



CITY OF SAINT PAUL
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Date: March 4, 2016
To: Heritage Preservation Commission
From: Bill Dermody & Christine Boulware
Re: District 1 Community Council Plan

Background

In 2011, the District 1 Community Council began the update of its 2004 Community Plan by focusing on transportation, resulting in a District 1 Transportation Plan that was adopted by the Mayor and City Council in early 2013. Over the next couple years, they expanded their public outreach to identify issues and priorities on all topics addressed in the Community Plan. A draft District 1 Community Plan update was prepared and presented to City staff in September 2015. Upon receipt of comments generated via review by City and Port Authority staff, District 1 made revisions and presented the revised document to City staff in January 2016.

Planning Commission Action

Acting on recommendation from the Neighborhood Planning Committee, on February 19, 2016, the Planning Commission released the draft District 1 Community Plan for public review and set a public hearing date for April 1, 2016. After the public hearing, the plan will be sent back to the Neighborhood Planning Committee to consider revisions based on HPC comments and other public testimony before the plan is forwarded to the Planning Commission and City Council for final adoption.

Heritage Preservation Review Authority

The HPC serves as an advisory body to the mayor and city council on municipal heritage preservation matters. Chapter 73.04(1) states the HPC shall review and comment on plans and studies which relate to the historic and architectural heritage of the city. Further, all studies transmitted to the mayor and city council *shall contain the recommendations of both the division of planning and the heritage preservation commission*. A draft resolution is submitted for consideration by the HPC and a final copy will be forwarded to the division of planning, Planning Commission, Mayor and City Council.

HERITAGE PRESERVATION COMMISSION RECOMMENDATION

Heritage preservation staff received the draft plan on September 15, 2015 and did not have an opportunity to provide feedback or comments prior to receiving it. The final plan should address the potential role of historic preservation in the future of the neighborhood and generally reflect the goals of the Historic Preservation Chapter in the City Comprehensive Plan.

Through research, staff identified the following historic resources within the boundaries:

WITHIN DISTRICT 1 COMMUNITY PLAN AREA

Applicable Context Studies:

Residential Real Estate Development: 1880-1950 (2001)

1983 Historic Resources Survey

Designated Sites (1983) - none

Sites Eligible for Designation (1983)

- 770 S. Brookline Avenue, Harry I. Weikert House
- 55 S. Howard Street, House (now 2031 S. Howard Street)
- 482 S. Point Douglas Road, R.C. Morgan House
- 738 S. Point Douglas Road, George M. Deeks House
- 882 S. Point Douglas Road, Charles E. Joy House

Sites of Major Significance (1983)

- 2040 E. Highwood Avenue, House
- 2064 E. Highwood Avenue, House
- 489 S. Mystic Street, House
- 654 S. Point Douglas Road, House
- 662 S. Point Douglas Road, House
- 766 S. Point Douglas Road, Walter Draper House
- 858 S. Point Douglas Road, Oliver S. Hagerman House
- Ca. 1260 S. Point Douglas Road, House
- Ca. 1326 S. Point Douglas Road, Roadside Architecture - miniature golf course (razed)
- Of these 14 sites identified in 1983 as Eligible for Designation or of Major Significance, one has been razed. None of the properties have been locally designated or listed on the NRHP.

Potential Historic Districts (1983)

- Burlington Heights House Thematic Nomination* – The construction of the Chicago, Burlington, and Northern railroad line occurred about the time the area was being annexed in three stages by the City of St. Paul (1872, 1885, and 1887). The new railroad line spurred a brief period of development in the area. In 1886, a syndicate of St. Paul and Boston businessmen formed the Union Land Company and purchased about 1200 acres of land in the Highwood area. They built two small railroad stations about one mile apart. A “commuter suburb” was planned with large rustic lots separated by curving roads which ran along the river bluffs. Although Burlington Heights, as the suburb was called, was linked to downtown St. Paul by rail lines and offered residents the advantages of country living, the development achieved limited success and only a handful of houses were built during the late nineteenth and early twentieth centuries.

