

The East Isles Neighborhood

Historic Context Study



Prepared for the
East Isles Residents Association Inc.

(EIRA Inc.) Marion Russell

by
Landscape Research LLC

2006

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(EIRA, Inc.)
Minneapolis, MN

by

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Management Summary

The study examines the historic architectural and landscape foundation of today's neighborhood and was commissioned by the East Isles Residents Association (EIRA) in 2006. The focus is residential development, especially between ca. 1885 and 1930, with separate sections on apartment construction and commercial and institutional development. Another section provides short biographies of many of the area's leading architects and builders. The Lowry Hill neighborhood, sharing a similar pattern of development along Lake of the Isles and the subject of a companion study conducted for the Lowry Hill Residents Inc. (LHRI), is referenced throughout. The significance of the Uptown commercial area at Hennepin Avenue and Lake Street should be evaluated within the context of its larger pattern of commercial development.

Previously completed local historic context studies on file with the Minneapolis Heritage Preservation Commission and applicable to East Isles include "Street Railways, 1873-1954," "Neighborhood Commercial Centers, 1885-1963," and "South Minneapolis." The *Lowry Hill East (Wedge) Historic Context Study* (2005) and the *Lowry Hill Historic Context Study* (2006) also address development themes shared with East Isles.

East Isles is built up with large turn-of-the-century brick and stone-faced houses as well as small frame cottages and apartment buildings of many descriptions. Commercial and institutional buildings edge the neighborhood boundaries along Hennepin Avenue and Lake Street. Most of East Isles was part of a land claim made in 1851 by Roswell P. Russell, who established a farm at Hennepin Avenue and W. 28th Street. There was little non-agricultural residential development until the creation of Hennepin Avenue Boulevard in the 1880s and the extension of electric streetcar service in 1890. Lake of the Isles, Russell's, and Brewster's Additions were platted in the late 1870s and 1880s and were followed by other additions and rearrangements. Residential development did not gain full steam until the completion of dredging for Lake of the Isles Boulevard after 1900. This development peaked by 1915, with some single-family construction continuing through the 1920s. Apartment building and flat construction began around 1910 and continued until about 1930, when an apartment district along The Mall was complete.

The previous and present studies generally concur that the history and significance of East Isles is based on its associations with:

- Roswell P. Russell, Thomas Lowry, and other real estate developers whose additions and subdivisions created the late 19th-century neighborhood landscape
- The commercial streetcar hub centered at the Uptown intersection of Lake Street and Hennepin Avenue
- The Minneapolis Board of Park Commissioners, which improved E. Lake of the Isles Parkway and The Mall
- The community of business leaders who established homes in East Isles and hired the city's leading architects and builders, resulting in areas of exceptional residential architecture

East Isles contains some of the city's finest examples of late 19th- and early 20th-century residential architecture. Although there are several historic streetscape patterns in the neighborhood, the wide streets, large lots, and broad front yards intended by some of the earliest real estate developers are still evident, particularly along the lake and in the northern half of the area. The zone of high-styled houses along and near **E. Lake of the Isles Parkway, Lake Place,**

and Euclid Place and certain blocks of Irving, Humboldt, and James Avenues is representative of the investment of the city's business leaders and their architects. These partnerships produced a variety of Queen Anne and Period Revival Style houses between 1885 and 1930. Ernest Kennedy, William B. Kenyon, Lowell Lamoreaux, Louis B. Long, Purcell, Elmslie and Feick, Charles Sedgwick, and Henry Parsons are among many notable designers and builders. A **mixed, southern zone** of high-styled houses as well as speculatively built houses, duplexes, and apartments lies between W. 28th Street and The Mall. Brick **apartment buildings** dating from ca. 1910-1930 are concentrated along and near the Hennepin Avenue commercial corridor and The Mall. Most were intended for an expanding workforce that including single office and retail workers as well as small families.

Despite the conversion of many large residences into rooming houses and apartments during and following the Great Depression, Restricted Residential District zoning enacted in 1913 was among the factors keeping new apartment construction primarily at the area's edges. As in other areas near the lakes, the number of "tear-downs" has increased in recent years, particularly along E. Lake of the Isles Parkway.

Period of Significance: ca. 1873-1930

This study suggests that the neighborhood's primary period of significance is ca. 1873-1930, extending from the construction of Roswell P. Russell's stylish brick house at Hennepin and 28th Street to the last apartment and residential construction on the eve of the Great Depression.

Historic Context Study Recommendations

This historic context study is concurrent with a historic resources inventory of the Calhoun-Isles area conducted by consultants Mead & Hunt. Further evaluation of the historic context study and the inventory findings can assist in future neighborhood planning.

The context study suggests that the houses in the Lake of the Isles Addition along E. Lake of the Isles Parkway and centered on Euclid Triangle (Levin Triangle), as well as the apartment zone along The Mall are of particular interest for further study. In addition, there are many houses exemplary of the work of the city's leading architects during the period from ca. 1895 to 1930. Non-residential properties for further study include commercial buildings along Hennepin Avenue and W. Lake Street.

Management Summary

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Introduction

This historic context study describes the historical and architectural development of the East Isles neighborhood between ca. 1851 and 2006, with a focus on the period before 1930. Current planning boundaries are shown on page *iii* and include approximately 37 blocks between W. 22nd Street on the north, Hennepin Avenue on the east, Lake Street on the south, and E. Lake of the Isles Parkway on the west. The earliest non-agricultural residential development of the area began in the 1880s, with significant growth between 1900 and 1930. The Lowry Hill, Wedge (Lowry Hill East), and Calhoun neighborhoods border East Isles. The development history of the Uptown commercial area centered at Hennepin and Lake is shared by adjoining neighborhoods and is not detailed in the present study. The apartment and commercial development of the east side of Hennepin is described in the Lowry Hill East (Wedge) Historic Context Study (2006).¹

The East Isles Residents Association (EIRA) commissioned the study and Carole S. Zellie of Landscape Research LLC conducted the research and prepared the report. A companion study of the Lowry Hill neighborhood was conducted for Lowry Hill Residents Inc. (LHRI). These neighborhoods share a late-19th-century development pattern based on transportation and the improvement of Lake of the Isles. Chicago Milwaukee and St. Paul (CM&StP) railroad construction in 1879-1881, and turn-of-the-century commercial development at the Lake Street and Hennepin Avenue intersection had a significant impact on land use at the southern edge of East Isles. The W. 22nd Street boundary between the East Isles and Lowry Hill neighborhoods was created for planning purposes and does not follow any natural landscape feature or significant historical division.

What are Historic Contexts?

A historic context study provides a framework for evaluating historic resources relative to specific themes, timeframes, and locations. In urban areas, context studies typically focus on themes such as real estate development, architects and builders, and economic and social characteristics. They are useful for many types of preservation planning, including local and National Register of Historic Places designation, and typically accompany or precede historic resources inventories and evaluation. This study focuses primarily on residential development. As in the Wedge neighborhood on the east side of Hennepin and in Lowry Hill to the north, the history and significance of the Hennepin Avenue and W. Lake Street commercial corridors (Uptown) should be evaluated in a separate study focused on their larger patterns of commercial development. Previously completed local historic context studies on file with the Minneapolis Heritage Preservation Commission and applicable to East Isles include “Street Railways, 1873-1954,” “Neighborhood Commercial Centers, 1885-1963,” and “South Minneapolis.”

The context study is based primarily on historical research and has not involved an intensive architectural survey. In 2006, however, consultants Mead & Hunt conducted a separate historic resources survey of portions of the Lowry Hill and East Isles neighborhoods for the Minneapolis Heritage Preservation Commission. The inventory results have contributed to the historic context recommendations in this report.

Historic photographs from the Hennepin History Museum, Minnesota Historical Society, and Minneapolis Public Library illustrate most of the report. Where possible, captions note which properties have been razed.

Sources

Standard works on the early history of Minneapolis include John H. Stevens’s *Personal Recollections of Minnesota and Its People and Early History of Minneapolis* (1890); Issac Atwater and John H. Stevens’s *History of Minneapolis and Hennepin County* (1895); and Marion D. Shutter, *History of Minneapolis*,

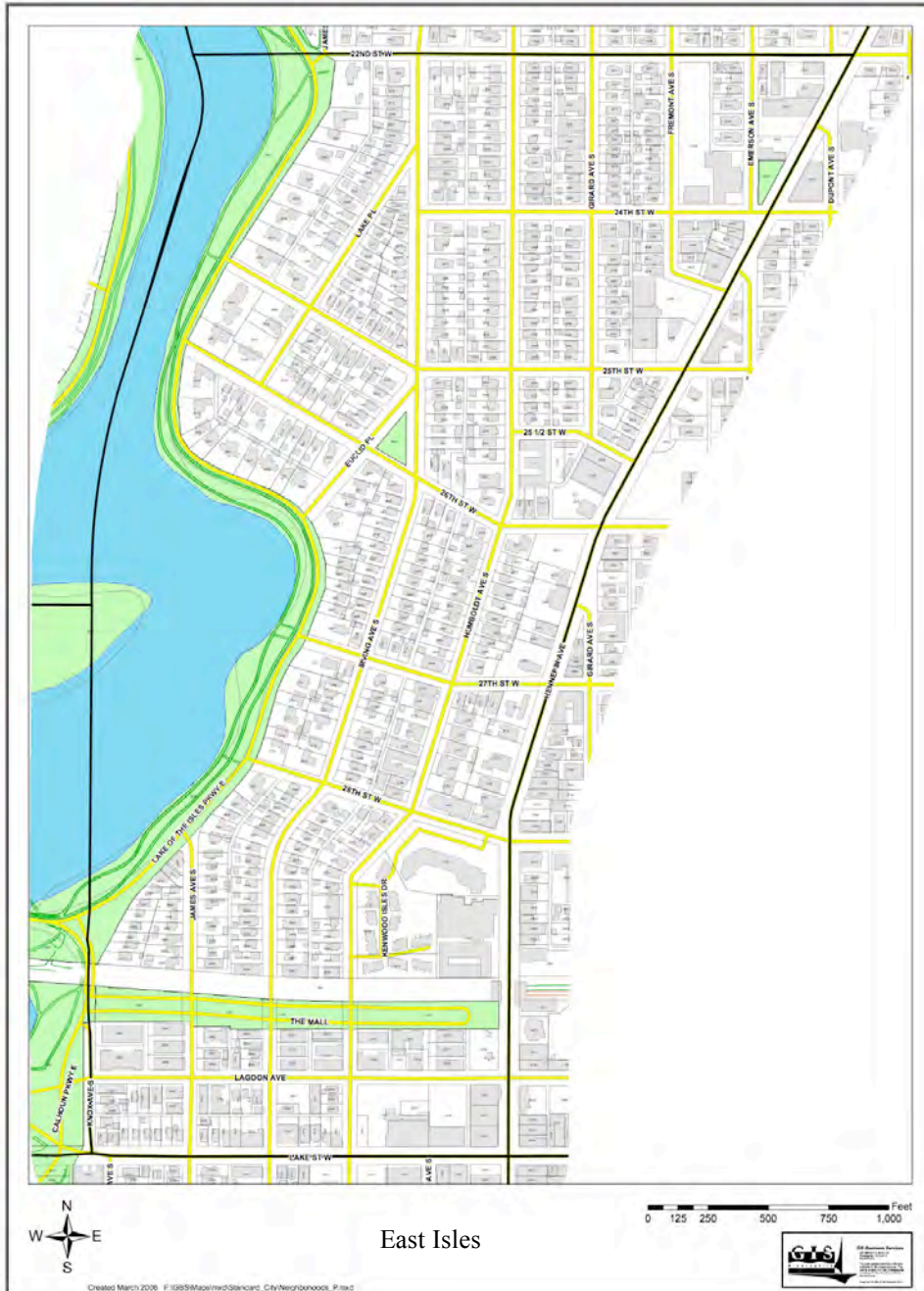
Gateway to the Northwest (1923). Sociologist Calvin F. Schmid's *Social Saga of the Twin Cities* analyzed East Isles and Lowry Hill from sociological and economic perspectives. Theodore Wirth's *The Minneapolis Park System, 1883-1944* (1946); Lanegran and Sandeen's *The Lake District of Minneapolis* (1979); Stephen Trimble's *In the Shadow of the City*; and Berlowe et al., *Reflections in Loring Pond* (1986) provide excellent information. The Hennepin History Museum's Confer Collection, Minneapolis Public Library Photo Collection, and Minnesota Historical Society Photograph Collection also contain many photographs of East Isles. Especially useful were the annual neighborhood calendars published by Bob Glancy and JoAnn Hanson (1986-). Aerial views (ca. 1928-1950), a variety of planning studies conducted by the Minneapolis Planning Department (1964-2006), and National Register and inventory forms and other information in the files of the Minneapolis Heritage Preservation office were also consulted. The "Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District" National Register of Historic Places Registration Form prepared by Andrea Vermeer and Will Stark (106 Group Ltd.) in 2005 describes the significance of the grade separation project along W. 29th Street.

Real estate sections of the *Minneapolis Journal*, particularly articles and advertisements for lots, houses, and apartment buildings, were important in studying the rapid growth of the area after 1890. The U.S. Federal Census of Population Schedules (1860-1930), Hennepin County and Minneapolis maps and atlases (ca. 1860-2000), City of Minneapolis building permits, Hennepin County property records, Minneapolis city directories, and the *Dual City Bluebook* were also consulted.

