



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