2001 Residential Real Estate Development: 1880-1950

- After the construction of the Chicago, Burlington, and Northern Railroad along the southeastern shore of the Mississippi-territory that was annexed between 1872 and 1887 by the City of St. Paul-a small commuter suburb was laid out by a syndicate of Boston and St. Paul businessmen. Well-promoted in the *Northwest Magazine* and in local newspapers, the wooded and steep site along the river bluff as built up with about a dozen shingle-clad houses designed by Charles E. Joy, including the architect's own at 882 S. Point Douglas Road. In general, however, the area failed to develop substantially before, or after, the Panic of 1893. p.11.
- Study Recommendations: Burlington Heights is an area of potential significance. p.2.
- Between 1800 and 1886, the city's population expanded from 40,750 to 120,000. Real estate sales increased and especially boomed in 1886 and 1887, reflecting sales of new lots in annexations... A final expansion in 1887 brought Burlington Heights into the municipal limits. p.6.
- Passenger rail service via the Chicago, Milwaukee and St. Paul Railroad Shortline was inaugurated in 1880. The route offered a 25-minute ride between Minneapolis and St. Paul via W. Seventh Street to the route of present- day Ayd Mill Road, crossing Snelling to St. Anthony Avenue. It crossed the river near Franklin and Lake Streets. This line would spur the development of Union Park, Merriam Park, Desnoyer Park, and St. Anthony Park as well as the industrial growth of the Minnesota Transfer yards in the Midway. “Between 1886 and 1892 a line also operated along the tracks of the Northern Pacific and short-lived lines also went to east to Arlington Hills and south to Burlington Heights. p.7.
- A new generation of commuters, who could be employed in either Minneapolis or St. Paul, found the early, prairie-surrounded additions of the “West End” attractive. The shortline service was not long lived, but electric streetcars offered frequent, comfortable and low-cost service and underwrote

the presence of the middle class in the suburbs. Small commercial districts, schools, and churches were erected to serve the new village- like settlements. The *Northwest Magazine* promoted these areas in the mid-1880s, with features on Macalester Park, Warrendale, St. Anthony Park, and Burlington Heights. p.7.

Attachments:

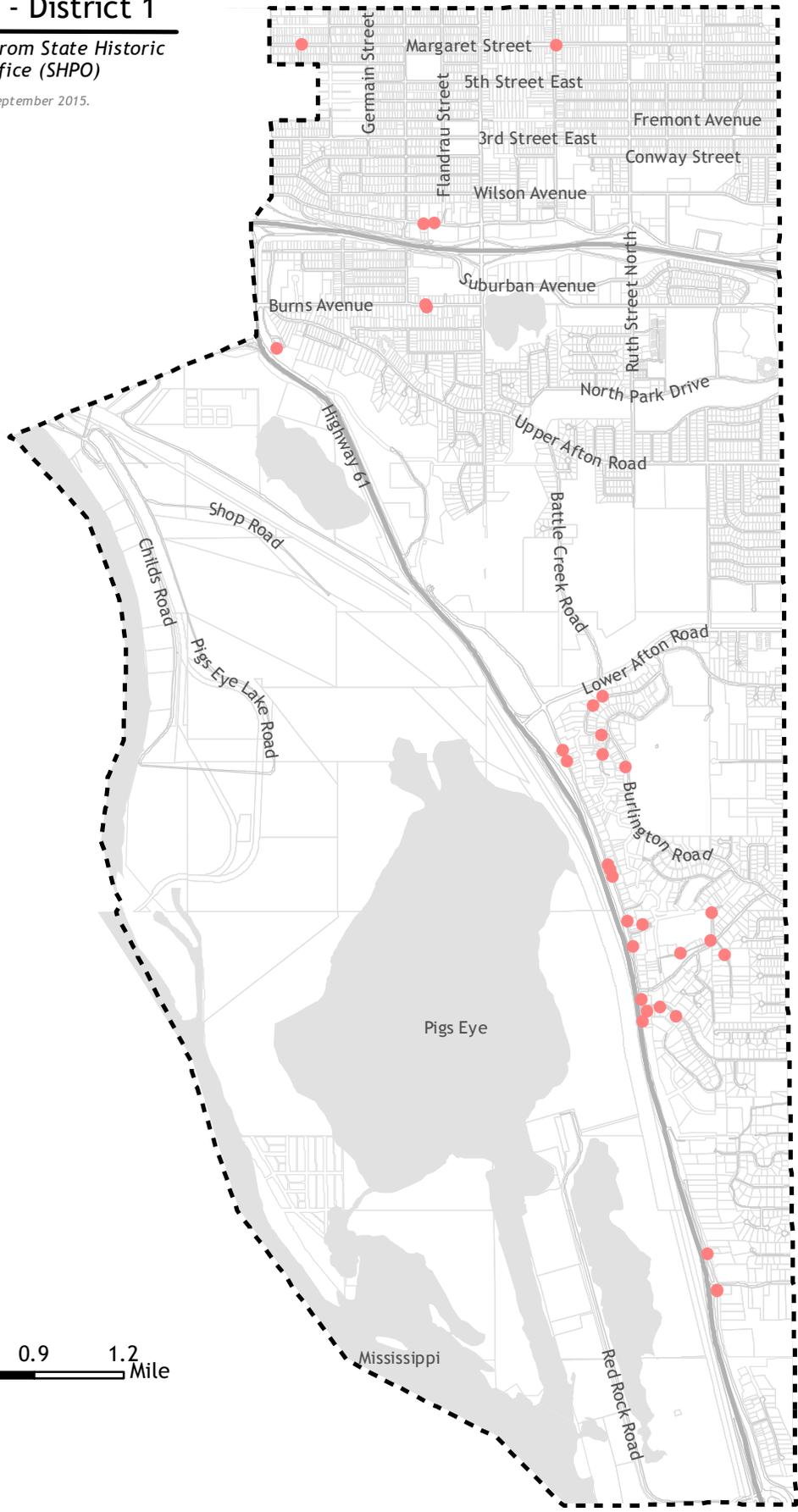
1. Draft HPC Resolution 16-DISTRICT1 Recommendation (forthcoming)
2. Map & List of Inventoried Sites within the Como Community Plan Area
3. 1983 Historic Site Survey – District 1



