entry pediment is intact, although the original door, transom light, and sidelights have been replaced by a double door and glass block. The original window openings on the main (south) façade have been retained, though most of the original sashes have been replaced with glass block. Some of the segmental-arched windows on the east elevation retain their original sash; others are bricked in or have replacement sash.

The building is linked to 2285 and other buildings on the block via several loading dock structures. While the building facing University Avenue is considered contributing, some of the rear and side concrete block structures have not acquired significance in their own right.

**Significance**

2295 University is locally significant as one of the earliest examples of a twentieth-century warehouse in the West Midway. Its original tenant was the Patterson Sargent Company, a manufacturer of paints and varnishes which remained at the location until 1965.

Twin City Wholesale Grocery Co. became another major tenant in the 1920s, remaining until their move to 2285 University in 1931. Their space was then leased to long-term tenant Midway Terminal Warehouse Co.

**References**

St. Paul City Directories

Historic photographs in MHS collections: MR2.9 SP3.IP p19



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2309 W. University Avenue (Associated Addresses: 2324 Charles Avenue, 2341 University Avenue W., and 783 Hampden Avenue)

**PINs:** 292 923 430 069, 292 923 430 072, 292 923 430 073, 292 923 430 074

**Legal:** HEWITTS OUT LOTS PART N 69.5 FT OF LOT 58; HEWITTS OUT LOTS STREET AS VACATED IN DOC 1803121 ACCRUING & FOL; NE 113 FT OF LOT 52 & VAC LA SALLE ST BET & NELY 94.5 FT OF LOTS 53 THRU LOT 57

**Legal:** HEWITTS OUT LOTS SUBJ TO ALLEY AND EX NELY 113 FT THE FOL SELY 60 FT OF LOT 53 AND ALL OF LOT 54

**SHPO Inventory #:** RA-SPC

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** ca. 1970

**Building Permit #:**

**Status:** Non-contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Philip Waugh/HPC staff

Photo: 6/2004

Roll 1, Frame 7

**Property Number:** 12

**Description**

This one-story, red brick and concrete building is non-contributing to the historic district because of its date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2324 W. University Avenue

**Historic Name:** Minneapolis Street Railway Company Streetcar Barn

**Description**

The Minneapolis Street Railway Company Streetcar Barns are located on the south side of University Avenue mid-block between Raymond and Hampden avenues. The two-story reddish-brown brick building has a flat roof with an overhanging classical cornice. There is a brick string course between the first and second story and below the cornice. The regularly spaced, rectangular windows on the main (north) façade have brick jack arches and stone sills and are set into a wall of reddish brown face brick. Most of the windows on the east, west, and south elevations have segmental-arched windows and are set in walls of yellow common brick. The sashes have been modernized.

In recent years the building has been rehabilitated as an office complex. Two new buildings (2314 and 2224-2334 University Avenue) flank it to the east and west.

**Significance**

The Minneapolis Street Railway Company Streetcar Barn is the earliest building remaining in the University-Raymond Commercial Historic District. The building is locally significant for their association with early intercity streetcar development, which linked Minneapolis and St. Paul. This is one of the earliest remaining buildings associated with St. Paul's electric streetcar system.

*Property History*

The Minneapolis Street Railway Company completed this building in 1891, the same year that the Minneapolis and St. Paul streetcar companies merged as the Twin City Rapid Transit Company. In the previous year, the company completed the first Minneapolis St. Paul inter-urban streetcar line along University Avenue.

After its Twin City Rapid Transit Company built a massive new complex of barns and shops at University and Snelling, the building housed a variety of other firms. By 1935, the Algona Implement Company, the Dairy Land Milk Company, and the Midway Foundry Co. offices were among tenants. Buses replaced electric streetcars in 1953.

**References**

St. Paul and Ramsey County Historic Sites Survey, 1983

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2334 W. University Avenue

**PIN:** 322 923 120 023

**Legal:** HEWITTS OUT LOTS VAC ST ACCRUING IN DOC NO.2829884 & LOT 76

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:**

**Prepared by:** HPC staff

**Revised by:** Paul Larson/HPC

**Photo:** 6/2004

**Roll 3, Frame 5**

**Property Number:** 15

**Description**

This two-story, red brick building is non-contributing to the historic district because of its date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2345 W. University Avenue

**PIN:** 292 923 430 067

**Legal:** HEWITTS OUT LOTS SWLY 250 FT OF SELY 50 FT OF LOT 51

**SHPO Inventory #:** RA-SPC- 3938

**Historic Name:** Red Wing Stoneware Company Sales Office and Warehouse

**Current Name:** Twin City Janitor Supply

**Builder/Contractor:** G A. Anderson

**Original Owner/Tenant:** Red Wing Stoneware Company

**Architect/Source:** Kenneth M. Fullerton/*St. Paul Pioneer Press*

**Date(s) of Construction:** 1930

**Building Permit #:** 41531

**Status:** Contributing

**Date of Survey:** August 2001

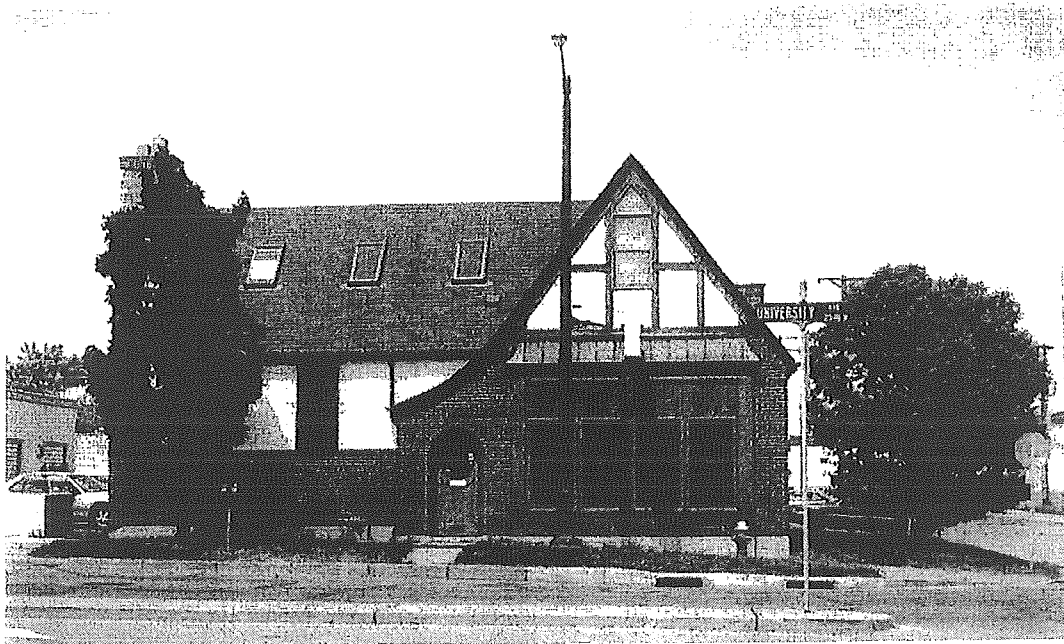
**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Paul Larson/HPC

**Photo:** 6/2004

**Roll 1, Frame 5**

**Property Number:** 17



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2345 W. University Avenue

**Historic Name:** Red Wing Stoneware Company Sales Office and Warehouse

**Description**

The Red Wing Stoneware Company Sales Office and Warehouse is at the northwest corner of University and Carlton streets. The two-story, stucco- and brick-clad University Avenue façade has an “English Cottage” appearance reinforced by its steeply-pitched gable roofs and half-timbered gable ends. A projecting rectangular bay has a flared copper hood and is filled with multi-pane windows. The round-arched entry has a single-leaf wooden door with a half round top and oval glass. This front portion of the building housed the company’s local offices and showroom.

Behind the office extends a long, one-story, wing built of concrete faced with hollow tile. Measuring 225 feet in length, this part of the building was originally used as a warehouse. Despite the need for exterior maintenance, the building has an unusual degree of historic integrity.

**Significance**

Red Wing Stoneware Company is locally significant as a unique example of a Period Revival style commercial building, one of few in the city. The building’s association with the Red Wing Stoneware Company, Minnesota’s largest producer of pottery, also contributes to its significance.

*Property History*

The Red Wing pottery industry dates to the 1860s, when German immigrants manufactured a limited amount of pottery using the rich clay deposits in the area. The first large firm was founded ca. 1878 as the Red Wing Stoneware Company. A competitor, the Minnesota Stoneware Company was formed in 1883. A third stoneware manufacturer, the North Star Stoneware Company, began in 1892. The three merged as the Union Stoneware Company, but in 1896, the North Star division closed. In 1906 the firm adopted the name of Red Wing Union Stoneware Company. The firm established its reputation as a manufacturer of utilitarian stoneware, but in the 1930s, after widespread introduction of refrigeration, new lines under the name Red Wing Potteries Inc. came into production. Flower vases and pots, pitchers, ashtrays and dinnerware were the leading products. The firm remained in business until 1967.

*Kenneth M. Fullerton*

After two decades as a draftsman/designer associated with Buechner and Orth, Kenneth Fullerton severed his connection with the firm to establish his own practice at the onset of the Great Depression. The Red Wing Stoneware building in St. Paul was one of his most distinctive early independent projects. He went on to design the first all-electric house in the city for a General Electric competition (1935), the Moderne Willwersheid Mortuary (1941), and numerous other commercial buildings in Minnesota and the Dakotas.

**References**

“\$25,000 Midway Building Begun,” *St. Paul Pioneer Press*, May 11, 1930  
Kenneth Fullerton obituary, *St. Paul Dispatch*, Jan. 22, 1960

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2350 W. University Avenue

**PIN:** 292 923 430 076

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC staff

Revised by:

Photo:

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2356-2362 W. University Avenue

**PIN:** 292 923 430 075

**Legal:** HEWITTS OUT LOTS SUBJ TO AND WITH ESMT AND EX SWLY 140 FT THEREOF THE FOL LOT 73 AND EX SELY 25 FT OF NELY 140 FT LOT 74 AND EX NELY 140 FT THE NWLY 25 FT OF LOT 75

**SHPO Inventory #:** RA-SPC-3939

**Historic Name:** Northwestern Furniture and Stove Exposition Building

**Current Name:** Specialty Building

**Builder/Contractor:** C. N. Lovene

**Original Owner/Tenant:** Northwestern Furniture and Stove Exposition Company

**Architect/Source:** Buechner and Orth; Otto Johnson; Ellerbe & Co./ building permits, Ellerbe Becket Archives

**Date(s) of Construction:** 1906, 1917, ca. 1930

**Building Permit #s:** 47099, 2360-62

**Status:** Contributing

Date of Survey: August 2001

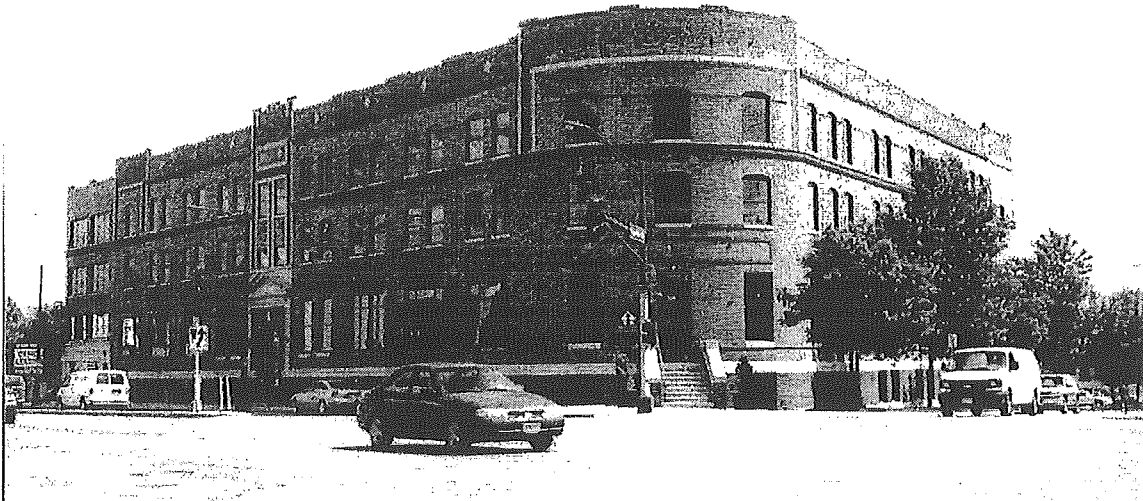
Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 3, Frame 9

**Property Number:** 18



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2356-2362 W. University Avenue

**Historic Name:** Northwestern Furniture and Stove Exposition Building

**Description**

The Northwestern Furniture and Stove Exposition Building is located at the southeast corner of the intersection of Raymond and University avenues. The building's three-bay, rounded corner faces the intersection.