Cover: Irving Avenue S. at W. 26th Street, ca. 1930
(Hennepin History Museum, Confer Collection)

Historic photographs in text:
Minnesota Historical Society (MHS)
Hennepin History Museum, Confer Collection (HHM)
Northwest Architectural Archives, Donald Torbert Photograph Collection (NWAA)

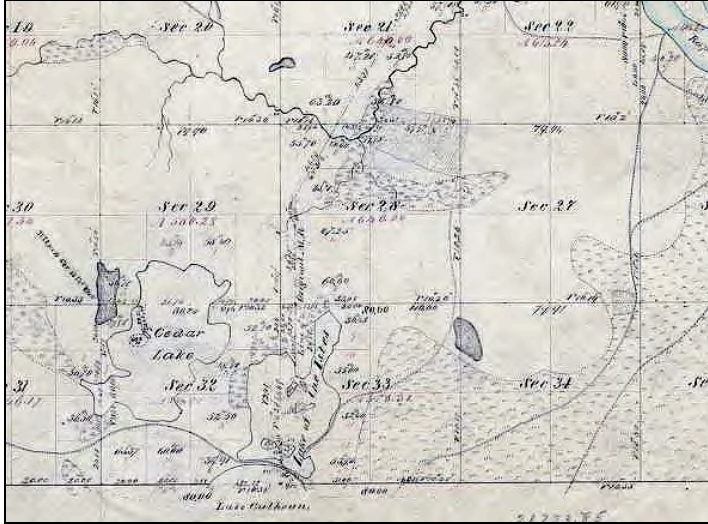
East Isles Neighborhood Boundaries



East Isles (City of Minneapolis, 2006)

Chapter 1

Early East Isles and Roswell P. Russell: 1851-1883



Survey Map of T29R24W (1854)

Land Surveys

The East Isles neighborhood follows the shoreline along the east side of Lake of the Isles, which is one of a chain of glacial lakes set on low-lying, formerly marshy terrain. Lake of the Isles reaches north to a long glacial moraine known as Lowry Hill. The hill, along with a small, island-studded lake, is shown on an 1839 map of the Fort Snelling Military Reservation as the “Devil’s Backbone.” The ridge rose from the west side of Cedar Lake to a range of smaller hills south of Loring Park. Near Hennepin Avenue, the Lowry Hill’s north face was been described as a wooded bluff that was once “too steep to climb.”² An 1854 government land survey map shows marshland as well as a plain covered with stands of oak amidst tall prairie grass around Lake Calhoun and Lake of the Isles, and grass and marshland at the foot of Lowry Hill. Lake of the Isles is set amidst marshes, with only a narrow isthmus separating it from Lake Calhoun.

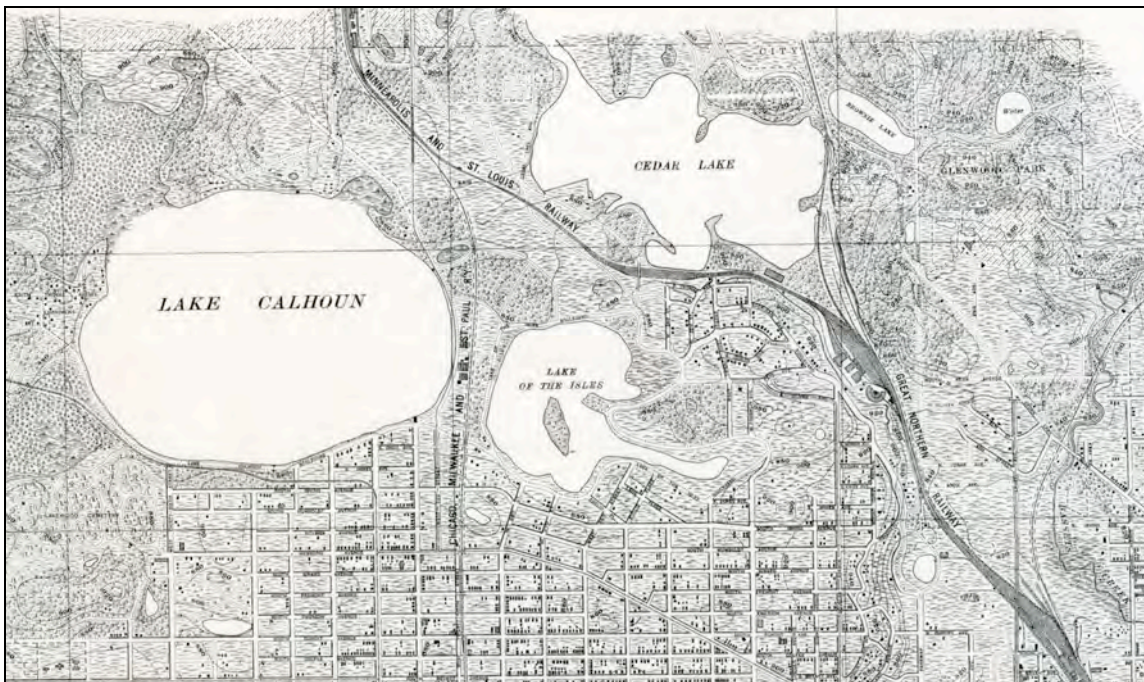
Surveyors recorded four islands in Lake of the Isles in 1854 and 1858; the two southernmost islands were “elevated knolls protruding above the swamplands and shallow waters that then prevailed between Lake of the Isles and Lake Calhoun.”³ By 1885, they were named Maples Islands and were owned by Roswell P. Russell and J. Pierce. Two larger islands at the north—named Raspberry and Mike’s—were also owned by Russell. The marshes of East Isles along present-day Lake Street were first dredged and filled for railroad construction in 1879-1884, and then at various times between 1884 and 1911 for construction of E. Lake of the Isles Boulevard.



Inlet between Calhoun and Lake of the Isles, 1875 (MHS)

One early white settler’s account of the landscape near Lake of the Isles and Lake Calhoun described a cranberry marsh “a half mile west of Lake Calhoun, on what is now Lake Street, where we used to go to gather berries.”⁴

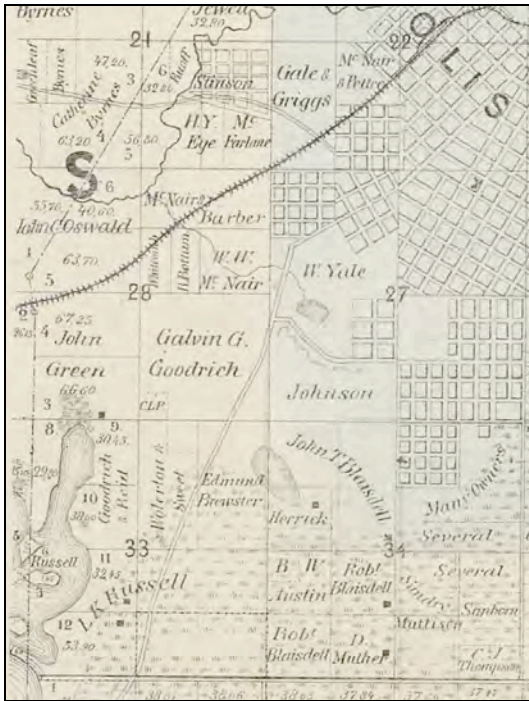
In 1851, the Treaty of Traverse des Sioux opened the land west of the Mississippi River to land claims, and the reduction of the Fort Snelling Military Reservation lands in 1852 invited permanent white settlement. While some claimants near the Falls of Saint Anthony quickly laid out lots and blocks with an eye toward quick sales in the new townsite of Minneapolis, the landscape of marshes, lakes, and prairie near present-day Hennepin Avenue supported early farms. Before the treaty was ratified in 1852, some claimants obtained permits from the secretary of war to locate on the military reservation, but others were squatters.⁵



The Survey of the Mississippi River (ca. 1900) was published as the east side of Lake of the Isles was undergoing dredging and filling (Mississippi River Commission) N>

Agricultural Landscape

The boundaries of today’s East Isles and Lowry Hill neighborhoods fell outside the corporate limits of the original townsite of Minneapolis established in 1856. In the mid-1850s, early industrialists were investing in property around the Falls of St. Anthony and developing its waterpower, while farmers—some with an eye toward future speculation—claimed land in sections 28 and 33 of Minneapolis Township. Section 28 included the present-day Lowry Hill neighborhood. East Isles was part of Section 33, which extended along the length of the eastern shoreline of Lake of the Isles to present-day Lake Street. In 1883 Section 33 was annexed to the City of Minneapolis.⁶

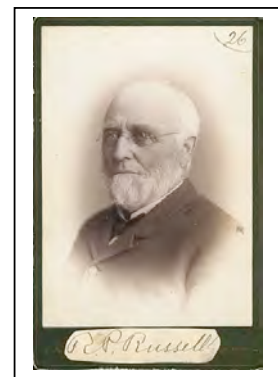


Section 33 in 1874 (*Map of Hennepin County*)

Roswell P. Russell

Roswell P. Russell (1820-1896) shaped the early character of East Isles by laying out (or “platting”) many of its streets. Russell was a native of Vermont who arrived at Fort Snelling in 1839. Calling him “a pioneer of the pioneers” in 1893 Atwater noted that Russell was the “first white man, now surviving, who looked upon the falls of St. Anthony, in its almost pristine wilderness . . . and the first, who selecting a picturesque claim on one of the emerald lakes [of Minneapolis], still makes the place his home, though changed from the country farm to the center of a populous suburb.”⁷ In addition to opening St. Anthony’s first store in 1847, he also owned flour and planing mills, served in the state legislature, and held City of Minneapolis offices.⁸ Russell’s wedding to Marian Patch was St. Anthony’s first.

Roswell P. Russell in ca. 1890 (MHS)



In 1851 Russell secured a claim extending from the east shore of Lake of the Isles east to present-day Lyndale Avenue, and from W. 26th Street on the north to Lake Street on the south. Russell’s claim

shanty (ca. 1851), his farmhouse (ca. 1858), and his brick, mansard-roofed house (ca. 1873) were located at Hennepin Avenue and W. 28th Street (later the site of West High School, 1908).⁹ In 1872, Russell platted Russell's Outlots to the Town of Minneapolis in the present-day Wedge neighborhood. The outlots were bound by Hennepin and Lyndale Avenues on the west and east, and by W. 26th and Lake Streets at the north and south.¹⁰ Russell subdivided part of his Hennepin Avenue frontage as Russell's Addition (1879) and as the Lake of the Isles Addition (1882). The latter extended along the shoreline from Euclid Place to Franklin Avenue and west to Humboldt Avenue. His holdings also included three of the four islands in Lake of the Isles.

The buildings, livestock, and equipment listed for Lake of the Isles area farms in 1860 and 1870 Hennepin County tax assessor records and the federal agricultural census schedules were typical of small subsistence operations. With their proximity to Minneapolis and St. Anthony, however, there were good opportunities to sell produce and butter in the urban market.¹¹ Russell, for example, reported 110 improved acres and four milk cows in 1870. He owned four horses and produced 200 bushels of wheat and 900 bushels of rye. He also produced 350 pounds of butter. His neighbor on Lowry Hill, John Green, reported 30 improved acres, one horse, and three milk cows. He grew 160 bushels of wheat and produced 250 pounds of butter.

By 1880, much of the tillable land along the eastern shore of Lake of the Isles was still devoted to agriculture although most of it was platted into residential additions existing primarily on paper. Hennepin Avenue was fronted by a few farmhouses as well as those of carpenters, gardeners, and others. The heavily traveled road was a major trade route to and from the Falls of St. Anthony and in summer it was also traveled by those en route to a group of new lakeside hotels on Lake Calhoun.

No buildings associated with the East Isles agricultural period appear to remain. The claim shanty and farmhouse that stood on Russell's property, however, may have been moved from 28th and Hennepin to one of Russell's outlots at W. 26th St. and Bryant Ave. S.¹² The Italianate exterior of the gable-roofed house at 2418 Fremont Avenue S., hints that it may also be a survivor of 1870s or 1880s development.



As also shown on the previous page, John Green owned acreage north of Franklin, adjacent to the Goodrich property and Groveland Addition that were formerly farmed by Denis Peters; R. P. Russell owned most of the land fronting Lake of the Isles along its southeastern shore; by 1879 he platted outlots east of Hennepin in the present-day Wedge neighborhood (Map of Hennepin County, Minnesota, 1879).

Chapter 2

Development of East Isles: 1883-1920



Thomas Lowry House, 2 Groveland Terrace, in ca. 1886 looking northwest (razed). Swampland, grain elevators, and factories are in the background at the left of each photo. The steep ridge shown in the foreground was graded in 1886 (MHS).

Roswell P. Russell was to East Isles what Thomas Lowry was to Lowry Hill. Lowry's real estate and business interests were much more extensive, but each had a vision for the development of the east side of Lake of the Isles. The Lake of the Isles Addition (1882), which forms the bulk of the residential area of East Isles, was the result of their real estate partnership. Lowry's Groveland Addition and other real estate development on Lowry Hill paved the way for the sale of Russell's property.