Inventoried Historic Properties - District 1

Data obtained from State Historic Preservation Office (SHPO)

*Data is current as of September 2015.



District 1 Inventoried Properties Table

Inventory #	Address	Property Name
RA-SPC-0391	764 BROOKLINE AVE. S	Albert E. Greaza House
RA-SPC-0392	770 BROOKLINE AVE. S	Harry I. Weikert House
RA-SPC-0408	361 Burlington Rd. S	house
RA-SPC-0409	381 Burlington Rd. S	house
RA-SPC-0410	449 Burlington Rd. N	H.W. Schoenheider/E.G. Cockriel House
RA-SPC-0411	491 Burlington Rd. S	house
RA-SPC-0416	1691 Burns Ave. E	house
RA-SPC-0417	1692 Burns Ave. E	house
RA-SPC-1436	799 Gabriel Rd. S	house
RA-SPC-1647	2135 Hadley St. E	house
RA-SPC-1767	2040 Highwood Ave. E	house
RA-SPC-1768	2064 Highwood Ave. E	house
RA-SPC-1846	2031 Howard St. S (55 Howard St. S)	house
RA-SPC-2927	Scenic Overlook Dr	Burns Avenue Overlook
RA-SPC-2928	Point Douglas Rd (just south of Highwood Ave)	Point Douglas Road Retaining Wall
RA-SPC-4403	1493 Margaret St. E	house
RA-SPC-4404	1900 Margaret St. E	house
RA-SPC-4719	489 Mystic St. S	house
RA-SPC-4771	1688 Old Hudson Rd. E	house
RA-SPC-4772	1705 Old Hudson Rd. E	house
RA-SPC-5566	464 Point Douglas Rd. S	house
RA-SPC-5567	482 Point Douglas Rd. S	RC Morgan House
RA-SPC-5568	654 Point Douglas Rd. S	house
RA-SPC-5569	662 Point Douglas Rd. S	house
RA-SPC-5570	674 Point Douglas Rd. S	J. Bailey Jett House
RA-SPC-5571	738 Point Douglas Rd. S	George M. Deeks House
RA-SPC-5572	776 Point Douglas Rd. S	Walter Draper House
RA-SPC-5573	858 Point Douglas Rd. S	Oliver S. Hagerman House
RA-SPC-5574	882 Point Douglas Rd. S	Charles E. Joy House
RA-SPC-5575	1260 Point Douglas Rd. S	house
RA-SPC-5576	1326 Point Douglas Rd. S	miniature golf course
RA-SPC-5577	1328 Point Douglas Rd. S	house