The three-story, flat-roofed building rests on a concrete foundation with a high water table marked by a concrete sill. The main elevations are clad in dark reddish brown pressed brick. A brick parapet has diamond shaped panels and concrete belt courses. At the first story there are large, rectangular tripartite windows, and the upper stories have paired, segmental-arched windows. The main entrance facing University Avenue has double leaf doors surrounded by a transom light and sidelights. A concrete pediment ornamented with a dentil course surmounts the doors.

A fire gutted the building in 1917. The exterior walls remained largely intact, but a new steel frame was inserted behind them to support the floors. Creation of the existing stepped parapet, scattered replacements of original face brick, and a four-story addition at the eastern end of the building probably also date from this time. The ground floor of this addition was given a Moderne remodeling for the Ace Box Lunch Corp. by Ellerbe & Co. around 1930. Its Mankato limestone and marble-faced façade has a glass block entrance and chrome-trimmed windows. All upper-story windows on this section have rectangular tripartite glazing. Here and elsewhere on the building most of the windows are modern replacements. Some of the larger window openings on the lower floors have been partially enclosed to receive smaller window units.

**Significance**

The Northwestern Furniture and Stove Exposition building is locally significant as a key early landmark near the western edge of the Midway district. Its construction signaled the beginning of a shift of large scale commercial and industrial building from Territorial Road south one block to University Avenue. The construction of such an important showroom and warehouse at the Raymond and University intersection confirmed the importance of this area to St. Paul's developing commerce and industry. The property is locally significant because of its association with the leading St. Paul firm of Buechner and Orth.

*Property History*

Originally constructed for the Northwestern Furniture and Stove Exposition, the warehouse's 125,000 square feet of floor space also housed other tenants. The building was purchased in the 1930s by the Specialty Manufacturing Company. The firm was founded about 1900 as a contract manufacturer with specialties in lawn and garden products and flow control products. In addition to the Specialty Manufacturing Company, by the 1930s other tenants included the Boss Engineering Company, Raudenbush & Sons Piano Company (originally located at 2196 University), the Grand Rapids Manufacturing Company, and the White Manufacturing Company. The building was renovated as an office building in the late 1990s.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2356-2362 W. University Avenue

**Historic Name:** Northwestern Furniture and Stove Exposition Building

*Buechner and Orth*

The firm of Buechner and Orth was noted for its many commercial, institutional, and public buildings in Minnesota, North and South Dakota, and Iowa. They designed at least twelve county courthouses in North Dakota. Their work in St. Paul encompassed projects such as the Emporium Department Store, the Masonic Temple, Schubert Building, Mounds Park Sanitarium (all razed), and the St. Francis Hotel and Palace Theater (extant).

Buechner and Orth were the major architects of the University-Raymond Commercial District during its period of greatest growth, designing the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Mattress Company (1909), Twin Cities State Bank (1914), and the General Motors Truck Company Garage (1928).

**References**

Buechner and Orth files, Northwest Architectural Archives, University of Minnesota  
St. Paul Building Permits  
St. Paul and Ramsey County Historic Sites Survey, 1983  
Ellerbe Becket Archives  
Historic Photos in MHS Collections: MR2.9 SP31N p37

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2363-73 W. University Avenue

**PIN:** 292 923 430 064, 292 923 430 062, 292 923 430 059

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMTS & PARTY WALL & EX NELY 80 FT THE SELY 56 FT OF LOT 50; HEWITTS OUT LOTS SUBJ TO ESMTS & PARTY WALL THE SWLY 50 FT OF NELY 80 FT OF SELY 56 FT OF LOT 50; HEWITTS OUT LOTS SUBJ TO ESMTS & EX NELY 30 FT & EX SELY 56 FT; LOT 50; HEWITTS OUT LOTS EX NELY 80 12/100 FT OF SELY 22 52/100 FT SELY 35 FT OF LOT 49

**SHPO Inventory #:** RA-SPC-6320

**Historic Name:** M. J. O. Neill Commercial Row

**Current Name:** Reptile Supply and other businesses

**Builder/Contractor:**

**Original Owner/Tenant:** M. J. O. Neill/Diebold Lock and Safe Co.

**Architect/Source:** Toltz, King, and Day/*Improvement Bulletin*

**Date(s) of Construction:** 1930

**Building Permit #:** P40685

**Status:** Non-contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Philip Waugh/HPC staff

Photo: 6/2004

Roll 1, Frame 4

**Property Number:** 19

This property is non-contributing to the historic district because of extensive façade alterations.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2375 W. University Avenue

**PIN:** 292 923 430 058

**Legal:** HEWITTS OUT LOTS WLY 60 FT OF ELY 95 FT OF LOT 49

**SHPO Inventory #:** RA-SPC-6305

**Historic Name:** Borchert-Ingersoll Machinery Co.

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:** Borchert-Ingersoll Machinery Co.

**Architect/Source:** Lang, Raugland and Lewis/*Improvement Bulletin*

**Date(s) of Construction:** 1929

**Building Permit #:** P39230

**Status:** Contributing

Date of Survey: August 2001

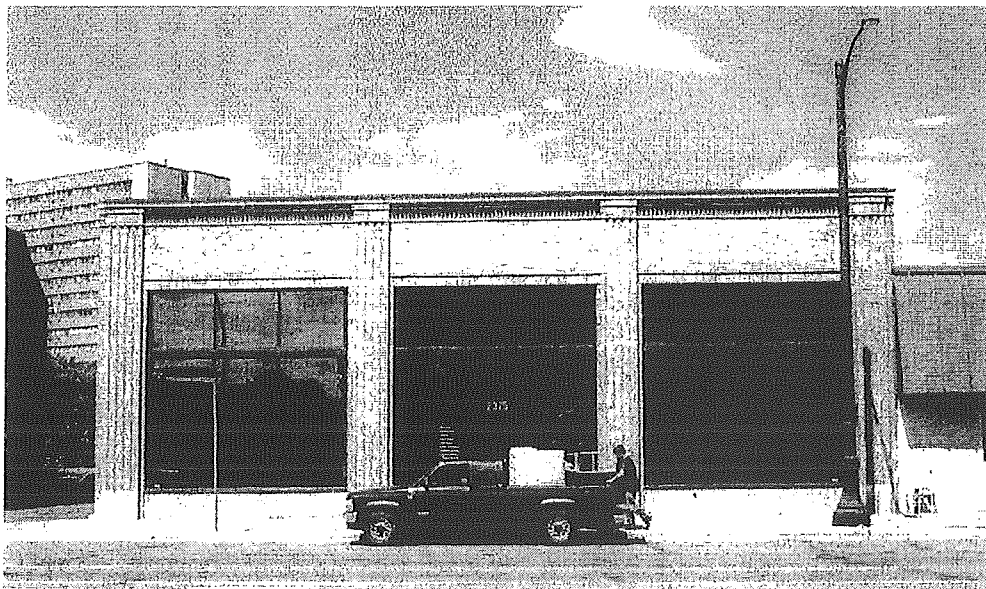
Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 1, Frame 3

**Property Number: 20**



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2375 W. University Avenue

**Historic Name:** Borchert-Ingersoll Machinery Co.

**Description**

The main elevation of this one- to two-story flat-roofed building is clad in coarsely textured, mottled tan brick with numerous decorative touches. Alternating aligned stacks of recessed soldiers and protruding headers created the effect of fluted columns at either side of the façade. The cornice is formed by a soldier course of diagonally set brick surmounted by a header course with staggered projections and a concrete coping. Three superbays filled with fixed glass occupy most of the building surface on this façade, the lower part of the bay formed of two thinly divided units with a clerestory above. Replacement glazing has retained this large window/clerestory relationship, which once indicated that the front part of the building was a single, high-ceiling display space. The division of the building into two stories behind the display room is indicated by conventional fenestration of evenly spaced rectangular sashes arranged into two vertically aligned rows. Both the scaling of the front wall and window surfaces and the masonry detailing express a Moderne sensibility.

**Significance**

The Borchert-Ingersoll Machinery Co. is locally significant as a subtly detailed, well-conserved Moderne treatment of the one-story automotive and machine shop buildings erected along University Avenue in the 1920s and 1930s.

*Lang, Raugland and Lewis*

Otto Lang was one of Minneapolis's leading progressive architects of the period between the world wars. After graduating from the architectural program of the University of Pennsylvania, he worked in a succession of Minneapolis architectural firms until rising to chief draftsman and designer for the prominent commercial architects Long, Lamoreaux, and Long in 1919. Lang began an independent partnership with Arnold Raugland and Lewis in 1922, and the firm designed numerous Gothic steel-frame, stone-clad churches in and around the Twin Cities over the next decade. By the onset of the Great Depression, Lang, Raugland, and Lewis had turned their attention to commercial design and were immediately successful in placing numerous store and office buildings along the most prominent thoroughfares in the cities. All were in a Moderne vein, with ornament confined to non-historic masonry detailing. Their best-known designs in Minneapolis (executed after the firm became Lang and Raugland) are the Greyhound Bus Terminal (1936) and the North American Life and Casualty Building (1946-47, razed). The western end of University Avenue has the largest concentration of their St. Paul projects.