Thomas Lowry (1843-1909), a native of Illinois, arrived in Minneapolis in 1867. Trained as a lawyer, he soon turned to real estate and acquired extensive holdings across the city. The Groveland Addition was one of Thomas Lowry's many real estate ventures acquired or promoted in the early 1870s. Following their marriage in 1870, Thomas and Beatrice Goodrich Lowry resided in a \$5,000 house on Seventh Street near Third Avenue. It was at the heart of the downtown residential district that generally did not yet extend south beyond 12th Street. In this period Lowry was an investor in a variety of real estate ventures, including Lowry's Addition south of Franklin Avenue between Park and Portland, the South Side Addition near Minnehaha Avenue, and downtown real estate.¹³ In 1872, Lowry and his father-in-law, Dr. Calvin C. Goodrich, attorney William W. McNair, and real estate dealers E. W. and W. W. Herrick platted 220 acres atop the steep ridge extending north to a low-lying, marshy area and the two-acre Spring Lake. It included 148 acres purchased by Goodrich from Denis Peters.¹⁴

The Lowry Hill and Groveland Addition Prelude

The 75-block Groveland Addition was bound by Lyndale Avenue on the east, Fremont Avenue S. on the west, Franklin Avenue on the south and the St. Paul and Pacific and Minneapolis and St. Louis Railroad tracks and railroad shops on the north. The northern blocks reached into the edges of what then was central Minneapolis and skirted the triangles that later constituted a series of Hennepin and Lyndale Avenue bottlenecks. Approximately 400 of the southern lots atop Lowry Hill were intended for the construction of high-value residences.¹⁵ While the low-lying land between Vineland Place and present-day Dunwoody Boulevard was not suitable for immediate construction, the blocks to the north—including Superior, Ontario, Laurel, Hawthorne, and Linden Avenues—developed with a fairly dense combination of single-family houses, flats, apartments, and the Laurel and Lafayette public schools, as well as for industrial uses such as the cylindrical gas plant of the Minneapolis Gas Light Company.



Groveland Addition to Minneapolis, 1872 (Henn. Co. Recorder)

In 1874 the Lowrys built a brick Second Empire Style mansion and barn on “Lot A,” a five-acre parcel on the corner of Hennepin and Groveland Terrace (2 Groveland Terrace). This property, “which was to make the area known as Lowry Hill,” included the present site of the Walker Art Center and the first Guthrie Theatre.¹⁶ Attributed to architect Leroy S. Buffington (1847-1931), the richly decorated, steam-heated house contained a ballroom, an art gallery, a drawing room, and smoking rooms.¹⁷ A mansard roof and five chimneys crowned its red brick exterior. Lowry’s property was then beyond the extension of just-developing city services such as sewer and water, and public transit was non-existent.

In 1874 the *Illustrated Historical Atlas of the State of Minnesota* described the Groveland Addition’s promise:

“The beautiful Groveland Addition is rapidly becoming a most charming village in itself. The wide Hennepin Avenue, which passes through it, is firmly macadamized, and the spacious lots are fertile and prolific . . . Those seeking delightful residence property should view this favored spot.”¹⁸

In addition to a few farmhouses, there were a few expensive houses around Loring Park, and Roswell P. Russell’s fine brick house to the south near W. 28th Street and Hennepin. The Groveland Addition was platted just as the Minneapolis real estate industry was gaining steam in the decade after the Civil War. Lot sales were derailed by the Panic of 1873. In 1875, Lowry began advertising the residential lots, along with his other holdings:

Minneapolis Street Railway Company

Lowry concentrated on developing his streetcar company, which would soon add great value to his real estate investments. In 1875, he organized the Minneapolis Street Railway Company with William S. King, then a resident of Nicollet Island and the owner of extensive property near Lake Harriet.¹⁹ The company’s first horse car route ran from Bridge Square to the University of Minnesota, and despite a low profit margin, Lowry worked to extend the system ahead of real estate development. Another route ran from Plymouth Avenue, along Washington Avenue to 12th Avenue S., along Nicollet Avenue, and south to Franklin Avenue. Despite the slow and uncomfortable service, one

witness noted the car line bound together the “east and west divisions of the city” and suggested “what might be towards furnishing the people with transportation.”²⁰ By 1876, the horsecar line extended south of downtown along Lyndale Avenue, with a short spur turning west at W. 27th Street to a car barn at the northwest corner of Dupont Avenue S.²¹ Nearby, in 1879, a short-lived, steam-powered “motor line” (the Lyndale Railway Co., later renamed the Minneapolis, Lyndale, & Minnetonka Railway Co.), was run down Nicollet Avenue to W. 31st Street and to Lake Calhoun to serve several summer hotels including the Lyndale Hotel.



Lyndale Hotel, 35th and Irving Ave. S., in ca. 1883 (razed; MHS)

Residential Context

The very earliest non-agricultural residential development began in East Isles, and to a greater extent in Lowry Hill, just as private investment in a transit system was being organized and as mill and factory owners, bankers, and other business owners as well as laborers were moving toward the edges of the central city. Until the 1870s, some the city’s earliest neighborhoods near the Falls of St. Anthony on both sides of the river housed both wealthy mill and factory owners and their employees in fairly close proximity. Few of the city’s elite lived at much distance from the central city.²² As commercial and industrial growth crowded residential quarters after the Civil War, however, their houses were rapidly converted to multiple-family units or replaced by commercial buildings.²³



Bridge Square (Hennepin at Nicollet Avenues), ca. 1882 (MHS)



Seventh Street at 3rd Ave. S., ca. 1875 (MHS)

During the 1880s, great wealth was amassed from the region’s natural resources, including lumber, waterpower, mining, and related manufacturing. In this decade, one author notes, “never before had so many Minneapolitans had so much money.”²⁴ The city’s elite residential areas concentrated, or

were beginning to concentrate, in the vicinity of Tenth Street S. and along Harmon Place; along Hennepin Avenue past 10th Street S.; in a small enclave on Nicollet Island, along Park Avenue, around Fair Oaks Park near Nicollet and Franklin Avenues, and in southeast Minneapolis along 10th Avenue S.E. and Fifth Street.²⁵ The new curvilinear streets on the south side of Loring Park also drew the builders of expensive dwellings.²⁶

Early Years on Lowry Hill: ca. 1873-1890

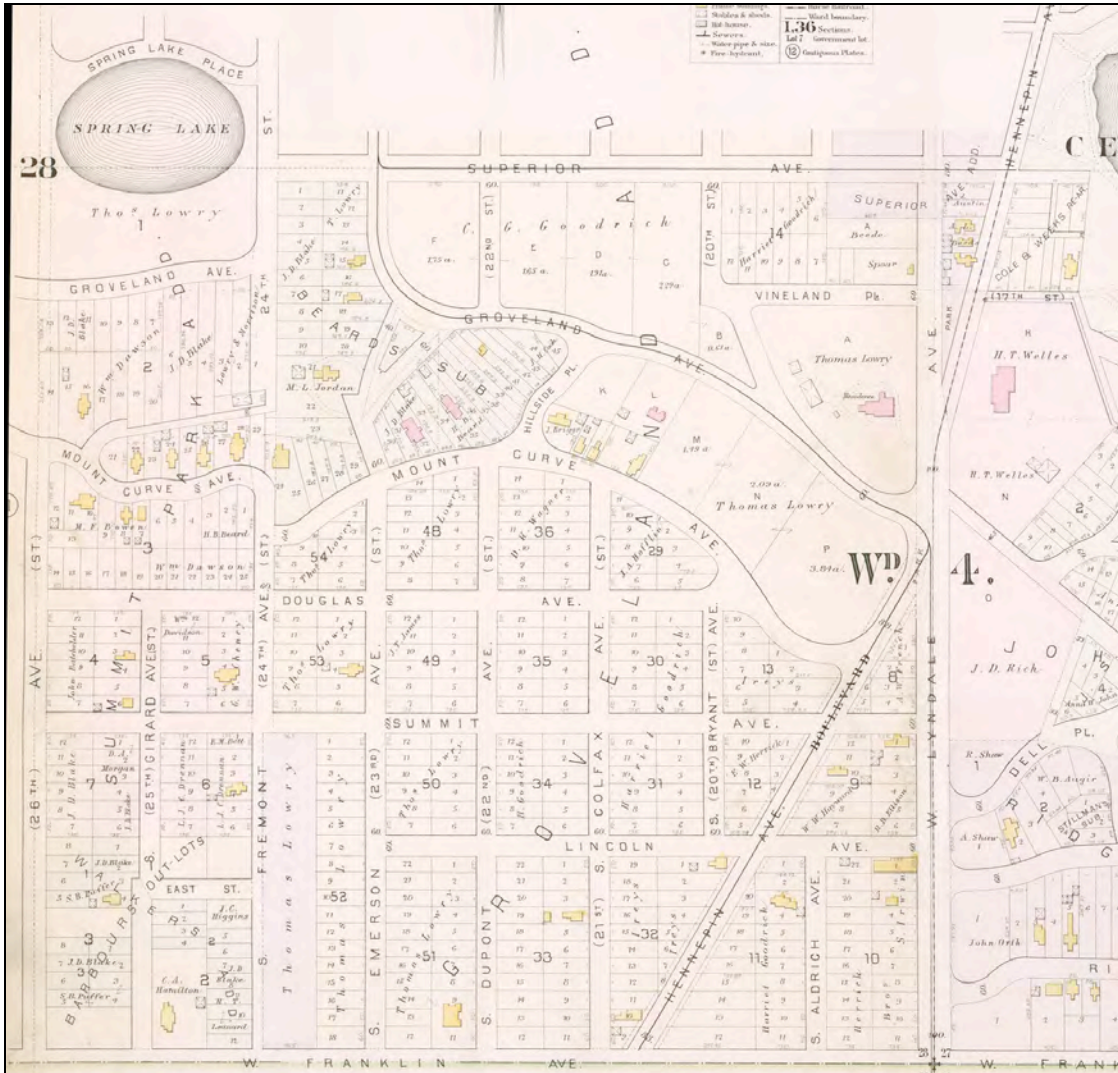
Residential development along Hennepin Avenue on the east side of Lake of the Isles was concentrated on Lowry Hill, beginning with a house built in ca. 1873 by Franklin B. Long (1842-1912) at 41 Groveland Terrace.²⁷ In the 1890s, Franklin B. Long and his son—in partnerships or independently—would author nine houses on Groveland Terrace, including number 25 where Long also briefly resided, and at least 15 others on Lowry Hill and in East Isles.²⁸



H. B. Beard (right) and J. D. Blake (left) houses, ca. 1890 (razed, MHS)

A few frame houses were added to Mount Curve lots, and then in 1884, Henry Beach Beard built a now-razed Queen Anne Style house at 1106 Mount Curve, mid-block between Groveland Terrace and Dupont Avenue (then Hillside). The St. Louis red brick house featured broad spindled porches and balconies and a prominent corner tourelle. Along with Thomas Lowry's and J.D. Blake's, the house was featured in *Minneapolis Illustrated* (1889).²⁹ Beard was a native of Connecticut and a Yale graduate. He began his career as a minister but was employed in insurance and real estate upon his arrival in Minnesota in 1869. Beard's investments in Summit Park Addition (1878) and Beard's Subdivision (1880) extended the length of Mount Curve Avenue to the west as far as Humboldt Avenue. According to one account, Beard "graded Mount Curve at his own expense."³⁰ Beard, like Thomas Lowry, also developed real estate near the city's factories.³¹ Real estate dealer John D. Blake erected a Kasota stone house next door to Beard's, also in 1884.³²

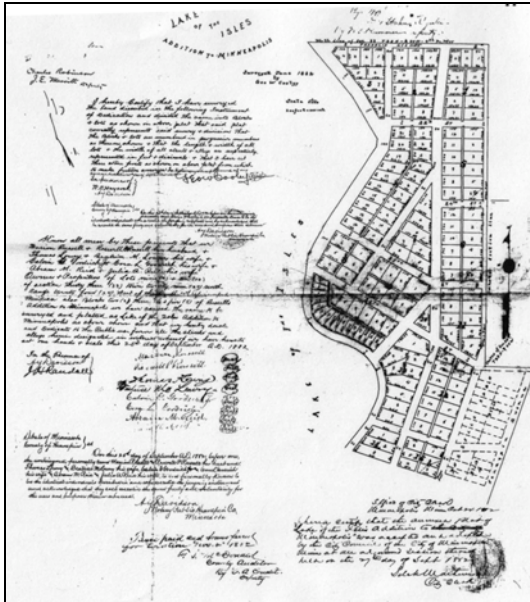
Each new street opening on the steep elevations of Lowry Hill involved cutting and filling. In addition to this incremental reshaping of the hill, in 1886 Thomas Lowry financed a final regrading of the slope, with the fill deposited on the low-lying ground of the present Sculpture Garden and surrounding area.³³ By this time there were about 30 houses west of Humboldt Avenue between Groveland Terrace and Franklin Avenue. The lack of public transportation to downtown Minneapolis was not an obstacle to these builders, since most likely owned private carriages.



Lowry Hill in 1885. Rearrangements of the Groveland Addition into smaller building lots are evident. (Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn.)



East Isles in 1885. Although R. P. Russell had sold off parcels of his land to real estate dealers such as W. W. Hayward, he remained the primary East Isles landowner and also owned three of the four islands in Lake of the Isles. Emma Gilpatrick was the widow of Issac, a Minneapolis lumberman. Alfred (A. J.) Dean was the son of Joseph Dean, a Minneapolis lumberman and banker. (Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn.)