District 1: Eastview-Conway-Battle Creek-Highwood

District 1 is located in the southeast corner of Ramsey County and is the largest of St. Paul's planning districts. It is bounded on the north by Minnehaha Avenue; on the west by Birmingham Street, Warner Road, and the Mississippi River; on the south by Washington County; and on the east by McKnight Road.

Steep, wooded bluffs in the Battle Creek and Highwood areas east of Highway 61 and immense stretches of marshy land surrounding Pig's Eye Lake along the Mississippi River were among the distinct natural characteristics which discouraged widespread settlement of the area during the nineteenth and early twentieth centuries. The first permanent inhabitants were the Kaposia band of Mdewakanton Dakota Indians who lived in a large village near Pig's Eye Lake from circa 1775 until the early nineteenth century. By the 1820's the village had been relocated to near Dayton's Bluff. Later, circa 1838, a small group of French Canadian fur traders established a village at the northwest corner of Pig's Eye Lake, a site now marked by the Pig's Eye Sewage Treatment Plant (established in the 1930's). Although both a sawmill and a school were built at the village of Pig's Eye, the tiny community disappeared during the 1860's as inhabitants moved north into St. Paul.

During much of the nineteenth century the area served simply as a gateway to St. Paul, and was crossed by early roads -- Pig's Eye and St. Paul, Point Douglas and Fort Ripley, Hudson and St. Paul, and the Afton and St. Paul roads. In the 1860's railroad service reached the area as the Chicago, Milwaukee, and St. Paul railroad line was constructed along Point Douglas Road. In the late 1880's a second railroad, the Chicago, Burlington, and Northern, laid tracks through the area and linked it with St. Paul.

The construction of the Chicago, Burlington, and Northern railroad line occurred about the time the area was being annexed in three stages by the city of St. Paul (1872, 1885, and 1887). The new

railroad line spurred a brief period of development in the area. In 1886 a syndicate of St. Paul and Boston businessmen formed the Union Land Company and purchased about 1200 acres of land in the Highwood area. They built two small railroad stations about one mile apart. A "commuter suburb" was planned with large rustic lots separated by curving roads which ran along the river bluffs. Although Burlington Heights, as the suburb was called, was linked to downtown St. Paul by rail lines and offered residents the advantages of country living, the development achieved limited success and only a handful of houses were built during the late nineteenth and early twentieth centuries. It was not until well after World War II when roads were improved and automobiles popularized that District 1 was settled extensively. Compared to the rest of the city, the district is still sparsely settled and 56% of its land remains undeveloped.

The Historic Sites Survey of District 1 identified relatively few houses still standing in the district that date from the turn



1. 882 S. Point Douglas Road, Charles E. Joy House, 1888, designed by Charles E. Joy. (Photo by Gary Phelps)