**References**

Minneapolis and St. Paul Building Permits

*Improvement Bulletin*, 1929

*Who's Who in Minnesota*, 1958

Historic photographs in MHS collections: Norton & Peel 89234

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2383-87 W. University Avenue

**PIN:** 292 923 430 057

**Legal:** HEWITTS OUT LOTS EX NELY 170 FT MEASURED AT RA TO NELY L OF LOTS 48 AND 49 THE FOL WLY 5 FT OF LOT 49 AND ALL OF LOT 48

**SHPO Inventory #:** RA-SPC

**Historic Name:** First Security State Bank

**Current Name:** U.S. Bank

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** ca. 1960

**Building Permit #:**

**Status:** Non-contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Philip Waugh/HPC staff

Photo: 6/2004

Roll 1 Frame 2

**Property Number:** 21

**Description**

This property is non-contributing to the historic district because of its date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2388 W. University Avenue

**PIN:** 292 923 340 065

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. BEG AT NELY COR OF LOT 30 TH NWLY ON NELY L 33 42/100 FT TH SWLY PAR TO SWLY L OF SD LOT 65 125/1000 FT TH SELY PAR TO NELY L TO W L OF RAYMOND AVE TH N ON SD W L TO AFORESAID NELY COR OF LOT 30

**SHPO Inventory #:** RA-SPC-3940

**Historic Name:** Twin Cities State Bank

**Current Name:**

**Builder / Contractor:** J.W. Westphal

**Original Owner/Tenant:** Twin Cities State Bank

**Architect/ Source:** Buechner and Orth/building permit

**Date(s) of Construction:** 1914

**Building Permit #:** 63288

**Status:** Contributing

Date of Survey: August 2001

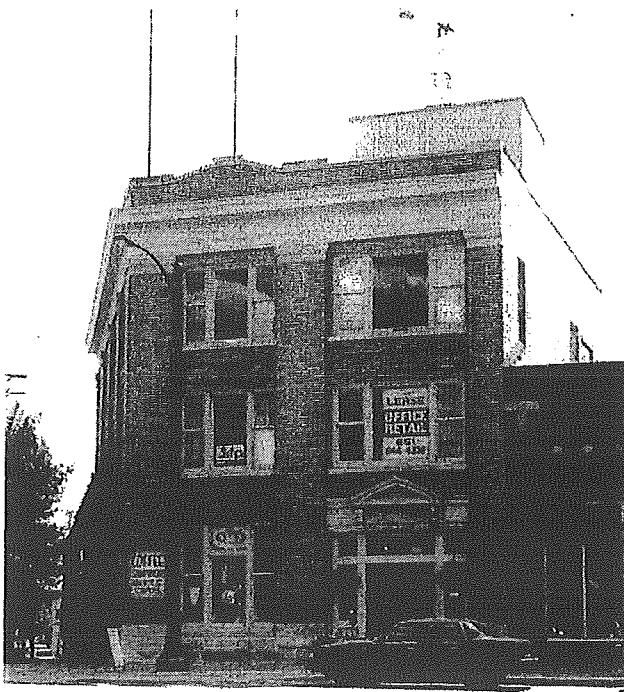
Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC and Philip Waugh/HPC staff

Photo: 6/2004

Roll 3, Frame 10

**Property Number:** 22



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2388 W. University Avenue

**Historic Name:** Twin Cities State Bank

**Description**

The Twin Cities State Bank is located at the southwest corner of University and Raymond avenues. Three stories tall, the Classical Revival style building is clad in yellow-orange brick trimmed in Bedford limestone. Its six-bay façade wraps the corner with an obtuse angle, two of the bays on University and the other four on Raymond. The bays are articulated by broad, stone-capped pilasters with tripartite Chicago windows in between. The base of the building is sheathed in stone. Its walls terminate with a classically profiled sheet metal cornice above which rises a stepped parapet. The entry facing University Avenue has a modernized, single-leaf entry surmounted by a stone frieze and pediment.

**Significance**

An early bank in the west Midway area, Twin Cities State Bank is locally significant as a well-designed example of a Classical Revival bank by the St. Paul firm of Buechner and Orth. The company's president at the time of construction was L. C. Simmons, owner of Simmons Manufacturing Co. Shortly after World War I the bank reorganized and became Twin Cities National Bank. In 1932 it merged with the Minnesota Transfer State Bank and moved to Prior and University.

By 1935 the Twin Cities State Bank building was occupied by office tenants as well as a beauty and barber shop.

*Buechner and Orth*

The firm of Buechner and Orth was noted for its many commercial, institutional, and public buildings in Minnesota, North and South Dakota, and Iowa. They designed at least twelve county courthouses in North Dakota. Their work in St. Paul encompassed projects such as the Emporium Department Store, the Masonic Temple, Schubert Building, Mounds Park Sanitarium (all razed), and the St. Francis Hotel and Palace Theater (extant).

Buechner and Orth were the major architects of the University-Raymond Commercial District during its period of greatest growth, designing the Northwestern Furniture Exposition Building (1906), the Simmons Mattress Company (1909), Twin Cities State Bank (1914), and the General Motors Truck Company Garage (1928).

**References**

St. Paul building permits

Buechner and Orth files, Northwest Architectural Archives, University of Minnesota

St. Paul and Ramsey County Historic Sites Survey, 1983

Historic photographs in MHS collections: MR2.9 SP31T r5

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2389-2401 W. University Avenue (Also known as: 759-765 Raymond Avenue)

**PIN:** 292 923 340 018

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. LOT 28

**SHPO Inventory #:** RA-SPC-3941

**Historic Name:** Upham Building

**Current Name:** Security Building

**Builder/Contractor:** E.A. Upham

**Original Owner/Tenant:**

**Architect/Source:** Ellerbe and Round, Olin H. Round/building permits

**Date(s) of Construction:** 1910, 1917

**Building Permit #s:** 55559, 69753

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 1, Frame 1

**Property Number:** 23





**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2389-2401 W. University Avenue (Also known as: 759-765 Raymond Avenue)

**Historic Name:** Upham Building

**Description**

The Upham Building is located at the northwest corner of University and Raymond avenues. The façade of the three-story building is clad in mottled, dark reddish brown brick with a sheet metal cornice. The secondary elevations are clad in common yellow brick terminating in a simple coping. There are regularly spaced windows with double-hung sash at the second and third stories and several glazed storefronts facing both University and Raymond avenues. A date plaque embossed with "1910" remains below the parapet on the University Avenue façade. The building was completed in two phases, with the northern portion housing ground floor retail with offices above, and an office and apartment annex on Raymond added in 1917. The Upham Building has retained this mix of stores, offices, and apartments throughout its history. Modernizations of storefronts and entrances include a polished marble entry at 757 Raymond as well as a brushed aluminum marquee with a neon sign and clock at the corner entry, where the pivotal space now houses a liquor store. Portions of the brick walls at the ground floor level have been stuccoed.

**Significance**

The Upham Building is locally significant as a well-conserved example of a retail, office, and residential complex associated with the early development of Raymond and University. By 1930, tenants included businesses and organizations with close ties to the Minnesota Transfer, most notably several railroad-related union offices. A dentist and a doctor were also among the twelve tenants. The Upham Building is also significant for its association with the St. Paul architectural firm of Ellerbe and Round.

*Ellerbe and Round*

Franklin Ellerbe (1870-1921) received his practical architectural training in the office of L.W. Rundlett, Consulting Engineer for the City of St. Paul, and as a city building inspector. He began his private practice in 1909 while a resident of St. Anthony Park. The Old Fireside Inn (1909) at Como and Carter Avenues, built for the Midway Investment Company, was his first commission.

Olin Round (1869-1927) arrived in St. Paul from Iowa in 1900, already an accomplished architect. He joined Ellerbe in 1910, presumably as the designing partner of practice that would bring Ellerbe's name to statewide recognition. Round is credited with the design of the firm's Hotel Zumbro (1911), which established the firm's foothold in Rochester, Minnesota, and bears many similarities to the Upham Building. His work was eclectic, almost antihistoricist, throughout his career, borrowing freely from the progressive designs of Frank Lloyd Wright and his local followers, Purcell and Elmslie, during the latter firm's heyday in 1912-1914. Round and Ellerbe parted ways in 1914, with Round returning to the Upham commission three years later to design an addition. Ellerbe went on to establish one of the leading architectural firms in the Midwest, specializing in institutional design.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2389-2401 W. University Avenue (Also known as: 759-765 Raymond Avenue)

**Historic Name:** Upham Building

**References**

St. Paul Building Permits

Thomas Ellerbe files, Northwest Architectural Archives, University of Minnesota

Olin Round obituary, *St. Paul Dispatch*, August 10, 1927

Historic photographs in MHS collections: MR2.9 SP5.2 p293

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2390-2400 W. University Avenue (Also known as: 735 Raymond)

**PIN:** 292 923 340 064

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SELY 50 FT OF NWLY 150 FT OF NELY 120 FT OF LOT 30 AND EX NWLY 150 FT AND EX SWLY 56 FT AND EX SELY 33 42/100 FT MEASURED ON NELY LOT L OF NELY 65 125/1000 FT MEASURED PAR WITH NWLY LOT L LOT 30

**SHPO Inventory #:** RA-SPC-3940

**Historic Name:** General Motors Truck Garage

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:** General Motors Truck Corporation

**Architect/ Source:** Buechner and Orth/Improvement Bulletin

**Date(s) of Construction:** 1928

**Building Permit #:** P34875

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 3, Frame 11

**Property Number:** 24



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2390-2400 W. University Avenue (Also known as: 735 Raymond)

**Historic Name:** General Motors Truck Garage

**Description**

The General Motors Truck Garage wraps around Twin Cities State Bank, with its longest elevation facing Raymond. Both façades are clad in dark brown variegated texture brick rising to a brickwork cornice and a low parapet. The Raymond Avenue elevation was originally pierced by a series of seven large overhead doors leading to truck servicing bays. Two of these bays remain, the other having been infilled with brick or concrete or modified into window openings. The base of the wall is faced in concrete. On the more elaborate University Avenue façade, the base of the wall is faced in St. Cloud granite. Originally there were six bays of windows, with a service door near the west end. An early remodeling created four office/shop bays, the doorways to the eastern most bay and the two on the west recessed and the doorway second from the east set flush to the wall. All have display windows similar to the originals. Many of the display windows retain the copper work surrounds dating to this early remodeling. The bays are articulated by brick pilasters that rise to the cornice, the top of each coped in terra cotta with a pendant chevron design. The frieze between windows and cornice is also embellished with a course of staggered rectangular tiles.

**Significance**

This building is locally significant as an important example of the many trucking industry companies settling in the University-Raymond Commercial Historic District between World War I and the Great Depression. Built at the cost of \$75,000, it was one of the largest automotive servicing buildings in the Twin Cities at the time of its construction.

*Buechner and Orth*

The firm of Buechner and Orth was noted for its many commercial, institutional, and public buildings in Minnesota, North and South Dakota, and Iowa. They designed at least twelve county courthouses in North Dakota. Their work in St. Paul encompassed projects such as the Emporium Department Store, the Masonic Temple, Schubert Building, Mounds Park Sanitarium (all razed), and the St. Francis Hotel and Palace Theater (extant).

Buechner and Orth were the major architects of the University-Raymond Commercial District during its period of greatest growth, designing the Northwestern Furniture Exposition Building (1906), the Simmons Mattress Company (1909), Twin Cities State Bank (1914), and the General Motors Truck Company Garage (1928).