Lake of the Isles Addition, 1882 (Henn. County Recorder)

Early East Isles Residential Development

By the mid-1880s, much of the future residential template was established for Lowry Hill between Spring Lake and Franklin Avenue, although relatively few streets were opened or houses yet built.³⁴ Below W. 22nd Street in present-day East Isles, there was even less development. In 1882 Roswell P. Russell platted a large portion of his holdings as the Lake of the Isles Addition. His partners in the development were Thomas Lowry, Calvin G. Goodrich, and Abram Reid, who were also partners in the Groveland Addition. The real estate potential offered by Lowry’s streetcar company and the creation of the Minneapolis Board of Park Commissioners triggered this addition. The 16-block plat provided 100-foot frontage for most of the lots. Three years later there were only five houses erected among its 16 blocks, however, and a total of about 15 houses and farmhouses across all of the area south of Franklin Avenue. There were two houses along the Isles shoreline by 1890, including that of W. F. Ustick and R. F. King (1885; commonly known as the Hattie Darling House) at 2647 E. Lake of the Isles Parkway. The W. P. Douglas (E. M. Mabie) House at 2405 E. Lake of the Isles Parkway was built in 1887. The stone and shingled house and barn designed by architect R.W. Fitzpatrick of Duluth was illustrated in the *Northwest Builder and Decorator*.³⁵ By 1892 the number of houses along the lake increased to six.³⁶



The E.M. Mabie House (1887), 2405 E. Lake of the Isles Parkway in 1891(MHS) and 2006

Among other houses dating from 1887 is 2697 E. Lake of the Isles Parkway. The Queen Anne Style building designed by its first owner, architect Jay H. Morgan. It was later remodeled by architects Bertrand and Chamberlin for mortuary owner William Davies.³⁷ Also in ca. 1887, William Donaldson commissioned Long and Kees for his Colonial Revival residence at 2701 E. Lake of the Isles Parkway. Donaldson, a native of Scotland, would be representative of many of following generation of builders of the Lake of the Isles Addition. In partnership with his brother Lawrence S., he formed the dry goods firm of William L. Donaldson and Company.³⁸



2697 E. Lake of the Isles Parkway (1887) in 2006

Despite these and other new residents, in 1890, Roswell P. Russell's 15-person household near 28th and Hennepin still constituted a good percentage of the immediate area's total population. In addition to 60-year-old Roswell and his 50-year-old wife Marion, eight of their children, ages 9 to 29, were in residence. The oldest were employed in their father's flour mill and in farming. Three farm laborers were among Russell's household boarders. As described below, eventually the Minneapolis Board of Park Commissioners were very successful in encouraging residential development around the lakes. Russell, however, had to contend with railroad construction that bisected the southern portion of his property, very close to his residence.

In 1879-1881 the Chicago, Milwaukee and St. Paul Railroad (CM&StP) built the tracks of its Hastings and Dakota Division from the Mississippi River to the west, following the route of 29th Street. At Lake of the Isles, filling along the shoreline absorbed two small hillocks along the shoreline that once comprised two of the lake's four islands.³⁹ Railroad construction was completed at about the same time as the Minneapolis Park Board was working with H.W.S. Cleveland on parkway plans, including those for Lake of the Isles.

Although rail construction occurred when the area was largely undeveloped, it brought dangerous grade crossings as well as industry to the blocks between the lake and Hennepin Avenue. A solution was achieved 1912, with the construction of a grade separation project that extended from Lake of the Isles east for almost three miles, and by the 1914 construction of The Mall between Hennepin Avenue and Lake of the Isles Parkway.⁴⁰ The grade separation did not alleviate the problem for street crossings at Knox, James, Irving, and Humboldt, however.

East Isles and the Early Minneapolis Park Board



Unidentified portion of E. Lake of the Isles Boulevard, ca. 1910 (MHS)

The rapid progress of the operations and greatly improved appearance of the park, after completion of the grading of landscaping of the filled low lands and the raising of the roadway, brought about an immediate response in building operations on adjacent residential properties, and a corresponding increase in real estate values throughout the entire district.”

Theodore Wirth, *Minneapolis Park System* ⁴¹

There were generally few obstacles to lot sales in the lakeside additions platted by Lowry, Russell and others. The addition’s proximity to downtown and its upland location were major selling points soon to be enhanced by the Minneapolis Park Board’s acquisition and development of Hennepin Avenue as a boulevard reaching between Central (Loring) Park and Lake Street, the improvement of Central Park, and the purchase or acquisition of land for Lake of the Isles and Kenwood Boulevards. The extension of streetcar lines along Hennepin and Douglas Avenues was also invaluable. Any buyer resistance to the low-lying swampland surrounding Lake of the Isles was overcome with dredging and road construction. These improvements greatly benefited the residential development of the East Isles area, but it was also challenged by railroad construction completed in 1881.⁴²

The Minneapolis Board of Park Commissioners was created in 1873, following about 20 years of discussion and consultation from landscape designers, most notably H.W.S. Cleveland (1814-1904). Commissioners included the city’s leading industrialists, including John S. Pillsbury, William W. Eastman, and Henry T. Welles, with Charles M. Loring as president. At its founding, the board immediately promoted the ideas advanced by Cleveland for a citywide system of boulevards, parks, and parkways linking the Mississippi and Lakes Calhoun and Harriet as well as the small lake in Central (Loring) Park.⁴³ The emphasis was on a system “rather than an acquisition of scattered and unrelated public grounds.”⁴⁴ The initial plan was expanded to include Lake of the Isles, and the impact on the landscape of Lowry Hill and East Isles was immediate.

Land acquisition and park development proceeded quickly, and by 1890 Lake of the Isles was linked to Loring Park via Kenwood Parkway. In 1884, improvements to Johnson’s Lake in Central (Loring) Park and surrounding parkland were completed. This was the first of the city’s lakes to be dredged, and the shoreline was expanded and deepened.⁴⁵ In 1883, Harmon Place and 15th Street at the north side of the park were also improved as Central Park Boulevard.⁴⁶ These improvements encouraged

residential development around the park, and on adjacent Lowry Hill. Landscape designer H.W.S. Cleveland continued to consult with the park board until the mid-1890s, when Warren H. Manning (1866-1939) of Cambridge, Massachusetts provided consultation until Theodore Wirth began his tenure in 1906.

Hennepin Avenue Boulevard: 1883-1906

Construction of the territorial road along the approximate route of present-day Hennepin Avenue involved cutting down a portion of Lowry Hill in 1854-57. This primary route was improved in ca. 1874 with a “major grading project” that removed the crest of the hill and again in 1886.⁴⁷ When the Board of Park Commissioners acquired the avenue in 1883 as Hennepin Avenue Boulevard, they immediately began to pave and widen it to 66 feet between Loring Park and Lake Street, making it one of the best streets in the city.⁴⁸

Electric streetcar service was extended south along Hennepin Avenue in 1890 and extended west on Douglas Avenue and around the northern tip of the lake to Penn Avenue and the intersection of the Minneapolis and St. Louis Railroad.⁴⁹ After the arrival of the streetcar, the two blocks of Hennepin Avenue lots between W. 27th and 28th Streets divided by Roswell P. Russell in 1879 were developed with a number of substantial houses. Brewster’s Addition, laid out in 1884 between W. 21st and W. 22nd Streets, and two parcels south of W. 24th Street also became the site of a few new middle-class houses. Previously, the west side of Hennepin Avenue between Loring Park and Franklin was interrupted by only a scattering of houses between those of Thomas Lowry and Roswell P. Russell.⁵⁰



The streetcar on Hennepin at Colfax Ave. S., looking south, in ca. 1895 (MHS)

The tree-lined and landscaped boulevard became “the chief avenue for pleasure driving from the center of the city to the Lake District.”⁵¹ In 1892, the Minnesota Supreme Court ruled, however, that the park board had no right to exclude any vehicle from a street that was laid out and used before its designation as a parkway.⁵² Teamsters had long traveled Hennepin, and the ruling allowed them to continue. By 1906, heavy traffic volume led to decommissioning the boulevard to a city street, despite citizen protest.⁵³ Board President Charles M. Loring lamented that signs of wear were beginning to appear on the street, and that “droves of cattle have been driven over it . . . and the expensive landscaping is being trampled and ruined.”⁵⁴

In 1905 electric streetcar service was extended along the length of Lake Street and across the river into St. Paul. This ensured the commercial growth of Lake Street and Hennepin Avenue and also attracted many apartment builders to sites along and near the corridors.

Several small park triangles were maintained along Hennepin by the Board of Park Commissioners. At W. 24th Street, the .26-acre Smith's Triangle was named for J. E. Smith, a grain merchant who built a house at 2604 Hennepin in the 1880s. The .16-acre Virginia Triangle formally marked Hennepin's intersection with Lyndale Avenue, opposite Douglas Avenue. The .16-acre Lowry Triangle was opposite Vineland Place.

E. Lake of the Isles Boulevard (Parkway)

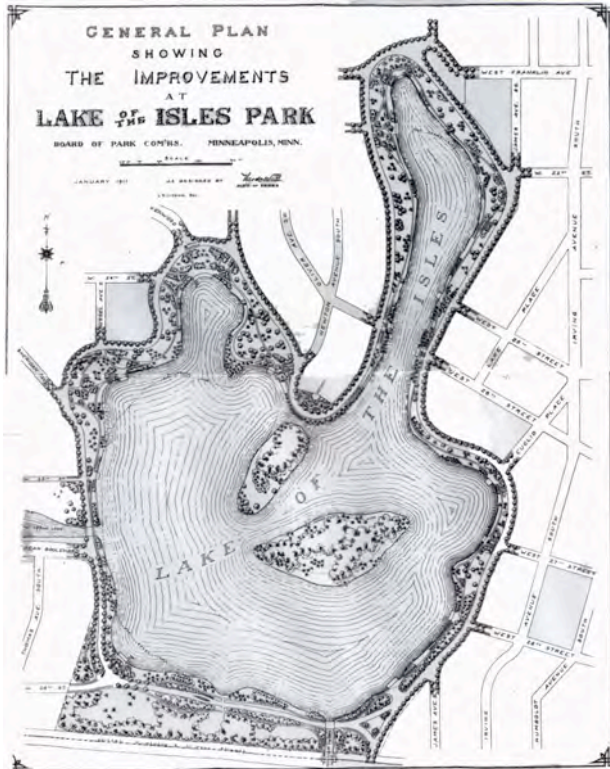
H.W.S. Cleveland's recommendations to the Minneapolis Board of Park Commissioners in 1883 did not include Lake of the Isles, then a shallow, marshy body of water. Discussion of a boulevard (or parkway) around Isles began in 1883, however, and in 1885 the board developed a plan for a 3.57-mile parkway encircling the lake. Property acquisition, including two islands, was completed in 1887.⁵⁵ Parkway construction along the low-lying south shoreline began immediately and was followed by three years of dredging completed in 1893. This operation resulted in "dredging of the north end of the lake to a uniform depth, the partial extension of the water area towards Franklin Avenue, and the creation of about 4.5 acres of shoreline along the swampy east shore."⁵⁶ Within a few years, Isles nevertheless became a "pool of stagnant water, grown with weeds and lily pads."⁵⁷ Another round of lake improvement that involved extensive filling and dredging was conducted between 1908 and 1911. The result was a raised roadway not susceptible to flooding, the addition of about 20 acres of water area, and filling and draining to produce "80 acres of attractive, well-landscaped park area."⁵⁸ The two islands were enlarged with fill and the north island was extended to the south approximately 285 feet.⁵⁹



E. Lake of the Isles Parkway construction in 1909 (MHS)

In 1892 a parcel between Lake of the Isles and Lake Calhoun was purchased from the Joseph Dean estate. This acquisition enabled a future parkway connection to Lake Calhoun as well as a 1911 channel between the lakes.⁶⁰ The board also opened 24th Street to link E. Lake of the Isles and Hennepin Avenue Boulevards and planted trees along newly opened streets.⁶¹

The board thus ensured the success of the early real estate investment on Lowry Hill and in present-day East Isles. According to a local realtor, building lots facing Lake of the Isles increased in value between 100 and 500 percent after draining, filling, and parkway construction.⁶²



Plan of Improvements (1911). Board of Park Commissioners.

East Isles and Turn-of-the-Century Minneapolis

Between 1870 and 1890, Minneapolis grew to 164,738 residents, ranking eighteenth among American cities in size.⁶³ About 37 percent of the population was foreign-born. Infrastructure accompanied population growth: the first sewer line was laid on Washington Avenue in 1871, and the Northwestern Telephone Company offered early, limited service in 1878. Gas lighting, along with electrical service, did not advance until the early 1880s. Annexations in 1883, including that of East Isles, and 1887 expanded the city's total area from 24 to 53 square miles.⁶⁴



Nicollet Avenue and Sixth Street, ca. 1895



Looking down Third Street in 1906 (MHS)

By 1900 Minneapolis was the world’s largest wheat and flour market, and these industries generated hundreds of subsidiary industries and occupations. In 1899, more than 600 million feet of lumber was cut in the city’s sawmills, and 20 main lines of railroads maintained terminals.⁶⁵ At the turn of the century, downtown Minneapolis shed its first and second generation of buildings and grew into a dense zone of masonry structures. Minneapolis promoted itself as a “City of Homes,” as did many other growing cities. Civic organizations and real estate companies advertised the importance of home ownership not just for the wealthy but for all classes. *Art Glimpses of Minneapolis* noted “it is not so much in the magnificence of the few homes that Minneapolis is distinctive, as in the comfort of the many.”⁶⁶ Newspaper headlines constantly reminded readers of the growth and prosperity of the city. Regardless of the cycle of real estate highs and lows, real estate sections in the *Minneapolis Journal* sought to build confidence in the city’s real estate future. One writer characterized the years following the 1893 Panic as a “time of sound development.”⁶⁷ Exponential growth leveled off between 1890 and 1900, when the population reached 202,718. While the housing market sometimes flagged in other parts of the city, the city’s prominent millers, lumber company and manufacturing executives, and bankers steadily created a district of fine houses along Lake of the Isles in the East Isles neighborhood. The growing transportation corridors of Hennepin Avenue and Lake Street also attracted builders of apartment and middle-class housing.