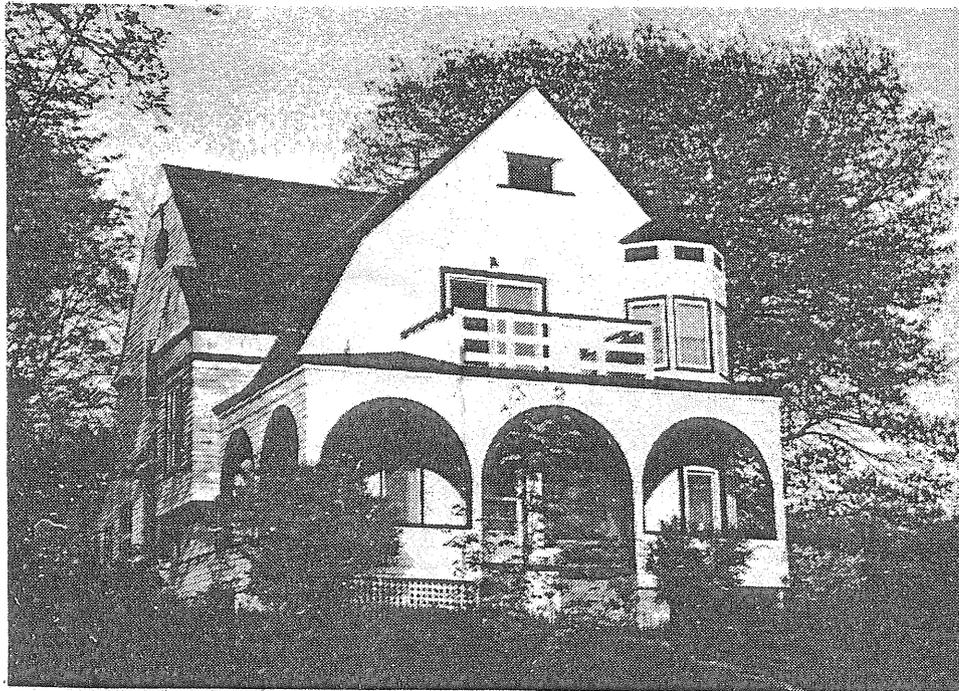
of the century or earlier. Very few recognizable farmhouses were identified. The Survey did discover a few houses along Point Douglas Road which may date from the 1870's or early 1880's and are probably linked to that road's importance as an early route leading south from St. Paul. The most significant discovery in District 1 was about one dozen large, woodframe houses built during the late 1880's which were clearly built soon after the Burlington Heights commuter suburb was platted. About half of these houses are basically intact and many were obviously architect-designed. Several of the most sophisticated Queen Anne and Shingle style houses were designed by St. Paul architect Charles E. Joy, whose own house stands at 882 S. Point Douglas Road (no. 1). Other intact Victorian houses which were constructed as part of the Burlington Heights development stand at 55 E. Howard Avenue, 738 Point Douglas Road, 482 S. Point Douglas Road (no. 2), and 770 S. Brookline Avenue (no. 3). The remainder of District 1 contains bungalows, 1940's and 1950's tract housing concentrated in the northern portions of the district, and



2. 482 S. Point Douglas Road, House, ca. 1888, design attributed to Charles E. Joy. (Photo by Patricia Murphy)

1970's and 1980's split level and ranch style houses concentrated in the southern half of the district. District 1 has a few interesting examples of modern architectural designs.

At present there are no sites in District 1 which have been designated as historic sites. Following is a list of sites in District 1 which the Historic Sites Survey staff believes are eligible for listing with the National Register of Historic Places and/or the St. Paul Heritage Preservation Commission and a list of additional sites of major significance. Approximate locations of the sites are shown on the accompanying map. It is also suggested that the most intact houses in the district which date from the development of the Burlington Heights commuter suburb be grouped in a thematic nomination to the National Register of Historic Places and the St. Paul Heritage Preservation Commission.



3. 770 S. Brookline Avenue, Harry I. Weikert House, ca. 1888, design attributed to Charles E. Joy. (Photo by Gary Phelps)

DISTRICT 1

Sites Already Designated - none .

Sites Eligible for Designation

1. 770 S. Brookline Avenue, Harry I. Weikert House
2. 55 S. Howard Street, House
3. 482 S. Point Douglas Road, House
4. 738 S. Point Douglas Road, George M. Deeks House
5. 882 S. Point Douglas Road, Charles E. Joy House

Additional Sites of Major Significance

6. 2040 E. Highwood Avenue, House
7. 2064 E. Highwood Avenue, House
8. 489 S. Mystic Street, House
9. 654 S. Point Douglas Road, House
10. 662 S. Point Douglas Road, House
11. 766 S. Point Douglas Road, Walter Draper House
12. 858 S. Point Douglas Road, Oliver S. Hagerman House
13. Ca. 1260 S. Point Douglas Road, House
14. Ca. 1326 S. Point Douglas Road, Roadside Architecture
(miniature golf course)

Potential Historic District

Burlington Heights Houses Thematic Nomination

MAP 1

DISTRICT 1