**References**

*Improvement Bulletin*, 1928

Historic photographs in MHS collections: MR2.9 SP3.1G p34

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2402-2414 W. University Avenue

**PIN:** 292 923 340 062

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. EX SWLY 35 FT THE FOL THE  
NWLY 100 FT AND EX NELY 140 FT THE SELY 50 FT OF NWLY 150 FT OF LOT 30

**SHPO Inventory #:** RA-SPC-3942

**Historic Name:** M. Burg & Sons Building

**Current Name:** Chittenden & Eastman Building

**Builder/Contractor:**

**Original Owner/Tenant:** M. Burg & Sons Co.

**Architect/Source:** Walter Root Wilson/building permit, *Western Architect*

**Date(s) of Construction:** 1917

**Building Permit #:** P70008

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 3, Frame 12

**Property Number:** 25



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2402-2414 W. University Avenue

**Historic Name:** M. Burg & Sons Building

**Description**

The M. Burg & Sons Building is prominently located on University Avenue mid-block between Hampden and Franklin avenues. The highly decorated main (south) façade, showing the obvious influence of Chicago architect Louis Sullivan, rises seven stores above a concrete foundation. Its flat roof has a shallow parapet rising from a slightly projecting sheet metal cornice decorated with circular motifs. A narrow course of terra cotta with diamond motifs runs directly beneath the overhang. The main façade is faced in yellow mottled brick with metal spandrels and terra cotta trim from the American Terra Cotta Company. It is divided into three super bays by over-scaled brick piers with Sullivanesque capitals. The broad central superbay is composed of five narrowly divided bays of tripartite windows. The central entry is framed by monumental square columns with Sullivanesque capitals. These capitals support a cut stone entablature carrying the raised inscription "Chittenden & Eastman Company." An ornately framed clock sits on a wide entablature above the recessed doorway.

The south, east and west elevations are clad in common yellow brick, as is a two-story warehouse that juts from the rear of the main building. The building was originally divided into an office and showroom area in the northern half, and a receiving and shipping area adjacent to a railroad spur at the south.

Despite window sash replacement and new glass and aluminum doors at the entry, the building retains excellent historic integrity.

**Significance**

The M. Burg & Sons Building is locally significant as a fine example of a warehouse and sales office building erected in the then-developing Midway. Additionally, it is one of the strongest examples of seminal Chicago architect Louis Sullivan's influence on commercial building in St. Paul. As noted in the 1983 historic sites survey, this building is "one of the largest in the Midway area and is architecturally significant for its luxuriant Sullivanesque detailing."

*Property History*

This building has been the home of a succession of furniture companies. Between 1917 and about 1926 it housed the M. Burg and Sons Furniture Company, which shared the space early in their tenancy with the Chittenden & Eastman Company. Hill Furniture Company was also an early tenant. The Burg Company originated as a jobbing and retail furniture business, which expanded to include mattress and upholstered furniture manufacture. The firm became the world's largest wholesale furniture distributor and developed the brand names Permalux and Eastman House. The building on University was a branch sales office, with the upper floors used as sample rooms. By 1931, additional tenants included the Colonial Manufacturing Company, which made stamped fabrics, and the Twin City Milk Producers Association.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2402-2414 W. University Avenue

**Historic Name:** M. Burg & Sons Building

**References**

St. Paul Building Permits

St. Paul and Ramsey County Historic Sites Survey, 1983

*The Western Architect*, September 1918

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2409 W. University Avenue (Also known as: 771-777 Raymond Avenue)

**PIN:** 292 923 340 017

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC staff

Revised by:

Photo:



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2417 W. University Avenue

**PIN:** 292 923 340 076

**Legal:** Vacant lot

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:**

**Building Permit #:**

**Status:**

Date of Survey:

Prepared by: HPC staff

Revised by:

Photo:

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2418-2426 W. University Avenue

**PIN:** 292 923 340 058, 292 923 340 059, 292 923 340 060

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS; EX NWLY 112.33 FT & EX W 57.8 FT OF S 162.95 FT OF E 94 FT; LOT 29; AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS & EX PART LYING SWLY OF NELY 137.05 FT; THE NWLY 112.33 FT OF LOT 29  
**SHPO Inventory #:** RA-SPC-6307

**Historic Name:** Irving Hudson Commercial Row

**Current Name:**

**Builder/Contractor:**

**Original Owner/Tenant:** Irving M. Hudson/Reliance Engineers, National Cylinder Gas Co., Universal Restaurant

**Architect/Source:** Lang and Raugland/*Improvement Bulletin*

**Date of Construction:** 1937

**Building Permit #:** P16664

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC and Philip Waugh/HPC staff

Photo: 6/2004

Roll 3, Frame 12

**Property Number:** 26



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2418-2426 W. University Avenue

**Historic Name:** Irving Hudson Commercial Row

**Description**

This one-story building is clad in beige brick with many Moderne touches. Projecting bands of brick run the length of the parapet frieze, a soldier course forms a continuous header above the display windows, and piers on either side are suggest by the vertical jointing of the brick. The original clerestory lights have been removed in favor of a glazing system that combines main window and clerestory into a single fixed sash.

**Significance**

This building is typical of the better class of mildly Moderne one story commercial buildings erected along University Avenue and the major streets intersecting it in the 1930s.

*Lang and Raugland*

Otto Lang was one of Minneapolis's leading progressive architects of the period between the world wars. After graduating from the architectural program of the University of Pennsylvania, he worked in a succession of Minneapolis architectural firms until rising to chief draftsman and designer for the prominent commercial architects Long, Lamoreaux, and Long in 1919. Lang began an independent partnership with Arnold Raugland and Lewis in 1922, and the firm designed numerous Gothic steel-frame, stone-clad churches in and around the Twin Cities over the next decade. By the onset of the Great Depression, Lang, Raugland, and Lewis had turned their attention to commercial design and were immediately successful in placing numerous store and office buildings along the most prominent thoroughfares in the cities. All were in a Moderne vein, with ornament confined to non-historic masonry detailing. Their best-known designs in Minneapolis (executed after the firm became Lang and Raugland) are the Greyhound Bus Terminal (1936) and the North American Life and Casualty Building (1946-47, razed). The western end of University Avenue has the largest concentration of their St. Paul projects.

**References**

Minneapolis and St. Paul Building Permits

*Improvement Bulletin*, August 13, 1937

*Who's Who in Minnesota*, 1958

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2428-30-32 W. University Avenue

**PIN:** 292 923 340 057

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS & EX PART LYING SWLY OF NELY 137.05 FT; THE NWLY 112.33 FT OF LOT 29

**SHPO Inventory #:**

**Historic Name:**

**Current Name:**

**Builder / Contractor:**

**Original Owner/Tenant:** Minnesota Bartending, other tenants

**Architect/Source:**

**Date(s) of Construction:** 1937

**Building Permit #:** 7516

**Status:** Non-contributing

Date of Survey: August 2001

Prepared by: Carole Zellie / Landscape Research

Revised by: Paul Larson/HPC and Philip Waugh/HPC staff

Photo: 6/2004

Roll 2, Frame 0

**Property Number:** 27



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2428-30-32 W. University Avenue

**Description**

The facade of this one-story building has been re-clad in brown and tan brick. There are six storefronts. The east storefront has been bricked in, but some of the others are more intact. Several have original transom lights intact above display windows.

**Significance**

This building is typical of the one-story automotive and other sales buildings erected along W. University Avenue in the 1920s and 1930s.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2429 W. University Avenue

**PIN:** 292 923 334 020

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SWLY 25 FT OF LOT 11 & EX SELY 121.57 FT MOL THE SWLY 25 FT OF LOT 10 & ALL OF LOT 22

**SHPO Inventory #:** RA-SPC- 3943

**Historic Name:** Twin City Commercial Bulletin

**Current Name:** New Wine Church

**Builder / Contractor:** H. N. Leighton

**Original Owner/Tenant:** Twin City Commercial Bulletin

**Architect/Source:** Bertrand and Chamberlin/building permit

**Date(s) of Construction:** 1909

**Building Permit#:** 51634

**Status:** Contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Paul Larson/HPC

**Photo:** 6/2004

**Roll 2, Frame 11**

**Property Number:** 28



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2429 W. University Avenue

**Historic Name:** Twin City Commercial Bulletin

**Description**

The south portion of this building is two-story and flat-roofed. It rests on a parged limestone foundation and is clad in tan pressed brick. The five-bay Renaissance Revival façade has a central entrance with a flat-roofed entrance porch trimmed in wood. The sheet metal cornice has anthemion-like projections at the corners, triangular and square panels, and “Minneapolis St. Paul” set in the brick frieze. Paired brick piers divide the bays with triangular brick panels below the brick capitals. An early, flat-roofed one-story addition, designed as a pressroom and bindery, adjoins the office at the north (rear).

**Significance**

The prominent name band of the Minneapolis-St. Paul Building announced its position in the Midway, and the building is locally significant for its relationship to the development of the W. University area as a commercial and industrial district. It is also good example of the work of the firm of Bertrand and Chamberlin.

*Property History*

This building was erected as the general office for the *Twin City Commercial Bulletin*, a weekly paper. It was subsequently in use as a printing company. In the 1930s and 1940s it housed the Minnesota Highway Safety office. It is now in use as the New Wine Church.

*Bertrand and Chamberlin*

Arthur B. Chamberlin (1865-1933) was a native of Ohio. He grew up in Milwaukee and arrived in Minneapolis in 1882. Between 1884 and 1885, he worked as a draftsman for F.B. Long and between 1888 and 1889 for Long & Kees. He was widely recognized as a fine delineator, and many of his drawings appeared in *American Architect and Building News* and other publications.

In 1890 he moved to Seattle, which was rebuilding after a devastating fire. Returning to Minneapolis, he worked for Orff and Joralemon in 1896 and in 1897 joined George E. Bertrand to form Bertrand and Chamberlin, one of the few older architectural firms of the city to effectively bridge the transition to the new commercial styles. Bertrand became an outspoken advocate of an Americanized neoclassicism that would be based on a simplification of the Doric order.

The work of the firm included schools, hospitals, warehouses, and residences, much of it reflecting their particular brand of neoclassicism. The Twin Cities Bulletin Building was completed about the same time as such downtown Minneapolis landmarks as the Minneapolis Athletic Club and the Physician's and Surgeon's Building.

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2429 W. University Avenue

**Historic Name:** Twin City Commercial Bulletin

**References**

St. Paul Building Permits

Ochsner, Jeffrey Karl. "A.B. Chamberlin: The Illustration of Seattle Architecture, 1890-1896." *Pacific Northwest Quarterly* (October 1990), 130-144

A.B. Chamberlin files, Northwest Architectural Archive, University of Minnesota

St. Paul and Ramsey County Historic Sites Survey, 1983



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2441 W. University Avenue

**PIN:** 292 923 340 021

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SELY 15 99/100 FT OF LOT 20 AND ALL OF LOT 21

**SHPO Inventory #:** RA-SPC-3944

**Historic Name:** Brown-Jaspers Store Fixtures Co.

**Current Name:**

**Builder / Contractor:** Gust A. and Arthur E. Anderson

**Original Owner/Tenant:** Brown/Jaspers Store Fixtures Co.

**Architect/Source:** Clarence H. Johnston/*Improvement Bulletin*

**Date(s) of Construction:** 1930

**Building Permit #:** P40098

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 2, Frame 8

**Property Number:** 29



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2441 W. University Avenue

**Historic Name:** Brown-Jaspers Store Fixtures Co.

**Description**

The Brown-Jaspers Store Fixtures building is located mid-block between Raymond and Cromwell avenues. The three-story, Art Deco style building is clad in Bedford limestone with cream Mankato dolomite base and door surround. The round-headed central entry is composed of a doorway surmounted by a fanlight and flanked by sidelights. There are two large plate glass display windows at either side. The upper stories are divided into five window bays by fluted piers running to the cornice. Above the windows is a broken frieze decorated with roundels. The windows themselves are rectangular with fixed industrial sash. The east and west elevations are faced in concrete brick.

**Significance**

This building is locally significant as an excellent example of an Art Deco style commercial building. The building's use for furniture wholesaling is illustrative of many businesses on University Avenue in the 1920s and 1930s.