Although it took a few years more to have an impact on East Isles than Lowry Hill proper, the extension of the electric streetcar along Hennepin Boulevard in 1890 and its westward route to Kenwood along Douglas Avenue was critical in attracting new homebuilders away from downtown. Most lots and houses were marketed to the wealthiest class of builders, but there was also much boosterism for lots west of Franklin including the Sunnyside Addition (in today’s Lowry Hill East [Wedge] neighborhood). The builders and early residents of this area were largely in management and professional occupations fast becoming part of a growing Minneapolis middle class.⁶⁸



Lowry Hill and northern end of East Isles in 1903 (Atlas of Minneapolis, Hennepin County, Minnesota)



East Isles in 1903 (Atlas of Minneapolis, Hennepin County, Minnesota)

East Isles Additions and Subdivisions

When Roswell P. Russell died in 1896, only a few houses had been built across East Isles, but the framework for the neighborhood's future pattern of housing types was established. Russell's Lake of the Isles Addition (1882) occupied most of the core of the area closest to the lake, and most of the large lots were to be developed with architect-designed, expensive homes. North of W. 29th Street, Russell's Third Addition was laid out into four curved streets on his farmland closest to the CM&StP railroad tracks. The lots were small and contractor-builders eventually developed most with moderately priced houses and apartments. Russell's Addition (1879) on Hennepin between W. 26th

and W. 28th Streets was developed with a few substantial houses in the 1880s and 1890s, adding to those on Brewster's Addition, laid out in 1884 between W. 21st and 22nd Streets, and to the Hennepin Avenue Addition (1882) between W. 25th and W. 26th Streets. A turn-of-the-century proposal to build a bridge to two islands on the lake owned by Russell's heirs and to develop building lots was short-lived.⁶⁹



At left, an early house in the Lake of the Isles Addition at 2400 Irving Avenue S. (1892, HHM); at right, the Charles A. Smith House in the Hennepin Addition at 2324 Emerson Avenue S. (ca. 1890, razed for construction of Temple Israel, MHS). Smith was the president of the C. A. Smith Lumber Company.

At the southern edge of East Isles, Dean's Addition was laid out on 12 blocks between the tracks and Lake Street, and after ca. 1910 it filled primarily with moderately priced houses and apartments. Joseph Dean (1826-1890), a native of Ireland, was a banker and lumber dealer who settled in Bloomington Township in 1852. He moved to Minneapolis in 1855 and operated a sash and door factory at St. Anthony Falls and also ran the J. Dean & Company lumber firm. The Security Bank was among his other business interests.⁷⁰

In 1896 there was only a hint of the future commercial and industrial development at Hennepin Avenue and Lake Street. Bruce Edgerton Lumber Company opened a large yard at the northeast corner of Hennepin and Lake in ca. 1900, next to the waiting station of the St. Louis Park streetcar line. Streetcar service extended east from Hennepin Avenue along the length of Lake Street and across the Lake Street Bridge to St. Paul in 1905. Within a few years, the Hennepin-Lake streetcar intersection was lined with houses and store and office buildings. Public improvements included West High School (1908) on the former site of R. P. Russell's house at 28th and Hennepin, the Walker Branch Library (1910) on the east side of Hennepin, and the first building of the Third Church of Christ Scientist at Holmes Avenue and W. Lake Street.



At left, CM&StP Bridge at E. Lake of the Isles Parkway (ca. 1911), in ca. 1930; at right, Park Bridge No. 1 (1911). MHS

Several railroad and park projects reshaped the area south of W. 29th Street. In 1910 the City of Minneapolis ordered the CM&StP to complete a grade-separation project along the length of the railroad between Humboldt and Cedar Avenues. Over the four-year period from 1912 to 1916, the tracks were depressed into a 22-foot deep trench crossed by 37 bridges. East of Hennepin Avenue, many factories and grain mills were rebuilt or reengineered to accommodate the trench and lowered tracks.⁷¹ A new railroad bridge was also erected over E. Lake of the Isles Parkway in ca. 1911. The grade separation project was typical of those promoted by the national City Beautiful Movement, which encouraged municipalities to improve parks and streets according to a master plan. The Minneapolis Board of Park Commissioners pursued a plan to channel between Lake of the Isles and Lake Calhoun. This plan referenced a scheme of Venetian lagoons.⁷² In 1911, the channel and a stone-faced bridge by William Pierce Cowles and Cecil Bayless Chapman (Park Bridge No. 1) opened during a weeklong summer celebration.

By 1910, residents of East Isles were among leaders in the effort to remove the coal piles from the CM&StP tracks west of Hennepin Avenue and to create a landscaped mall from Hennepin to Lake of the Isles. This project was proposed by the Minneapolis Board of Park Commissioners, and although some residents protested the tax assessment for the project, it was completed in 1914 at a cost of \$123,000.⁷³ The bridge and The Mall were important in anchoring the residential character of the southern tip of the neighborhood. As discussed in chapter 5, The Mall became the centerpiece of a new district of apartments.

The Building Boom: 1903-1915 and Beyond

The final round of Lake of the Isles dredging was completed in 1911. Along with the opening of the channel between Lake of the Isles and Lake Calhoun, the dredging provided a green light for further development of the Lake of the Isles Addition lots platted by R. P. Russell almost 30 years before. About 30 houses were built on E. Lake of the Isles Parkway between 1903 and 1915, roughly a decade before many on the west side of the lake in Kenwood.⁷⁴ After World War I, development resumed slowly. Like their Lowry Hill counterparts, the spacious parkway houses were designed by the city's leading architects for bankers, manufacturers, millers, lumber dealers, and real estate dealers. Tudor Revival and a variety of other Period Revival Styles prevailed, but East Isles was also the site of several cutting-edge Prairie School designs by architects Purcell, Elmslie and Feick as well expressionistic designs such as the colonnaded Charles Buholz House at 2427 E. Lake of the Isles Parkway (1911) by architect Frederick Soper. Buholz was president of the Eddy Sash and Door Company.⁷⁵

Houses completed between 1903 and 1921 included two by nationally known structural and bridge engineer C.A.P. Turner. In 1903 Turner designed his own house at 2677 E. Lake of the Isles Parkway and another at 2675. In 1910, George C. Stiles commissioned Harry W. Jones for the design of a yellow brick, red-tile roofed house on a spacious corner lot at 2801 E. Lake of the Isles Parkway. Stiles was a partner in the law firm of Stiles, DeVaney and Hewett. In 1915, Everett W. Olmsted commissioned Franklin H. Ellerbe for the design of the Tudor Revival frame residence at 2727. Olmsted was a University of Minnesota professor of romance languages.. Prominent corner lots attracted the builders of some of the largest and costliest houses, including Northwestern Knitting Company manager Milton B. Kerr, who built a Tudor Revival Style house at 2201 E. Lake of the Isles Parkway (1910). Designed by William Kenyon, the building was enlarged in 1922 while owned by lumberman Edward Backus. Hugh V. Mercer, an attorney, built 2671 E. Lake of the Isles Parkway in 1907; the Colonial Revival Style house was designed by Ernest Kennedy.⁷⁶

Most of the nearby lots on Lake Place, Euclid Place and the Irving and Humboldt Avenue blocks of the Lake of the Isles Addition were also developed by 1915, with Classical Revival frame houses as well as Period Revival designs in brick, stone, and stucco. The work of architects Alan L. Dorr, Lowell Lamoreaux, Ernest Kennedy, Harry W. Jones, and Fremont D. Orff is well represented in this area.



2446 Irving Avenue S. (1902)



2254 Irving Avenue S. (ca. 1902)



2743 Irving Avenue S. (1908)



2426 Irving Avenue S. (1908)



G. R. Huntington House, 2801 Irving Avenue S. (1910)

East Isles residences, ca. 1920s-1930s (Confer Collection, HHM)



2403 Lake Place (1905, razed)

The patchwork of real estate additions in East Isles produced a variety of street widths and lot sizes, with the largest lots in the Lake of the Isles Addition along Irving, James, and Humboldt Avenues, as well as Lake Place and Euclid Place. Some of the 100-foot lots in the Lake of the Isles Addition were divided to accommodate two houses. Depending on the slope, retaining walls of stone, brick, or

concrete lined the walkway, with broad panels of grass in the terraces. Elms planted by the park board lined the terraces. Building covenants attached to many lot purchases typically specified minimum construction cost and siting details such as setback.⁷⁷ A variety of small, lower-cost houses, however, were built on parcels throughout the area.

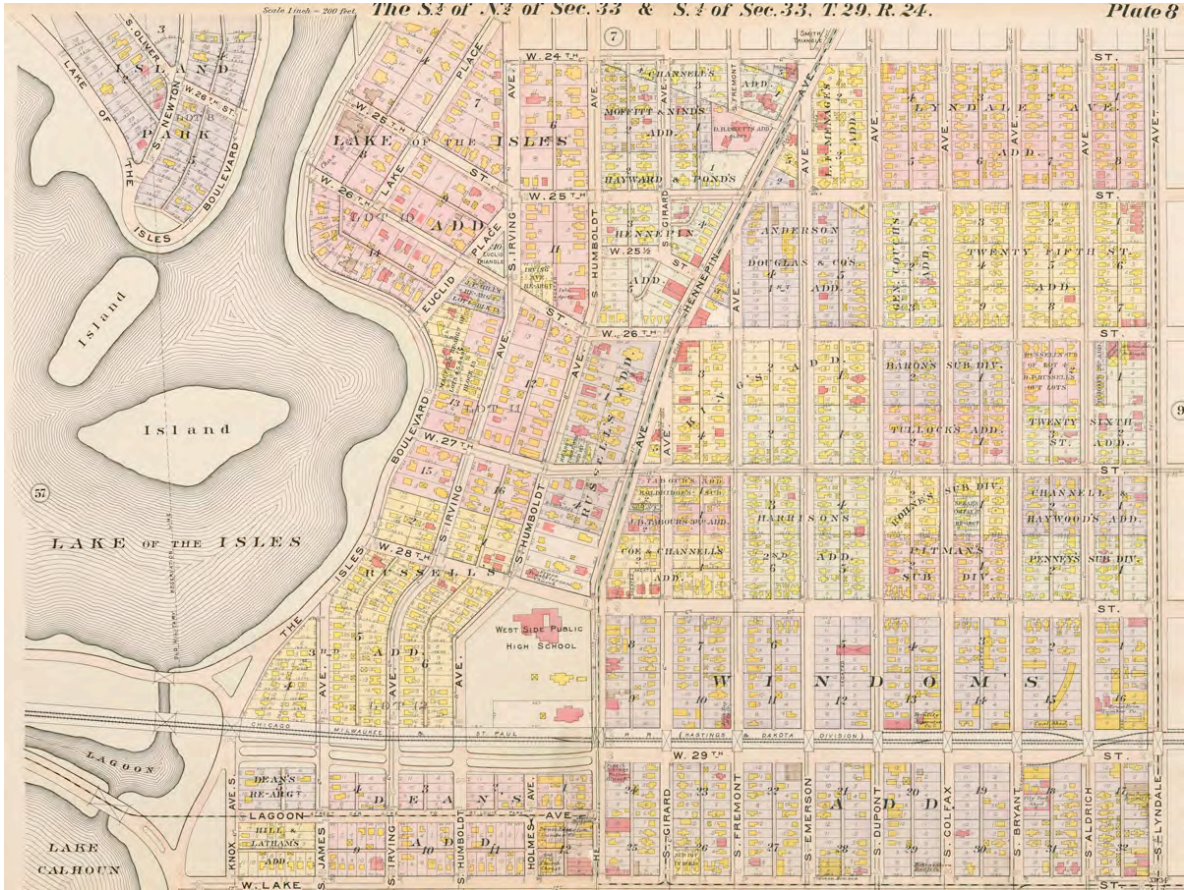


Looking north at Irving and W. 26th Street, ca. 1925 (HHM)



Looking north at Irving and W. 26th Street, 2006


A comparison of the 1903 and 1914 *Minneapolis Real Estate Atlas* shows that East Isles had reached significant density in about ten years, transforming from farmland and unbuilt lots into streets of substantial houses and apartment buildings.



East Isles in 1914 (Atlas of Minneapolis Hennepin County, Minnesota)



Home of W. Ernest Bateman
 Mr. Bateman desires to sell his beautiful home at 2724 Irving Ave. So. at once. With or without his Kimball pipe organ. Fine view of Lake of Isles and boulevard drive. Ground 100x150. Nicely wooded. House is complete in every particular and is a location that cannot be duplicated. For price inquire of E. E. Kelly personally.
E. E. KELLY, Exclusive Agent
 314 Bank of Commerce Bldg.



HOPWOOD
 INVESTMENT COMPANY
 638 McKNIGHT BUILDING

Offer for quick sale the most beautiful corner in all of the Lake of the Isles Additions, located on Lake Place and Twenty-fifth Street; size 175 by 150 feet deep; price \$30,000.00. Surrounded on three sides by a magnificent retaining wall that was built regardless of expense. This lot includes one of the most artistic and modern twelve-room homes in the city. The interior must be seen to be appreciated. Will sell the house separate, with 75 feet, if desired, for \$16,500.00, or the 100 feet on the corner for \$13,500.00.