*Property History*

The Brown Jaspers Store Fixture Company was at this location from 1930 to about 1934; subsequently the Dealers Furniture Company, a wholesale firm, occupied the building. It now houses an office furniture firm.

*Clarence H. Johnston*

Clarence Johnston (1858-1936) was the most prominent architect in Minnesota for nearly fifty years. His early career drew wide recognition for such St. Paul projects as his mansion-class houses (forty-two on Summit Avenue alone), the city and county hospital (1888-90, razed), the Aberdeen Hotel (1888-89, razed), and the Manhattan Building (1890-91, extant).

At the time of the Brown-Jaspers commission Johnston was just closing out his tenure as Minnesota State Architect, which had put him in charge of all collegiate and institutional building in the state for thirty years. During the last few years of his career, his commercial designs, particularly those that incorporated Moderne elements, were largely in the hands of his chief draftsman and virtual partner, Stirling Horner. Noted Johnston-Horner projects of the same period as the Brown-Jaspers commission are the Lowry Annex (1930-32) and the Tri-State Telephone Company Building (1935-36), both in downtown St. Paul.

**References**

*Improvement Bulletin*, March 1, 1930

St. Paul and Ramsey County Historic Sites Survey, 1983

"Construction Progresses on Heavy Markets Here," *St. Pioneer Press* May 4, 1930

Larson, Paul Clifford, *Minnesota Architect: The Life and Career of Clarence H. Johnston*, p. 158

Historic photographs from MHS: MR2.9 SP3.1D p8

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2446 W. University Avenue (Also known as: 756 Pelham Boulevard)

**PIN:** 292 923 340 048

**Legal:** BAKER'S ADDITION TO THE CITY OF ST. PAUL, RAMSEY CO., MINN. VAC ALLEY ACCRUING & FOL; PART OF LOTS 6 & 7 NELY OF L RUN FROM PT 12 FT SWLY ON SELY L FROM NE COR OF LOT 7 TO PT ON WL OF & 26.73 FT FROM SW COR OF LOT 6 AS IN DOC 1412484 & ALL OF LOTS 1 THRU

**SHPO Inventory #:** RA-SPC-6321

**Historic Name:** Frigidaire Building

**Current Name:** Picture Frame Supply, African International Marketplace

**Builder/Contractor:**

**Original Owner/Tenant:** St. Paul Industrial Association /Frigidaire Corporation

**Architect/Source:** Lang, Raugland, and Lewis/*Improvement Bulletin*

**Date(s) of Construction:** 1929

**Building Permit #:** 35311

**Status:** Contributing

Date of Survey: August 2001

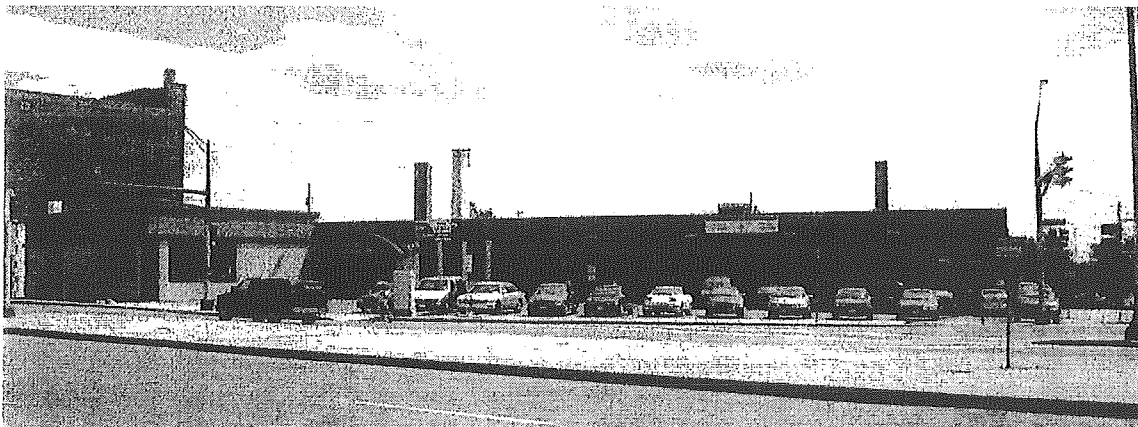
Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 2, Frame 2

**Property Number:** 30



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2446 W. University Avenue (Also known as: 756 Pelham Boulevard)

**Historic Name:** Frigidaire Building

**Description**

This brick, one-story building occupies a triangular parcel at the intersection of Pelham and University Avenues. The main elevation is clad in variegated tapestry brick with an over-all dull orange cast. The effect of columns at either side of the University-facing elevation is created by stacking vertically aligned soldier courses, with every other brick recessed to create the semblance of flutes. The cornice is formed by setting out bricks in staggered fashion to suggest a wide dentil course. Originally, this face of the building was composed of large display windows flanking a central entry. All of the openings remain in outline, though most of them have been infilled with vertically grooved concrete block in a mild imitation of the masonry design of the piers. A lower one-story wing branches off diagonally to the east. This lower section of the building is divided into seven window bays by strip pilaster terminating in limestone copings. Both the scaling of the main elevations and window surfaces and the masonry detailing express a Modern sensibility.

**Significance**

The Frigidaire Building is locally significant as a subtly detailed, well-conserved Moderne treatment of the one-story commercial and industrial buildings erected along University Avenue in the 1920s and 1930s.

*Lang, Raugland and Lewis*

Otto Lang was one of Minneapolis's leading progressive architects of the period between the world wars. After graduating from the architectural program of the University of Pennsylvania, he worked in a succession of Minneapolis architectural firms until rising to chief draftsman and designer for the prominent commercial architects Long, Lamoreaux, and Long in 1919. Lang began an independent partnership with Arnold Raugland and Lewis in 1922, and the firm designed numerous Gothic steel-frame, stone-clad churches in and around the Twin Cities over the next decade. By the onset of the Great Depression, Lang, Raugland, and Lewis had turned their attention to commercial design and were immediately successful in placing numerous store and office buildings along the most prominent thoroughfares in the cities. All were in a Moderne vein, with ornament confined to non-historic masonry detailing. Their best-known designs in Minneapolis (executed after the firm became Lang and Raugland) are the Greyhound Bus Terminal (1936) and the North American Life and Casualty Building (1946-47, razed). The western end of University Avenue has the largest concentration of their St. Paul projects.

**References**

Minneapolis and St. Paul Building Permits

*Improvement Bulletin*, 1929

*Who's Who in Minnesota*, 1958

Historic photographs in MHS collections: Norton & Peel 89233

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2447 W. University Avenue

**PIN:** 292 923 340 022

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. NWLY 35 FT OF SELY 50 99/100 FT OF LOT 20

**SHPO Inventory #:** RA-SPC-6322

**Historic Name:** Johnson Wax Co. Sales Office

**Current Name:**

**Builder/Contractor:** G. A. Anderson

**Original Owner/Tenant:** Minnie G. Anderson/Johnson Wax Co.

**Architect/Source:**

**Date(s) of Construction:** ca. 1939

**Building Permit #:** 51393

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 2, Frame 9

**Property Number:** 31



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2447 W. University Avenue

**Historic Name:** Johnson Wax Co. Sales Office

**Description**

This one-story, light reddish-brown tapestry brick building has a central entry with an arched, bricked-in transom light. The entry is flanked by partially filled-in windows. The base of the building is sheathed in Mankato dolomite, and the wall is terminated by a shallow, flat Oneota dolomite cornice. The windows have been partially infilled with wood.

**Significance**

Though of unknown design origin, the Johnson Wax building is locally significant as a well-conserved example of the one-story commercial and industrial buildings erected along University Avenue in the late 1930s, the last period of industrial expansion on the avenue. The original window openings have been partially infilled with plywood.

**References**

St. Paul Building Permits

St. Paul City Directories

*Improvement Bulletin*, September 29, 1939

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2451-2459 W. University Avenue

**PIN:** 292 923 340 023, 292 923 340 024

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. NWLY 100 FT OF SELY 150 99/100  
FT OF LOT 20

**SHPO Inventory #:** RA-SPC-6323

**Historic Name:** Conditioned Air Equipment Co. Building

**Current Name:**

**Builder / Contractor:**

**Original Owner/Tenant:** Minnie G. Anderson/Conditioned Air Equipment Co.

**Architect/Source:**

**Date(s) of Construction:** 1939

**Building Permit #:** 51393

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 2, Frame 9

**Property Number:** 32



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance (continued)**

**Address:** 2451-2459 W. University Avenue

**Historic Name:** Conditioned Air Equipment Co. Building

**Description**

This one-story, flat-roofed building is clad in light reddish-brown tapestry brick with an Ortonville granite base. The plane and materials above the base are continuous with those of the preceding building, though a seam between the buildings indicates that they were not built at the same time. Piers with bands of projecting brickwork separate the façade into four storefronts, each with a recessed entry. The wall is terminated by a rolled Oneota dolomite cornice, continuous in height and materials but not in profile with the preceding building.

**Significance**

Though of unknown design origin, the Conditioned Air Equipment Co. Building is locally significant as a well-conserved example of the one-story commercial and industrial buildings erected along University Avenue in the late 1930s, the last period of industrial expansion on the avenue.

**References**

St. Paul Building Permits

St. Paul City Directories

*Improvement Bulletin*, September 29, 1939



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission**  
**Property Description and Significance**

**Address:** 2469 W. University Avenue

**PIN:** 292 923 340 025

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO ESMTS THE SELY 75.9 OF LOT 19 & EX SELY 163.49 FT; LOT 20

**SHPO Inventory #:**

**Historic Name:**

**Current Name:** Strommen Building

**Builder/Contractor:**

**Original Owner/Tenant:**

**Architect/Source:**

**Date(s) of Construction:** 1960s

**Building Permit #:**

**Status:** Non-contributing

**Date of Survey:** August 2001

**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Philip Waugh/HPC staff

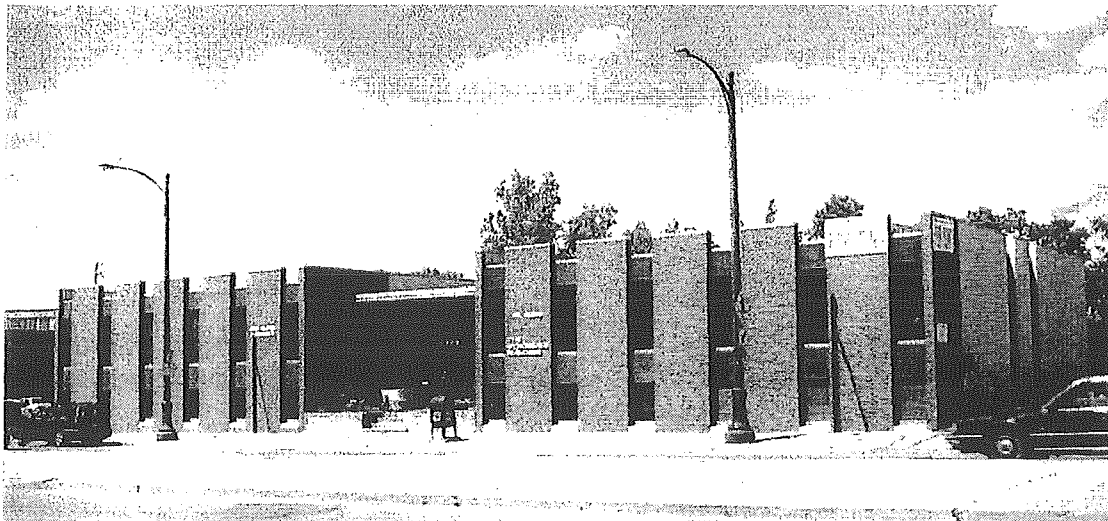
**Photo:** 6/2004

**Roll 2, Frame 6**

**Property Number:** 33

**Description**

This two-story, red brick building is non-contributing to the historic district because of its date of construction.



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2470-2512 W. University Ave.

**PIN:** 292 923 340 027

**Legal:** BAKER'S ADDITION TO THE CITY OF ST. PAUL, RAMSEY CO., MINN. LOTS 1 THRU LOT 6 BLK 6

**SHPO Inventory #:** RA-SPC-6324

**Historic Name:** Twin City Four Wheel Drive Company

**Current Name:** Midway Commercial Building

**Builder/Contractor:** Victorson and Johnson

**Original Owner/Tenant:** Twin City Four Wheel Drive Company

**Architect/Source:** Olin Round/building permit

**Date(s) of Construction:** 1915

**Building Permit #s:** 67082, 67259

**Status:** Contributing

Date of Survey: August 2001

Prepared by: Carole Zellie/Landscape Research

Revised by: Paul Larson/HPC

Photo: 6/2004

Roll 2, Frame 4

**Property Number:** 34



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2470-2512 W. University Ave.

**Historic Name:** Twin City Four Wheel Drive Company

**Description**

This two-story brick building occupies a triangular parcel between Cromwell, Franklin, and W. University avenues. The exterior is clad in dark reddish-brown, coarsely textured specialty brick on the north and east, and in yellow common brick on the west and south. The walls of the University Avenue and the Franklin Avenue façades terminate in a stepped brick cornice. The University Avenue façade and all but the western end of the Franklin Avenue façade have ground floor storefronts. The storefront bays are articulated by pilaster strips, each pilaster carrying a concrete plaque with a bas relief of a winged figure holding a wheeled axle.

**Significance**

The Twin City Four Wheel Drive Company Building is locally significant as a representative of the automotive buildings that were concentrated along W. University Avenue by about 1930. The building was planned for the company use as well as for leasing space to other firms. The Lydon Bricher Manufacturing Company, manufacturers of table pads, and the New York Curtain Shop were among other early tenants. The building also housed the Modern Automobile and Tractor School in the 1920s.

By 1935, there were about seven shops and offices on the ground floor and many offices on the second floor. Among offices listed in the 1935 city directory were the Brainerd Bait Company, Queen Press Printers, Twin City Four Wheel Drive, and a manufacturer of milk crates. Today there are a number of artist's studios and several ground-floor businesses including a new chocolate truffle factory.

*Olin H. Round*

Olin Round (1869-1927) arrived in St. Paul from Iowa in 1900, already an established architect. He joined Ellerbe in 1910, presumably as the designing partner, in a practice that would bring Ellerbe's name to statewide recognition. Round is credited with most of the firm's designs, including the Hotel Zumbro (1911), which established Ellerbe's foothold in Rochester, Minnesota. The Zumbro bears many similarities to the Upham Building designed a year earlier. Round's work was eclectic, often antihistoricist, throughout his career, borrowing freely from the progressive designs of Frank Lloyd Wright and his local followers, Purcell and Elmslie, during the latter firm's heyday in 1912-1914. Round and Ellerbe parted ways in 1914, with Round returning to the Upham commission three years later to design an addition.

**References**

St. Paul Building Permits

St. Paul and Ramsey County Historic Sites Survey, 1983

Olin Round obituary, *St. Paul Dispatch*, August 10, 1927

Historic photographs in MHS collections: LX4 p119; MR2.9 SP2.2 p366, 367

**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance**

**Address:** 2505 W. University Avenue

**PIN:** 292 923 340 080

**Legal:** CROMWELL PLACE SUBJ TO ALLEY; VAC ALLEY ACCRUING & IN AUD SUBD NO.4;  
EX SELY 75.99 FT LOT 19 & IN SD CROMWELL PLACE LOTS 1 THRU LOT 12 BLK 1

**SHPO Inventory #:** RA-SPC-6104

**Historic Name:** Mack International Motor Truck Co.

**Current Name:**

**Builder/Contractor:** James Leck

**Original Owner/Tenant:** Mack International Motor Truck Co.

**Architect/Source:** S. Scott Joy (Chicago)/*Improvement Bulletin*

**Date(s) of Construction:** 1926

**Building Permit #:** 22988

**Status:** Contributing

**Date of Survey:** August 2001

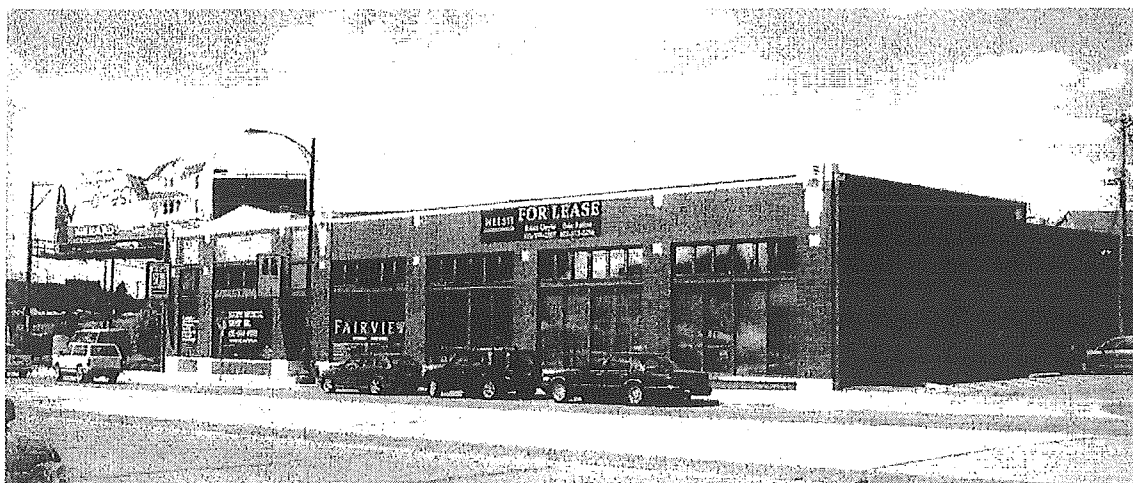
**Prepared by:** Carole Zellie/Landscape Research

**Revised by:** Paul Larson/HPC

**Photo:** 6/2004

**Roll 2, Frame 5**

**Property Number:** 35



**University-Raymond Commercial Historic District / St. Paul Heritage Preservation Commission  
Property Description and Significance (continued)**

**Address:** 2505 W. University Ave.

**Historic Name:** Mack International Motor Truck Co.

**Description**

Mack International Motor Truck Corporation occupies most of a trapezoidal parcel between Cromwell, Ellis and West University avenues. The one-story office and display room facing University Avenue is clad in smooth red brick and pale green and cream terra cotta. The original façade embraced a triple bay of door/display window/door on the west followed by four identical display window bays. The window bays remain in original condition, but the opening at the far west end has been shortened, making the door opening into a window. The tripartite western bay is surmounted by a terra cotta frieze rising to a false gable above the roofline. The frieze is decorated with the flowing inscription "Mack" flanked by geometric ornament. The truck factory and/or servicing shop component of the building extend a considerable distance to the rear. Irregular in plan, its walls are clad in common yellow brick.

**Significance**

The Mack International Truck Corporation building is locally significant as a fine example of a 1920s automotive sales and manufacturing facility. From a design standpoint, the intact terra cotta façade of the office section facing University Avenue is of particular importance. But the factory and service area behind is of equal significance. Projected to cost \$500,000, it was the most ambitiously conceived transportation-related facility of its era in the Midway.

In 1927 Mack introduced the BJ and BB models, the company's first large capacity, high speed vehicles. It is quite possible that this building was erected to service these trucks. Whether they were actually assembled there has not yet been confirmed.

*Property History*

Noted as a leader in all types of truck manufacture, the roots of the Mack firm begin in the 1890s. In 1903, Jack, Augustus, and William Mack incorporated their truck manufacturing firm in New York. Based in Brooklyn, they also manufactured horse drawn wagons. In 1905 Allentown, Pennsylvania became the site of the Mack Brothers Motorcar Company Plant.

Mack also built rail cars and locomotives from 1905 until 1930. The Mack brothers sold the firm in 1911 and the new owners continued operation as the International Motor Company. In 1922 the name of the parent company was changed from International Motor Truck Corporation to Mack Trucks, Incorporated. However, the International Motor Company continued as the manufacturing subsidiary of Mack Trucks, Inc. until 1936. This sales and manufacturing facility was no doubt like others erected by the company.

**References**

Mack Trucks, Inc., corporate history at [macktrucks.com](http://macktrucks.com)  
*Improvement Bulletin*, August 14, 1926

## Bibliography

Castle, Henry. *A. History of St. Paul and Vicinity*. 3 vols. Chicago and New York: The Lewis Publishing Co., 1912.

Frame, Robert M. *James J. Hill's Saint Paul: A Guide to Historic Sites*. St. Paul: James Jerome Hill Reference Library, 1988.

Lauber, John. "A Trail of two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960." In *Phase I and II Cultural Resource Investigations of the Central Corridor: Minneapolis, Hennepin County and St. Paul, Ramsey County*. BRW, Inc. and Hennepin and Ramsey County Regional Rail Authorities, 1995. Chapter 8, Historic Contexts.

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Olson, Russell. *The Electric Railways of Minnesota*. Hopkins, Minnesota: The Minnesota Transportation Museum, Inc., 1976.

Peterson, Garneth O. [Landscape Research]. *Southeast Minneapolis Industrial Area*. Prepared for Minneapolis Community Development Agency, 1997.

St. Paul City Directories, 1885-1950.

*The Jobbers and Manufacturers of St. Paul*. Saint Paul: Corning Advertising Agency, 1916- 1919.

Twin City Business University. "Map of the Great Midway Manufacturing-Industrial-Educational-Residential Center," 1923. In collection of Minnesota Historical Society.

U.S. Works Progress Administration. *Industrial Survey: City of St. Paul, Minn.* St. Paul: St. Paul City Planning Board, 1934.

Westbrook, Nicholas, ed. *A Guide to the Industrial Archeology of the Twin Cities*. St. Paul: Society of Industrial Archeology, 1983.