We also offer at 2312 Lake Place, for \$9,000, perfect nine-room house with two bath rooms, separate shower, four bedrooms, magnificent large living room, sun porch, fine decorations and electric fixtures, etc.; size of lot 50 by 100 feet.

Both of the above properties overlook Lake of the Isles and are ideally located.

We also offer boulevard frontage
 196 feet frontage on the boulevard and a depth of 60 feet on Twenty-sixth street, at a price below anything to be had on the Lake of the Isles Boulevard.
 N.W. Main 6216 PHONES T.S. Center 6216

East Isles houses offered for sale in 1912 (left) and 1914 (right)

Builder-Contractors

Many houses were architect-designed and commissioned by their first owner, but a few were built on speculation by carpenter-contractors such as Theron P. Healy, Henry Parsons, Henry Ingham, C. C. Johnson, Carl P. Waldon, John and Samuel Freidman. Other firms active in East Isles before 1930 include Pike and Cook, J. H. Edmonds, C. C. Johnson, J. E. Pilgram, C. F. Haglin, F. G. McMillan, and H. N. Leighton.

Theron P. Healy (1844-1906) died before East Isles entered its greatest period of growth, but he was probably the best known of the builder-contractors. A native of Nova Scotia, Healy was the builder, contractor, and sometimes designer of fine houses in Lowry Hill and East Isles and at least 30 houses in the Wedge.⁷⁸ Healy was in the maritime shipping business in his native Halifax, but turned to designing and building after arriving in Minneapolis in 1884.⁷⁹ Many of his earliest works outside of Lowry Hill and East Isles were exuberant middle-class Queen Anne Style houses typical of plan book designs of the period.

East Isles Architects, ca. 1885-1930

By the turn of the century, East Isles, like neighboring Lowry Hill, became an exhibit of the best residential work of the city's leading architects and builders.⁸⁰ Some of their commissions combined substantial budgets with fine building materials and skilled labor. Many of the city's turn-of-the-century architects—unlike the previous generation—benefited from European travel and architectural training at professional schools. Their commissions were regularly illustrated in local newspapers as well as national architectural publications such as the *Western Architect*. Architects commissioned for East Isles projects include:

Frederick Kees (1852-1927), a native of Baltimore, worked there and in Chicago before moving to Minneapolis in 1878.⁸¹ He worked for Leroy Buffington before partnering with B. W. Fisk from 1882 to 1884, then Franklin B. Long. Kees practiced on his own from 1897 to 1899, then formed a partnership with **Serenus Colburn** (1871-1925). After 1925, Kees was a partner of H. G. Bowstead. He was also the president of the Western Architect Publishing Company. Serenus Colburn was a native of Connecticut. He was a draftsman for James C. Plant and William Channing Whitney before partnering with Kees. Kees and Colburn were noted for their downtown office and warehouse buildings, including the Grain Exchange (1902) and Advance Thresher-Emerson Newton Plow Company (1904). The W. L. Donaldson House at 2701 E. Lake of the Isles Parkway (1887) was an early project of the Kees and Long partnership; 2655 E. Lake of the Isles Parkway (1905) was designed by Kees and Colburn. A trio of duplexes at 2829, 2833, and 2837 E. Lake of the Isles Parkway (1922) was designed by the firm for Richard R. Colburn, president of the Colburn Brick and Tile Company.



A. L. Dorr: C. E. Keller House, 2507 Humboldt Avenue S., (1904, NWA)

Adam Lansing Dorr (1854-1928) designed many East Isles residences, including his own at 2449 Humboldt Avenue S. (1897).⁸² A native of New York, Dorr practiced with several firms before founding his own in 1888, first with Appleyard and after 1890 on his own. His son William Gray (1883-1967) joined him as a partner in 1910. Other Humboldt Avenue houses credited to Dorr are 2301 (1906), 2305 (1905), 2431 (1900), and 2507 (1904). He designed at least four houses on Lake Place including 2401 (1907) and 2403 (1905). His E. Lake of the Isles Parkway commissions include 2225 (1904), 2544 (1916), and 2667 (1906).

William Channing Whitney (1851-1945) was the designer of William H. Dunwoody's English-inspired mansion on Lowry Hill at 104 Groveland (1904). Described as "one of the Twin Cities most fashionable residential architects," he was accomplished at rendering a variety of Period Revival

styles and is credited with the first Georgian Revival house in Minnesota (1886).⁸³ A native of Massachusetts, he attended the Massachusetts Institute of Technology and the Massachusetts Agricultural College, where he graduated in 1872. Following an apprenticeship in Boston, he moved to Minneapolis in 1877 and was in partnership with James C. Plant between 1879 and 1885. In addition to designing residences for many prominent families in Minneapolis and St. Paul, he is credited with institutional buildings such as the Minneapolis Club (1893). He designed the 1917 addition to 2655 E. Lake of the Isles Parkway.

Fremont D. Orff (1856-1914) joined his brother George O. Orff's (1836-1908) architectural firm in Minneapolis in 1882. The brothers practiced together until about 1890. Fremont partnered with **Edgar E. Joralemon** between 1893 and 1897. Previously, Joralemon (1859-1937) worked as a draftsman for Leroy S. Buffington, Franklin B. Long, and the Orff brothers. He was also in partnership with Charles Ferrin. He moved to Niagara Falls, New York, in 1898.⁸⁴ Orff and Joralemon designed a number of early Lowry Hill houses, including realtor Edmund Walton's at 802 Mount Curve (1893). Fremont Orff is credited with the house for jeweler Harry Legg at 2637-39 E. Lake of the Isles Parkway (1908) and 2414, 2420, and 2506 Lake Place.

George Bertrand (1859-1931) was in partnership with Walter A. Keith between 1890 and 1896 and with Arthur B. Chamberlin (1865-1933) between 1897 and 1909. Known for commercial projects such as the Minneapolis Athletic Club (1913) and the Chamber of Commerce Building (1928), Bertrand and Chamberlin's East Isles designs included 2659 E. Lake of the Isles Parkway (1909) and 2500 (1903) and 2504 Humboldt Avenue S. (1903).⁸⁵ The house at 2617 Euclid Place (1911) is attributed to Bertrand.⁸⁶

Harry Wild Jones (1859-1935), a graduate of the Massachusetts Institute of Technology, practiced in Boston with H. H. Richardson in 1883, and with Plant and Whitney in Minneapolis in 1884 before founding his own firm.⁸⁷ His commercial and institutional work included the Butler Brothers Warehouse, the Fowler Methodist Church, and the Lakewood Cemetery Chapel. His East Isles commissions include 2801 E. Lake of the Isles Parkway (1910), 2540 and 2712 Humboldt Avenue S., and 2732 Irving Avenue S.

Lowell A. Lamoreaux (1861-1922) was the son of a Minneapolis lumber dealer and a graduate of the University of Minnesota. He worked in the office of Cass Gilbert and practiced with James A. MacLeod (1894-1899) and with Franklin and Louis Long after 1909. For about eight years he practiced on his own and he is credited with at least four houses in East Isles as a sole practitioner. They include 2628 Humboldt Avenue S. (2623 Irving Avenue S.) and 2419 and 2504 E. Lake of the Isles Parkway. Several others, including 2425 Humboldt Avenue S. (1904) were designed in partnership with Louis Long. At least ten houses on Lowry Hill and an apartment building at 1908 Hennepin are credited to Lamoreaux. Among the best known is the John McCarthy House (T. A. Jamieson) at 1807 Dupont (1902). The \$12,000 Georgian Revival design featured a prominent central dormer and end chimneys and was published in the *Western Architect* in 1902. Lamoreaux was noted for the design of residential interiors, apartment buildings, and many institutional buildings such as Eitel and Swedish Hospitals.⁸⁸



Ernest Kennedy: William A. Berry House, 2600 Euclid Place (1908, HHM)

Ernest Kennedy (1864-1938) was a native of Mankato who moved to Minneapolis as a child. He attended the University of Minnesota, the Sorbonne in Paris, and Polytechnics in Berlin and Munich. His practice in Minneapolis at the turn of the century focused largely on residential design. Among his institutional clients was the University of Minnesota for which he designed Shevlin Hall (1905).⁸⁹ Kennedy's work in East Isles includes four houses on E. Lakes of the Isles Parkway: 2217 (1928), 2528 (1922), 2601 (1930), and on Euclid Place 2671 (1907), 2600 (1908) and 2611 (1912).

Walter A. Keith (1866-unknown) was noted for his *Keith's Magazine* (1899-1931), which offered house plans by mail order. He was in partnership with Emile Bertrand from 1890 to 1896. In addition to Lowry Hill houses such as 2100 James Avenue S., 1717 Morgan Avenue S., and 2018 Humboldt Avenue S., he designed 2441 Humboldt Avenue S. (1903).

Ernest C. Haley (1867-1954) was the son of architect Joseph Haley and a native of New York. He was well known for his residential designs, including at least a dozen homes in East Isles. Haley's designs include 2639 Irving Avenue S. (1905), 2735 E. Lake of the Isles Parkway (1905), and 2856 Humboldt Avenue S. (1915). Haley's Lowry Hill design for realtor N. H. Emmans at 1786 James Avenue (ca. 1900) was featured in Emmans's advertising.⁹⁰

Claude Allen Porter (C.A.P.) Turner (1869-1955) was an internationally known engineer who patented a new structural form allowing for columns to carry slab floors, eliminating the beams. The flare "mushroom" capital reduced the shearing stress at the perimeter of the column by spreading the load over a larger area. By 1913, C.A.P. Turner's mushroom slab was employed in more than a thousand buildings. Turner designed his own house at 2677 E. Lake of the Isles Parkway (1903) and is credited with 2675 E. Lake of the Isles Parkway (1903).

William Kenyon (ca. 1867-1940) was a native of New York. He began his practice in 1893 and between 1913 and about 1930 partnered with Maurice Maine. He designed more than 30 houses in Lowry Hill including his own at 1715 James Avenue S. (1906), and a much smaller number in East Isles, including 2201 E. Lake of the Isles Parkway (1911) and 2500 Lake Place (1909). Kenyon favored half-timbered Tudor designs, and while he was accomplished at heavily decorated costly mansions, he also executed a number of spacious frame houses. He served as the chief architect for the Soo Line Railroad, and designed facilities such as the Shoreham Yards in northeast Minneapolis. Lowry Hill houses, including his own.⁹¹ Kenyon's East Isles work includes 2201 E. Lake of the Isles Parkway (1910).

Louis Long (1870-1925) grew up on Lowry Hill where his father, architect Franklin B. Long (1842-1912) built one of the first Groveland Avenue houses. The partnership of Franklin B. Long and Frederick G. Kees between 1884 and 1897 produced the Kasota Block (1884), Public Library (1886), the Lumber Exchange (1888-1890) and Minneapolis City Hall and Courthouse (1888). Louis Long was in partnership with father and Lowell Lamoreaux (1861-1922) and designed his own East Isles residences at 2115 E. Lake of the Isles Parkway (1921) and 2424 Lake Place (1917).⁹²



William G. Purcell House (1913) in ca. 1920 (NWAA)

William Gray Purcell (1880-1965) was a native of Oak Park, Illinois. Purcell worked for Louis Sullivan in Chicago, as did his future partner, **George Grant Elmslie**. Purcell and George Feick Jr. established a partnership in 1907. Elmslie joined the firm in 1909.⁹³ The Catherine Gray House at 2409 E. Lake of the Isles Parkway (1907) was the first commission completed by the Purcell-Feick partnership. Purcell's own house at 2328 Lake Place (1913) and a residence at 1635 W. 26th Street (1911) are also located in East Isles.

Charles G. Gates House

Chicago architectural firm Marshall and Fox designed a now razed (but well remembered) East Isles mansion. The three-story Italian Villa built for Charles G. Gates in 1913 was considered the most costly residence yet erected in Minnesota. Estimates of its construction and furnishing ranged from \$300,000 to \$1 million.⁹⁴ The formally landscaped grounds occupied the block between W. 25th and W. 26th Streets along E. Lake of the Isles Parkway. Sold after Gates's death to D. F. Brooks, the building was razed in 1933, and much of its architectural interior was sold for salvage. The site was rebuilt in 1958 by Arthur C. Melamed, the owner and president of Coast-to-Coast hardware stores. Melamed erected a one story, stone-clad house designed by Henry L. Newhouse.



C. G. Gates House (left) on E. lake of the Isles Parkway, ca. 1920; grounds overlooking the lake (razed, MHS)

Servants and Social Life at the Turn of the Century

East Isles shared prominence with Lowry Hill as a center of Minneapolis society after the turn of the century. Although Park Avenue, Fair Oaks Park, and the boulevards around Lake of the Isles, Lake Calhoun, and Lake Harriet continued to attract a similar group of business leaders and their families, the developing Lake of the Isles neighborhoods were the center of a considerable portion of the city's society.⁹⁵ Much newspaper social reporting focused on the area and its clubs, dinner parties, weddings, and residents' trips abroad. Servants were an essential part of many middle and upper-income households in Minneapolis, and constituted a significant percentage of the total East Isles population for about 50 years. Whether a mansion or more conventional but spacious house, many of these dwellings were designed to house the owner's household as well as female maids, cooks, laundresses and nurses, and male drivers. In some of the largest houses, the number of employees outnumbered the members of the employer's family. A review of the 1900 census returns suggests that Norwegian and Swedish women were typically employed by East Isles families; by 1930, there were fewer servants and many were American-born.