**University-Raymond Commercial Historic District/ St. Paul Heritage Preservation Commission  
Verbal Boundary Description**

**A continuous line around all of the contiguous properties herein listed:**

**Address:** 731 Hampden Avenue

**PIN:** 322 923 120 028

**Legal:** HEWITTS OUT LOTS EX NLY 105 FT; LOT 83

**Address:** 771-777 Raymond Avenue

**PIN:** 292 923 340 017

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. S 3 FT OF LOT 27 AND ALL OF LOTS 25 AND LOT 26

**Address:** 2233 W. University Avenue

**PIN:** 322 923 110 014

**Legal:** HEWITTS OUT LOTS PART OF LOT 60 AND OF BERNHEIMER AVE VAC ADJ LYING SLY OF A L RUN FROM NELY COR OF SD LOT TO A PT ON E L OF HAMPDEN AVE 75 FT S OF S L OF CHARLES AVE AND ALL OF LOT 61

**Address:** 2242 W. University Avenue

**PIN:** 322 923 120 033

**Legal:** HEWITTS OUT LOTS NO PART OF VAC MYRTLE AVE ADJ & LOT 84

**Address:** 2250 W. University Avenue

**PIN:** 322 923 120 015

**Legal:** HEWITTS OUT LOTS NLY 105 FT OF LOT 83

**Address:** 2251 W. University Avenue

**PIN:** 322 923 120 003

**Legal:** HEWITTS OUT LOTS SWLY 60 FT OF LOT 59

**Address:** 2264 W. University Avenue

**PIN:** 322 923 120 032

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; NELY 125 FT OF SELY 87 FT OF LOT 82

**Address:** 2274 W. University Avenue

**PIN:** 322 923 120 030

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; NELY 150 FT LYING SELY OF NWLY 50 FT OF LOT 81 & NELY 150 FT LYING NWLY OF SELY 87 FT OF LOT 82

**Address:** 2285 W. University Avenue

**PIN:** 292 923 430 084

**Legal:** HEWITTS OUT LOTS VAC ST ACCRUING & FOL; EX ALLEY & EX NLY 113 FT; LOT 55 ALSO THE SLY 197 FT OF LOTS 56, 57 & LOT 58

**Address:** 2288 W. University Avenue (Also known as 2288 Myrtle Avenue)

**PIN:** 322 923 120 035

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMT; VAC STS ACCRUING & EX NELY 150 FT; LOTS 80 81

**Address:** 2295 W. University Avenue (Associated with 2309 W. University Avenue)

**PIN:** 292 923 430 085

**Legal:** HEWITTS OUT LOTS SUBJ TO ALLEY AND EX NELY 113 FT THE FOL SELY 60 FT OF LOT 53 AND ALL OF LOT 54

**Address:** 2309 W. University Avenue (Associated Addresses: 2324 Charles Avenue, 2341 University Avenue W., and 783 Hampden Avenue)

**PINs:** 292 923 430 069, 292 923 430 072, 292 923 430 073, 292 923 430 074

**Legal:** HEWITTS OUT LOTS PART N 69.5 FT OF LOT 58; HEWITTS OUT LOTS STREET AS VACATED IN DOC 1803121 ACCRUING & FOL; NE 113 FT OF LOT 52 & VAC LA SALLE ST BET & NELY 94.5 FT OF LOTS 53 THRU LOT 57

**Legal:** HEWITTS OUT LOTS SUBJ TO ALLEY AND EX NELY 113 FT THE FOL SELY 60 FT OF LOT 53 AND ALL OF LOT 54

**Address:** 2314 W. University Avenue

**PIN:** 322 923 230 040

**Legal:** HEWITTS OUT LOTS VAC ST ACCRUING IN DOC NO.2829884 & FOL EX NELY 75 FT; THE NWLY 1/2 OF LOT 79 ALSO; EX NWLY 9 FT OF SWLY 11 FT 2 IN OF NELY 94.5 FT & EX NELY 75 FT LYING SELY OF NWLY 83 FT; LOT 78

**Address:** 2324 W. University Avenue

**PIN:** 322 923 120 039

**Legal:** HEWITTS OUT LOTS VAC ST ACCRUING IN DOC NO.2829884 & FOL NWLY 9 FT OF SWLY 11 FT 2 IN OF NELY 94.5 FT OF LOT 78 & ALL OF LOT 77

**Address:** 2334 W. University Avenue

**PIN:** 322 923 120 023

**Legal:** HEWITTS OUT LOTS VAC ST ACCRUING IN DOC NO.2829884 & LOT 76

**Address:** 2341 W. University Avenue (Associated Addresses: 2324 Charles Avenue, 2309 W. University Avenue)

**PIN:** 292 923 430 068

**Legal:** HEWITTS OUT LOTS STREET AS VACATED IN DOC 1803121 ACCRUING & FOL; EX NELY 113 FT; LOT 52 & EX NELY 113 FT & EX SELY 60 FT; LOT 53

**Address:** 2345 W. University Avenue

**PIN:** 292 923 430 067

**Legal:** HEWITTS OUT LOTS SWLY 250 FT OF SELY 50 FT OF LOT 51

**Address:** 2356-2362 W. University Avenue

**PIN:** 292 923 430 075

**Legal:** HEWITTS OUT LOTS SUBJ TO AND WITH ESMT AND EX SWLY 140 FT THEREOF THE FOL LOT 73 AND EX SELY 25 FT OF NELY 140 FT LOT 74 AND EX NELY 140 FT THE NWLY 25 FT OF LOT 75

**Address:** 2363-73 W. University Avenue

**PIN:** 292 923 430 064, 292 923 430 062, 292 923 430 059

**Legal:** HEWITTS OUT LOTS SUBJ TO ESMTS & PARTY WALL & EX NELY 80 FT THE SELY 56 FT OF LOT 50; HEWITTS OUT LOTS SUBJ TO ESMTS & PARTY WALL THE SWLY 50 FT OF NELY 80 FT OF SELY 56 FT OF LOT 50; HEWITTS OUT LOTS SUBJ TO ESMTS & EX NELY 30 FT & EX SELY 56 FT; LOT 50; HEWITTS OUT LOTS EX NELY 80 12/100 FT OF SELY 22 52/100 FT SELY 35 FT OF LOT 49

**Address:** 2375 W. University Avenue

**PIN:** 292 923 430 058

**Legal:** HEWITTS OUT LOTS WLY 60 FT OF ELY 95 FT OF LOT 49

**Address:** 2383-87 W. University Avenue

**PIN:** 292 923 430 057

**Legal:** HEWITTS OUT LOTS EX NELY 170 FT MEASURED AT RA TO NELY L OF LOTS 48 AND 49 THE FOL WLY 5 FT OF LOT 49 AND ALL OF LOT 48

**Address:** 2383-87 W. University Avenue

**PIN:** 292 923 430 057



**Legal:** HEWITTS OUT LOTS EX NELY 170 FT MEASURED AT RA TO NELY L OF LOTS 48 AND 49 THE FOL WLY 5 FT OF LOT 49 AND ALL OF LOT 48

**Address:** 2388 W. University Avenue

**PIN:** 292 923 340 065

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. BEG AT NELY COR OF LOT 30 TH NWLY ON NELY L 33 42/100 FT TH SWLY PAR TO SWLY L OF SD LOT 65 125/1000 FT TH SELY PAR TO NELY L TO W L OF RAYMOND AVE TH N ON SD W L TO AFORESAID NELY COR OF LOT 30

**Address:** 2389-2401 W. University Avenue (Also known as: 759-765 Raymond Avenue)

**PIN:** 292 923 340 018

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. LOT 28

**Address:** 2390-2400 W. University Avenue (Also known as: 735 Raymond)

**PIN:** 292 923 340 064

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SELY 50 FT OF NWLY 150 FT OF NELY 120 FT OF LOT 30 AND EX NWLY 150 FT AND EX SWLY 56 FT AND EX SELY 33 42/100 FT MEASURED ON NELY LOT L OF NELY 65 125/1000 FT MEASURED PAR WITH NWLY LOT L LOT 30

**Address:** 2402-2414 W. University Avenue

**PIN:** 292 923 340 062

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. EX SWLY 35 FT THE FOL THE NWLY 100 FT AND EX NELY 140 FT THE SELY 50 FT OF NWLY 150 FT OF LOT 30

**Address:** 2418-2426 W. University Avenue

**PIN:** 292 923 340 058, 292 923 340 059, 292 923 340 060

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS; EX NWLY 112.33 FT & EX W 57.8 FT OF S 162.95 FT OF E 94 FT; LOT 29; AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS & EX PART LYING SWLY OF NELY 137.05 FT; THE NWLY 112.33 FT OF LOT 29

**Address:** 2428-30-32 W. University Avenue

**PIN:** 292 923 340 057

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO PARTY WALL AGREEMENT & ESMTS & EX PART LYING SWLY OF NELY 137.05 FT; THE NWLY 112.33 FT OF LOT 29

**Address:** 2429 W. University Avenue

**PIN:** 292 923 334 020

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SWLY 25 FT OF LOT 11 & EX SELY 121.57 FT MOL THE SWLY 25 FT OF LOT 10 & ALL OF LOT 22

**Address:** 2441 W. University Avenue

**PIN:** 292 923 340 021

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SELY 15 99/100 FT OF LOT 20 AND ALL OF LOT 21

**Address:** 2446 W. University Avenue (Also known as: 756 Pelham Boulevard)

**PIN:** 292 923 340 048

**Legal:** BAKER'S ADDITION TO THE CITY OF ST. PAUL, RAMSEY CO., MINN. VAC ALLEY ACCRUING & FOL; PART OF LOTS 6 & 7 NELY OF L RUN FROM PT 12 FT SWLY ON SELY L FROM NE COR OF LOT 7 TO PT ON WL OF & 26.73 FT FROM SW COR OF LOT 6 AS IN DOC 1412484 & ALL OF LOTS 1 THRU

**Address:** 2447 W. University Avenue

**PIN:** 292 923 340 022

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. NWLY 35 FT OF SELY 50 99/100 FT OF LOT 20

**Address:** 2451-2459 W. University Avenue

**PIN:** 292 923 340 023, 292 923 340 024

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. NWLY 100 FT OF SELY 150 99/100 FT OF LOT 20

**Address:** 2469 W. University Avenue

**PIN:** 292 923 340 025

**Legal:** AUDITOR'S SUBDIVISION NO. 4 ST. PAUL, MINN. SUBJ TO ESMTS THE SELY 75.9 OF LOT 19 & EX SELY 163.49 FT; LOT 20

**Address:** 2470-2512 W. University Ave.

**PIN:** 292 923 340 027

**Legal:** BAKER'S ADDITION TO THE CITY OF ST. PAUL, RAMSEY CO., MINN. LOTS 1 THRU LOT 6 BLK 6

**Address:** 2505 W. University Avenue

**PIN:** 292 923 340 080

**Legal:** CROMWELL PLACE SUBJ TO ALLEY; VAC ALLEY ACCRUING & IN AUD SUBD NO.4; EX SELY 75.99 FT LOT 19 & IN SD CROMWELL PLACE LOTS 1 THRU LOT 12 BLK 1

# **University-Raymond Commercial Historic District Preservation Program and Design Review Guidelines**

**St. Paul Heritage Preservation Commission**



## University-Raymond Commercial Historic District Preservation Program and Design Review Guidelines

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### I. Introduction

The following guidelines for design review will serve as the basis for the Heritage Preservation Commission's permit review decisions in the University-Raymond Commercial Historic District. The guidelines define the most important elements of the Historic District's unique physical appearance and are intended to state the best means of preserving and enhancing these elements in rehabilitation or new construction. When applying the guidelines, the Commission, in clearly defined cases of economic hardship, will also consider deprivation of the owners reasonable use of property.

#### General Intent

The Commission shall conduct its design review for all projects in the District according to the *Secretary of the Interior's Standards for Rehabilitation*(1995). These standards shall be applied to all District projects in a reasonable manner and take into consideration their economic and technical feasibility. The ten Standards are:

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*
3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*
4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*
6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible,*

*materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

- 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*
- 8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*
- 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*
- 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

## **II. Restoration and Rehabilitation**

### **A. Masonry and Walls**

#### **Use of Materials:**

Original masonry and mortar should be retained whenever possible without the application of any surface treatment. A similar material should be used to repair or replace, where necessary, deteriorated masonry. New masonry added to the structure or site, such as new foundations or retaining walls, should be compatible with the color, texture and bonding of original or existing masonry. Formstone, stucco, wood or metal siding, or paneling should not be used.