TWELFTH CENSUS OF THE UNITED STATES.

SCHEDULE No. 1.—POPULATION.

B 410

State Minnesota Supervisor's District No. 5 Sheet No. _____
 County Minneapolis Enumeration District No. 43 6
 Township or other division of county City of Minneapolis Name of Institution X
 Name of incorporated city, town, or village, within the above-named division David Johnson Ward of city, 8
 Enumerated by me on the 6 day of June, 1900.

LOCATION	NAME	RELATION	PERSONAL DESCRIPTION	SATISFY			CITIZENSHIP	OCCUPATION TRADE OR PROFESSION	EDUCATION	SPECIAL INQUIRY
				Color	Sex	Age				
101	Sylvester Charles F.	husband	57 7/8 Dec. 1851 47 7/8	Massachusetts	Massachusetts	Massachusetts		Bookkeeper	at school	
102	Charles	son	18 1/2 Dec. 1881 18 1/2	Massachusetts	Massachusetts	Massachusetts				
103	Paula A. Myrsk	wife	40 1/2 Feb. 1860 23 7/8	Massachusetts	Massachusetts	Massachusetts		at school		
104	John	son	10 1/2 Jan. 1890 10 1/2	Massachusetts	Massachusetts	Massachusetts				
105	Matthias	son	10 1/2 Aug. 1890 10 1/2	Massachusetts	Massachusetts	Massachusetts				
106	William	son	10 1/2 Feb. 1891 10 1/2	Massachusetts	Massachusetts	Massachusetts				
107	Olivia	daughter	10 1/2 June 1891 10 1/2	Massachusetts	Massachusetts	Massachusetts				
108	Sillia	daughter	10 1/2 May 1891 10 1/2	Massachusetts	Massachusetts	Massachusetts				
109	Ellen	daughter	10 1/2 Feb. 1892 10 1/2	Massachusetts	Massachusetts	Massachusetts				
110	Thomas	son	10 1/2 Feb. 1892 10 1/2	Massachusetts	Massachusetts	Massachusetts				
111	Richard	son	10 1/2 Jan. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
112	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
113	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
114	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
115	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
116	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
117	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
118	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
119	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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121	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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130	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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132	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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135	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
136	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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138	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
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141	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
142	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
143	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
144	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
145	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
146	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
147	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
148	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
149	Anna	daughter	10 1/2 June 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				
150	John	son	10 1/2 Dec. 1893 10 1/2	Massachusetts	Massachusetts	Massachusetts				

Lake Place and E. Lake of the Isles Boulevard households in 1930 (U.S. Census)

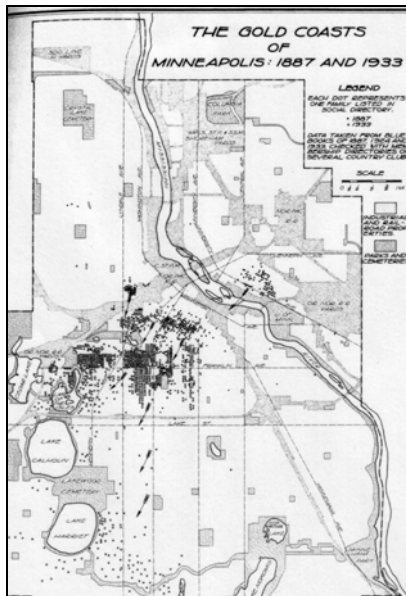
Chapter 3

East Isles in the 1930s

The Minneapolis economy generally prospered in the 1920s and new housing construction reached record levels.⁹⁶ Despite the decline of the city’s milling and lumber businesses, remaining lots along E. Lake of the Isles Parkway continued to be developed with costly houses. Near Lake Street, unbuilt lots were filled with apartments and moderately priced houses. Through the period of apartment development (see chapter 5), many East Isles houses were still prominently advertised as highly desirable, single-family homes although they appear to have been often priced “at exceptionally low price for immediate sale,” as advertised in 1923 for the G. R. Huntington House (1910) at 2801 Irving Avenue S.⁹⁷ The city’s late 19th- and early 20th-century houses were often considered obsolete, an idea supported by national campaigns such as the Better Homes in America Movement launched in 1925 by Secretary of Commerce Herbert Hoover.⁹⁸ In the era of modern conveniences, including the new “All Electric House” promoted by builders, old mansions were especially susceptible to white- elephant status.

The Great Depression

In 1931, George B. Clifford Jr., a vice president and secretary of the Cream of Wheat Corporation, completed 2601 E. Lake of the Isles Parkway. His half-timbered and towered Tudor Revival Style house was designed by Ernest Kennedy.⁹⁹ During the Depression years of the early 1930s most residential construction halted, particularly that of the scale and budget of the Clifford house. The Thomas Lowry House (1874) on Groveland Terrace was razed in 1932 and was the first of a number of demolitions resulting in vacant lots on Lowry Hill and in East Isles during the Depression. Newspaper articles occasionally noted the passing of such mansions at the edge of downtown Minneapolis; in East Isles, the 1933 demolition of the Charles G. Gates mansion rated a good deal of publicity. The number of single-family households in East Isles declined after 1930, but in 1937, sociologist Calvin F. Schmid delineated it—along with Lowry Hill and portions of Loring Park, Park Avenue, and the Fair Oaks area—as one of the city’s “Gold Coasts.” Nevertheless, razing of the oldest and largest houses or dividing them into rooming houses or converting them to commercial and institutional use became well established, especially along and near Hennepin Avenue.¹⁰⁰

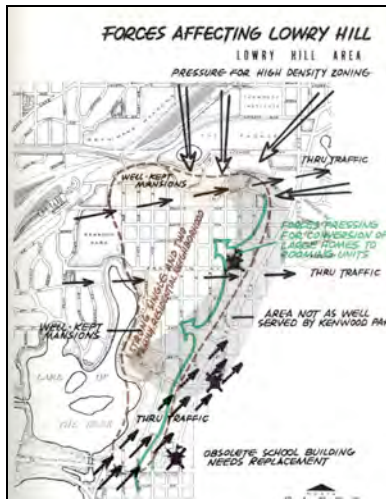


Calvin F. Schmid, *A Social Saga of Two Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St. Paul* (1937). Two shades of dots on the map “represented one family listed in the Social Directory in 1887 and 1933.” The *Minneapolis Blue Book* and club directories were consulted by Schmid.

Chapter 4
East Isles Trends after 1950

In about 1910, opposition to increased industry along the rail corridor and planning for The Mall was led in part by the Lake District Protective Association, the Calhoun Improvement Association, and the Lyndale District Association, forerunners of today’s neighborhood associations.¹⁰¹ By the 1950s, another generation of organizations led an effort to balance the number of apartment houses on the west side of Hennepin. Although many houses were divided for multiple-family use by the 1950s, demand for single-family use continued in East Isles as well as Lowry Hill. In a 1950 *Minneapolis Star* article, however, the writer noted that the lack of ordinances to protect homeowners from adjacent rooming house use was a deterrent to future single-family sales.¹⁰² Beginning in the early 1950s, a number of old houses were razed for the construction of contemporary houses, and new houses filled vacant lots, including one on the site of the Gates mansion razed in 1933.

On Lowry Hill, beginning in 1959, developers Anthony B. Cherne and Reuben L. Anderson proposed construction of a 12-story, 55-unit apartment tower on the W. H. Dunwoody mansion site at 104 Mount Curve Avenue. The proposal launched a 20-year battle between the Lowry Hill Homeowners Association and the Lowry Hill neighborhood and the developer.¹⁰³ The association maintained: “allowing the encroachment of any apartment dwelling would destroy the single- and two-family residential character of the neighborhood.”¹⁰⁴ The battle centered in part over spot zoning of the parcel.



The Future of Lowry Hill (1964)



Minneapolis Star, November 24, 1964

After veto by Mayor Arthur Naftalin, *The Future of Lowry Hill* (1964), a planning study prepared by city planning staff for Lowry Hill and East Isles, attempted to evaluate higher density housing and considered alternatives for a variety of future housing types. The Lowry Hill residents could see what was happening after a 1963 rezoning in the Wedge (Lowry Hill East) resulted in the demolition of an estimated 100 houses and the construction of apartment buildings; some of the apartment buildings

were nearly half a block in length. The planning study concluded that townhouse-style development was preferable to apartment towers. Nevertheless, in 1972, new plans drawn by Cerny Associates for Cherne and Anderson showed a high-rise building.¹⁰⁵ Finally, in 1979, the Minneapolis Planning Commission approved a 41-townhouse project developed by Ray Harris and Norman Ackerberg and designed by John Field of Boston. It was completed in 1981.¹⁰⁶

David A. Lanegran and Ernest R. Sandeen's *The Lake District of Minneapolis* (1979) focused on the historic and architectural resources of the area, and was published during a period when a number of old houses were proposed for demolition for apartment development. Efforts to change the city's zoning ordinance to encourage the preservation of the area's largest houses led to the 1982 passage of the "Mansion Ordinance," which allowed the conversion of large single-family homes into apartments and condominiums. Buildings were required to have 6,000 square feet and 15,000 square-foot lots, and subsequent conversions were useful in retaining owner-occupants.¹⁰⁷

In 1984, the Minneapolis Heritage Preservation Commission considered the creation of a local historic district that would have included approximately 50 properties along E. Lake of the Isles Parkway. As noted in chapter 7, no district was adopted, but certain properties have been individually designated.

In 1993 the Hennepin County Regional Railroad Authority purchased the CM&StP railroad corridor for future transit. The trail system installed by Hennepin County and the City of Minneapolis along the corridor reserved space for this use. In 2005 the CM&StP Grade Separation Historic District was listed on the National Register of Historic Places. The district follows the length of the concrete- and earth-walled trench between Humboldt & 20th Avenues S. along 29th Street S.¹⁰⁸

Planning for reconstruction of E. Lake of the Isles Parkway began in the late 1990s. For some decades, the fill that had been placed at the edges of the lake decades before had subsided and the shoreline converted to marshland. The park board embarked upon a multiyear project designed by landscape architects Sanders Wacker Wehrmann Berghly to refill and stabilize the shoreline. At this time the parkway was evaluated as part of the Grand Rounds and was determined to be eligible for the National Register of Historic Places.¹⁰⁹

Chapter 5

Apartment Buildings and Flats

Life in apartments is popular in a city where detached houses for rent are scarce and where so many people like to live at the suburban lakes during the summer season. The flat offers many advantages in the way of conveniences which some houses do not possess, has the merit of affording opportunities for neighborliness and society, and more than all that gives people who want to be near the center of the city homes of reasonable cost. For the small number of adults who do not care for lawns, gardens, or trees, for businessmen who must be much out of the city, for many people of many pursuits, the apartment is the ideal living place.

“Fine Apartment Buildings,” *Minneapolis Journal*, 2 May 1902, p. 4

Early 20th-century apartment buildings comprise a portion of the housing stock in several areas of East Isles, and reflect development trends in nearby neighborhoods. By the mid-1880s, apartment buildings of many descriptions were built in downtown Minneapolis and along early streetcar routes such as Lyndale Avenue. There was great variation in size and cost, and by the late 1890s the finer apartment hotel became popular, particularly around Loring Park. Some of these buildings offered dining rooms, clubrooms, and maid service as well as elaborately finished units with fine millwork trim and built-in cabinetry. The Radisson Hotel, like many residence hotels such as the Curtis on Tenth Street (1905) and the Blackstone at Willow Street and Yale Place, offered short or long-term quarters for individuals and families who were between summer and winter residences. Apartment hotels were particularly popular with East Isles and Lowry Hill residents who summered at Lake Minnetonka, traveled to California in the winter, and then found themselves in Minneapolis without desiring to open a large residence. Some buildings included underground automobile garages and most featured fireproof construction. The turn-of-the-century building exterior was usually based on the Italian Renaissance city palace with a broad upper cornice and classical detail at the entry and windows. Larger buildings were typically arranged in a U-shape around a landscaped entry court.

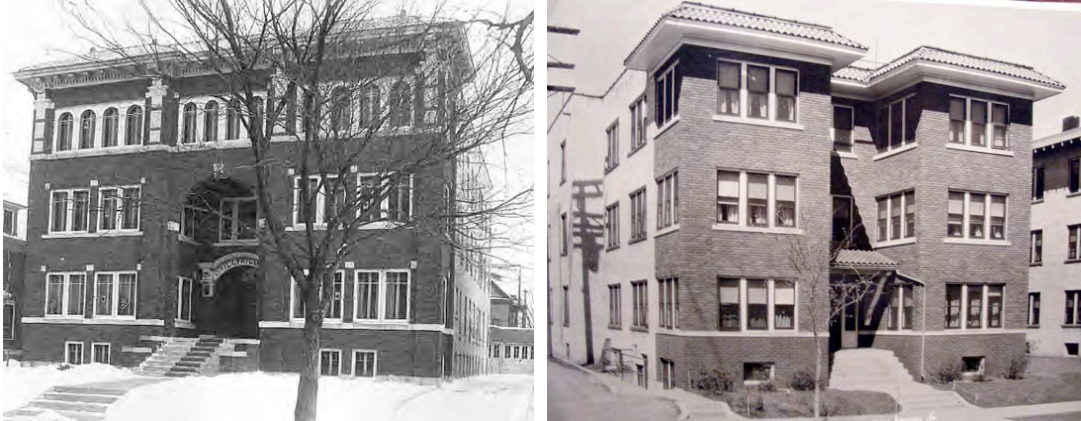
Not all apartments were as luxurious as some of the apartment hotels. Nevertheless, real estate dealers promoted each year’s new crop of apartments or flats, stressing their luxury, or modernity and homelike quality. By 1902, when \$1 million worth of construction was estimated, “modern and beautiful apartments” were praised for convenience, central location, and a solution to the lack of houses for rent. The \$55,000, four-story Virginia Flats (1900) was the first major apartment or large flat building on Lowry Hill; it replaced the Lowry Hill Congregational Church and was designed for its prominent triangular parcel at 1775 Hennepin Avenue. One of the next built was the Franklin Heights (1902), on the east side of Hennepin at Franklin.