#### **Cleaning:**

Masonry should be cleaned only when necessary to halt deterioration or to remove graffiti and stains and always with the gentlest method possible such as low pressure water (under 300 psi) and soft bristle brushes. Brick and stone surface should not be sandblasted with dry or wet grit or other abrasives. Abrasive cleaning methods can erode the hard surface of the material and accelerate deterioration. Chemical cleaning products which could have an adverse chemical reaction with the masonry material such as acid on limestone or marble should not be used. Chemical solvents should not be used at all except for removing iron and oil stains. It is preferable to use water with a non-ionic biodegradable detergent. Mortar should be repointed and window frames should be caulked before cleaning. Waterproof or water repellent coatings or surface consolidation treatments should not be applied unless required to solve a specific technical problem that has been studied and identified and determined to comply with applicable design guidelines. In general, however, coatings are frequently unnecessary, expensive, and can accelerate deterioration of the masonry.

#### **Repointing:**

Repointing should be done on those mortar joints where there is evidence of moisture problems or when mortar is missing to allow water to stand on the mortar joint. Using pneumatic hammers to remove mortar can seriously damage the adjacent brick and only motorized tools that do not damage brick should be used. Vertical joints should be hand chiseled. When repointing, it is important to use the same materials as the existing mortar. This includes matching the color, texture, coefficients of expansion and contraction, and ingredient ratio of the original mortar mix, creating a bond similar to the original. A professional mortar analysis can give this information. Repointing with Portland cement mortar may create

a bond stronger than is appropriate for the building materials, possibly resulting in cracking or other damage. Old mortar should be duplicated in joint size, method of application and joint profile.

**Painting:**

The original or early color and texture of masonry surfaces should be retained, including early signage wherever possible. Brick or stone surfaces may have been painted or whitewashed for practical and aesthetic reasons and paint should not be indiscriminately removed from masonry surfaces as this may subject the building to damage and change its appearance. If masonry surfaces were not originally painted or ever intended to be painted, they should not be painted.

**B. Windows and Doors**

**Openings:**

Existing window and door openings should be retained. New window and door openings should not be introduced into the principal elevations. Enlarging or reducing window or door opening to fit stock window sash or new stock door sizes should not be done. Infilling of window openings or installing new openings may be permissible on secondary facades if standard sizes approximate the size and proportions of the opening. Generally, a secondary facade will be considered as any facade not facing the street and not having the ornamentation and higher quality materials usually associated with street facades.

**Panes, Sashes and Hardware:**

It is desirable to retain original windows and doors, but they may need replacement for functional reasons. Replacement is clearly acceptable for functional reasons if new materials closely match original materials. Different materials may be acceptable on a case-by-case basis. Window panes should be two-way glass. No reflective or spandrel glass is permitted. The stylistic period or periods a building represents should be respected. Shutters are generally inappropriate in the district. Missing or irreparable windows should be replaced with new windows that match the original in material, size, general muntin and mullion proportion and configuration and reflective qualities of the glass. Replacement sash should not alter the setback relationship between window and wall. Heating and air conditioning units should not be installed in the window frames when the sash and frames may be damaged. Window installations should be considered only when all other viable heating and cooling systems would result in significant damage to historic materials. Window installations may be acceptable in minor facades.

**Storm Windows:**

Storm windows and doors should be compatible with the character of the building and should not damage window and door frames, or require removal of original windows and doors. Exterior storm windows should be appropriate in size and color and should be operable.

**Awnings and Canopies:**

Awnings and canopies should not be used when they conceal richly detailed entries and windows. Aluminum or plastic awnings shall not be used. Large lettering or font styles inconsistent with the historic and architectural character shall not be used on awnings. Awnings should have a traditional shape such as a tent shape or be rounded when the opening is arched.

**Lintels, Arches, and Sills:**

Lintels, sills, architraves, pediments, hoods and steps should be retained or repaired if possible. Existing colors and textures should be matched when repairing these elements.

**Storefronts:**

Original or storefronts determined to have historical, architectural, or engineering significance should be retained and repaired including windows, sash, doors, transoms, signage, and decorative features where such features contribute to the architectural and historic character of the building. Where original or early storefronts no longer exist or are too deteriorated to save, the commercial character of the building should be retained through: (1) contemporary design which is compatible with the scale, design, materials, color and texture of the historic buildings; or (2) an accurate restoration of the storefront based on historical research and physical evidence. Storefronts or new design elements on the ground floor, such as arcades, should not be introduced which alter the architectural and historic character of the building and its relationship with the street or its setting or which cause destruction of significant historic fabric. Materials which detract from the historic or architectural character of the building, such as mirrored glass, should not be used. Entrances through significant storefronts should not be altered.

C. **Roofs, Cornices and Details**

**Roof Shape:**

The original roof shape should be preserved. New skylights and vents should be behind and below parapet level. When the roof is visible from street level, the original material should be retained if possible, otherwise



it should be replaced with new material that matches the old in composition, size, shape, color, and texture.

**Cornices and Other Details:**

All architectural features that give the roof its essential character should be preserved or replaced. Similar material should be used to repair/replace deteriorating or missing architectural elements such as cornices, brackets, railings, shutters, steps and chimneys, whenever possible. If an accurate reconstruction of a missing cornice is not feasible, due to cost, structural issues or lack of pictorial documentation, then the intricacy of detail is least important for new elements at or near the roof line. The same massing, proportions, scale and design theme as the original should be retained.

### **III. Signs and Accessories**

Existing historic signs that reflect the development of the district should be preserved. These signs may be in the form of painted signs on buildings, surface mounted or projecting signs. New signs should be compatible with the character of the District and blend with the character of the structures on or near which they are placed. New signs should not conceal architectural detail, clutter the building's image, or distract from the unity of the facade but, rather, should complement the overall design.

**A. Materials:**

Sign materials should complement the materials of the related building and/or the adjacent buildings. Surface design elements should not detract from or conflict with the related structure's age and design in terms of graphics, lettering, and related patterns or pictures. Materials used should be the same as those used for signs during the period of the building's construction, such as wood, wrought iron, steel, and metal grill work. Newer materials such as extruded aluminum and plastics may not be appropriate.

**B. Types:**

The sign type should enhance the building's design and materials. There are a number of types of signs which may be used: (1) single-faced; (2) projecting, double-faced; (3) three-dimensional; (4) painted wall signs; and (5) temporary signs.

**C. Location and Method of Attachment:**

There should be no sign above the cornice line or uppermost portion of a facade wall. Signs should not disfigure or conceal architectural details. Painted signs may be permissible on glass windows and doors. The facade should not be damaged in sign application, except for mere attachment. The method of attachment should respect the structure's architectural integrity and should become an extension of the architecture. Projecting signs should have a space separating them from the building. (Protection of architecture in method of attachment shall be regarded as a basis for granting variance of the normal zoning code prohibition against guy wire supports for projecting signs.)

**D. Lighting:**

Location of exterior lights should be appropriate to the structure. Signs should generally be lit from on the site. There should be no flashing, blinking, moving, or varying intensity lighting. Subdued lighting is

preferred. Backlit fluorescent or exposed neon are generally inappropriate.

E. **Grills, Exhaust Fans, etc.**

Grills, exhaust outlets for air conditioners, bath and kitchen exhaust fans should be incorporated into filler panels, if possible. They may be painted the same color as the filler panel.

#### **IV. New Construction**

New construction refers to totally new structures, moved-in structures and new additions to existing structures. Any new construction should possess height, massing, setback, materials and rhythms compatible with surrounding structures. The reproduction of historic design and details is recommended only for limited cases of infill or small scale construction. Guidelines for new construction focus on general rather than specific design elements in order to encourage architectural innovation.

##### **A. Setback**

There are a variety of setbacks expressed in the University-Raymond Commercial Historic District. However, new setbacks should relate to adjacent historic buildings.

##### **B. Massing Volume Height**

Most of the structures of the district are distinguished by their boxy profiles; preservation of this aspect is the most essential element for maintaining district unity. New construction should be compatible with the massing, volume, and height, of existing structures in the historic district.

##### **C. Rhythm**

The rhythm in the University-Raymond Commercial Historic District can be found both in the relation of several buildings to each other, and in the relation of elements on a single building facade. Rhythm between buildings is usually distinguished by slight variations in height, windows and doors, and details, including vertical and horizontal elements. Rhythm may be accentuated by slight projections and recessions of the facade, causing the scale of the building to match that of its neighbors. The rhythm of new construction should be compatible with that of existing structures.

##### **D. Roofs Cornices**

New roof and cornice designs should be compatible with existing adjacent structures. Generally, roofs in the district are flat. It is more important for

roof edges to relate in size and proportion, than in detailing.

**E. Materials and Details**

Brick and pressed brick, Bedford stone and Mankato-Kasota stone, terracotta, ceramic tile, concrete, metal and glass are the most commonly used materials in the district.

The materials and details of new construction should relate to the materials and details of existing adjacent buildings. New buildings in the district should possess more detailing than typical modern commercial buildings, to respond to the surrounding buildings and to reinforce the human scale of the district. Walls of buildings in the district are generally of brick with stone trim. They display the colors of natural clay, dark red, buff, and brown. When walls are painted, similar earthtones are usually used.

**F. Windows  
Doors**

Windows should relate to those of existing buildings in the district in the ratio of solid to void, distribution of window openings, and window setback. The proportion, size, style, function and detailing of windows and doors in new construction should relate to that of existing adjacent buildings. Window and door frames should be wood or bronze-finished aluminum.

**G. Parking**

The preferred location of parking lots is behind the buildings rather than in front or beside them. If street frontage is the only option, the lots should be screened from street and sidewalk either by walls or plantings or both. If walls are used, their materials should be compatible with the walls of existing adjacent buildings. Walls should be at least 18" high. Walls or plantings should be located to disrupt the street plane as little as possible.

**H. Landscaping  
Street Furniture**

Traditional street elements of the area should be preserved. New street furniture and landscaping features should compliment the scale and character of the area.

**V. Guidelines for Non-Contributing and Contemporary Buildings**

**A. Change to Contributing Status**

A building classified as non-contributing to the historic district but built within the period of significance established for the district that has been substantially altered may be reclassified as a contributing building, if it is returned to its original historic facade by means of restoration or replication.

**B. Non-Contributing and Contemporary Building Additions and Alterations**

Additions and alterations to non-contributing and contemporary buildings must be sympathetic and subordinate to original building and adjacent structures. These changes must help the original better fit its context. Guidelines for new construction shall apply to non-contributing and contemporary buildings.

**VI. Demolition**

Proposals for demolishing structures, while reviewed with special care by the Heritage Preservation Commission, are not necessarily in conflict with district guidelines. When reviewing proposals for demolition of structures within the district, the Heritage Preservation Commission refers to Section 73.06(1)(2) of the Saint Paul Legislative Code which states the following:

In the case of the proposed demolition of a building, prior to approval of said demolition, the commission shall make written findings on the following: the architectural and historical merit of the building, the effect of the demolition on surrounding buildings, the effect of any proposed new construction on the remainder of the building (in case of partial demolition) and on surrounding buildings, and the economic value or usefulness of the building as it now exists or if altered or modified in comparison with the value or usefulness of any proposed structures designated to replace the present building or buildings.