Virginia Flats, 1775 Hennepin (razed.MHS)



*Vermont Apartments, 902 Franklin Avenue (1907, MHS).
Franklin Heights Apartments (1902) are at rear.*



Illyricum Apartments (1913) at 2719-2721 Humboldt Avenue S., (left, MHS), and 2910 James Avenue S. (1916, HHM)

Both sides of Hennepin Avenue between Franklin Avenue and Lake Street were soon developed with many apartments buildings of various configurations and construction budgets. On the west side of Hennepin in East Isles, LaCasa Flats (1910; designed by Lindstrom & Almars) and the Stan Mar Apartments (1910) were among the earliest. The LaCasa featured a pair of corner towers that made it an immediate Hennepin Avenue landmark. The Stan Mar was developed with the Humboldt (1909) at 2707 Humboldt Avenue S.

By 1912, Minneapolis had 1,377 apartment buildings of many descriptions.¹¹⁰ After 1913, the construction of apartment houses on the west side of Hennepin Avenue was regulated by Restricted Residential District zoning. It prohibited apartments in certain areas such as most of Lowry Hill west of Fremont but allowed construction along Hennepin and a few adjacent blocks. The districts were created using eminent domain.¹¹¹



Restricted Residence District zoning in 1913; shown in dark area; map 1964

Just before World War I, apartment construction was very popular at the edges of downtown Minneapolis, and late 19th-century mansions were sometimes razed for their construction. In 1914, about 3,000 new apartment units were put on the Minneapolis market and civic leaders grew concerned that the city would lose its prestige as a city of homes. The Civic and Commerce Association conducted a study to find out why “the family hotel, the apartment building, and the flat

are swallowing up the people of Minneapolis.”¹¹² Association members were puzzled as to why people with “sufficient means to maintain fine homes prefer to live in family hotels? Why do people with money enough to buy suburban lots prefer to pay rent for a downtown flat?” They surmised that factors might include problems with servants, the ability to maintain social prestige in an apartment as well as in a detached home, and the aversion of the “man of the family” to maintain the furnace and shovel the sidewalk.¹¹³ Between 1913 and 1920 the construction of blocks of new apartment buildings around Stevens Square brought hundreds of small units on the market. On Lowry Hill, the Belmont Apartment Hotel at 1000 Franklin (1920) catered to a higher income group, like the Calhoun Beach Apartment Hotel (1925) built by the Fleisher Construction Company at Dean Boulevard and W. Lake Street.¹¹⁴



The zone of apartments built along The Mall is shown in 1928 at lower left. West High School (1908) is at bottom right on the former R. P. Russell property (MHS).

Dozens of new units were added to East Isles between ca. 1912 and 1930, and most buildings were geared primarily toward working men and women and small families who relied on the Hennepin and Lake streetcar connections. On the west side of Hennepin Avenue, apartment buildings completed by 1930 included an eight-unit at 2526; the Alta Dena at 2530, the previously mentioned 18-unit LaCasa Flats at 2616, the six-unit Stan Mar at 2716-18, the 12-unit Remington at 2736, and a seven-unit building at 2742. The \$200,000 Claridge at 2519 Humboldt Avenue S. (1922) was designed by Alexander F. Rose, whose practice included design and development of many Minneapolis apartment buildings.



Lagoon Apartments, 2870 Holmes Ave. S. (1915) in 1957



Granada Apartments, 1456 Lagoon (1929) in 1968 (MHS)

A dense zone of apartment buildings was also developed near The Mall, including the 48-unit Lagoon Apartments (1915) at 2870 Holmes Avenue S. Some of the two- and three-story units were among the most stylish in East Isles, with a variety of Renaissance, Spanish Colonial, and Mediterranean Revival facades, and some arranged around landscaped courts.



2849 Irving Ave. S. duplex (1913), in ca. 1930 (HHM)



2300 Irving Ave. S. duplex (1914), in ca. 1930 (HHM)

The duplex (or “two-flat”) that was popular with builders east of Hennepin Avenue was not built as extensively in East Isles, in part due to Restricted Residential District zoning. Front and rear porches, hot water heat, modern plumbing, tile and hardwood floors, and generous amounts of millwork trim made some duplex interiors identical to high-quality single-family construction in the area.

Chapter 6

East Isles Commercial and Institutional Development

The dense commercial corridor of present-day Hennepin still shows evidence of its origins as an avenue of large single and multiple-family houses. A few surviving turn-of-the-century residences now house businesses, sometimes with shop additions placed at the facade. In the transformation from territorial road to boulevard to an urban street, some Hennepin Avenue lots were redeveloped two or three times. On certain blocks between Franklin Avenue and Lake Street, the first generation of a few farmhouses and other agricultural buildings was replaced in the early 1890s with a collection of substantial houses. The avenue's boulevard status and electric streetcar service encouraged builders such as Daniel Bassett and John Whitman, whose pair of brick Queen Anne Style residences faced each other across Fremont Avenue at Hennepin. The residence of businessman Daniel Bassett at 2426 featured a matching brick carriage barn.



Joseph Griffith House, 2220 Hennepin Ave. (1897, razed, MHS)

Most of these houses were relatively short-lived. In 1897, Joseph and Carrie Griffith (1833-1919), a retired broom manufacturer, left their family home at 1101 Fifth Street N. in 1897 for a spacious new brick and clapboard house at 2220 Hennepin Avenue. Their household included five of their six children, aged 6 to 22.¹¹⁵ Next door, at 2200 Hennepin, Rudolph and Caroline Winter built a house in ca. 1890. In 1906, Winter replaced his house with a three-story brick block housing his jewelry store; the Griffith House remained until 1938.¹¹⁶ In 1934, the John Whitman House at 2420 Hennepin (noted above) was replaced by a floral shop and greenhouse. At 2600 Hennepin, the residence of grain dealer J. E. Smith (ca. 1886) was razed in 1914. In 1922, the site was developed with a one-story block of stores. Among the first tenants were the Confer Brothers Realty Company, Mersky Brothers Grocery Store, Becky's Food Shop, and the Millerand Beauty Shop.¹¹⁷ The site was subsequently redeveloped with a car sales lot.



2600-08 Hennepin Avenue S., (1922) in ca. 1930 and in ca. 1950 (MHS).

The west side of the commercial zone between Franklin and 23rd Street included the Kenwood Exchange of the Northwestern Bell Telephone Company at 1115 W. 22nd Street. Constructed in 1914 and designed by architects Hewitt and Brown, the brick building housed operators and equipment.



Kenwood Exchange switchboard, 1920 (MHS).

In addition to development such as the Witt Grocery store at 2210 Hennepin Avenue (1930) and the greenhouse and florist at 2420 Hennepin Avenue (1934), by 1930 there was a fairly dense commercial district on the east side of Hennepin between 27th and Lake Street. Vacant lots were often filled with large advertising billboards. The one-story J. W. Baxter Building at 2748 Hennepin (1926) housed several businesses. Various buildings in the 2900 block of Hennepin housed Ellen L. Stewart, a furrier; the Old Home Tea Shop (2866); the Hawley Kitchen Bakery; and a White Tower Restaurant at 2870. Between Lagoon and Lake were the Lagoon Fruit Store, the Uptown Theatre (1915), Kits Korn Krib Popcorn, Fanny Farmer, the Lagoon Hall, Mitby & Sather furniture store, an A and P grocery, and the Abdallah Candy Co.¹¹⁸

West of Hennepin Avenue, the north side of Lake Street was initially developed with a number of single- and multiple family dwellings. Some lots were developed (or redeveloped) with a mix of two and three-story brick business blocks and apartments including the Salvation Army Hall at 1516 W. Lake Street (1925). In the 1920s, efforts to promote Hennepin-Lake as a shopping district were embraced by *Lake District Advocate* and business organizations. Business groups adopted the term Uptown by the 1930s.



Hennepin Avenue at Lagoon, looking south in ca. 1920 (left), and in ca. 1940 (right, MHS)

Churches, Schools, and other Structures

Grace Presbyterian Church

New church construction followed the direction of population growth along the electric streetcar route as it led outside the central business district. Grace Presbyterian Church at 2749 Humboldt Avenue S. (now Grace Trinity Community Church) was founded in 1894. In 1901, after occupying a chapel first located at 34th and Lyndale Avenue, and then at 31st and Emerson Avenue S., the congregation built a brick chapel on Humboldt Avenue S. The original building and an addition of 1905 were apparently replaced or modified by new construction in 1927. The original building was by architect A. L. Dorr and the 1927 construction was by Guy Crawford and Floyd Brown.¹¹⁹

Third Church of Christ Scientist

The Third Church of Christ Scientist at 1436 W. Lake Street (1908) was designed by Lindstrom and Almars. The building was razed in 1920 and replaced by another designed by Hewitt and Brown.¹²⁰



Third Church of Christ Scientist, 1436 W. Lake Street (1908; razed, MHS)

Temple Israel

Temple Israel at 2324 Fremont Avenue S. (1928) was designed by Jack Liebenberg of Liebenberg and Kaplan. The present building is the third synagogue built by the congregation, which was organized in 1878 as Shaarai Tov and was Minneapolis's first Jewish congregation.¹²¹ In 1914 the

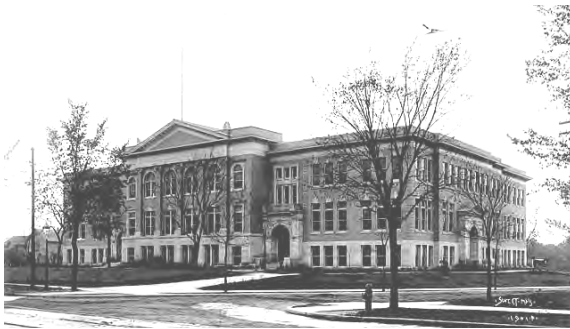


Temple Israel (1928) in 1964 (MHS)

congregation purchased a large corner lot residence for use as a community house; the synagogue was later built on the site. Jack Liebenberg (1895-1985) and his partner Seeman Kaplan (1895-unknown) were well known as the designers of the Lagoon (Uptown) Theatre and many other motion picture theaters.¹²² The firm of Liebenberg, Martin and Kaplan are also credited with 2619 E. Lake of the Isles Parkway (1923). Liebenberg was a native of Milwaukee, graduated from the University of Minnesota School of Architecture and attended Harvard University where he won the Prix de Rome.

West High School

West High School (1908) at 2800 Hennepin Avenue was designed by Edward Stebbins. It was sited on a seven-acre parcel that was formerly occupied by the Roswell P. Russell House. West High was erected during the city's expansion boom between 1900 and 1915, and was one of about 20 new buildings that featured modern advances in classroom arrangement, ventilation, and fireproof construction. In the 1970s, the property was redeveloped for housing and the school was demolished.¹²³



West High School (1908) in 1910 (MHS)

Thomas Lowry Memorial

In 1915 the Thomas Lowry Memorial was placed on the Virginia Triangle at the intersection of Hennepin Avenue and Lyndale Avenue S. Exemplary of early 20th-century City Beautiful Movement public memorials, it was designed by Charles S. Wells (1872-1956). A native of Scotland, Wells was educated at a number of schools including the National Academy of Design in New York (1897) and the Ecole des Beaux Arts in Paris (1902-1903).¹²⁴ Wells gained extensive experience as an assistant to New York sculptor Karl Bitter and other nationally known sculptors and architects. He executed exterior details and carvings for St. Mark's Episcopal Church (1910; Cathedral Church of St. Mark), and taught at the Minneapolis School of Art (1912-14 and 1918-1931). In 1967, the memorial was relocated to the Smith Triangle at Hennepin Avenue and W. 24th Street. Unlike its previous placement, the Thomas Lowry statue now faces south.



Thomas Lowry Memorial dedication, 1915 (MHS)

Chapter 7

Preservation Planning Recommendations

As noted in chapter 4, a 1984 architectural study of Lake of the Isles neighborhoods recommended properties eligible for local designation by the Minneapolis Heritage Preservation Commission. At various times, East Isles properties have been locally designated and/or listed on the National Register of Historic Places (NRHP). They include:

Benjamin and Cora Franklin House	2405 W. 22nd Street	Local
Charles F. Keyes House	2225 E. Lake of the Isles Parkway	Local
Uptown Theatre	2900 Hennepin Avenue	Local
William G. Purcell House	2328 Lake Place	Local and NRHP

A 2006 inventory of portions of the Calhoun-Isles area completed by consultants Mead & Hunt made the preliminary recommendation that certain properties in East Isles, including E. Lake of the Isles Parkway and The Mall apartment district, receive further study.¹²⁵ The inventory results and the present historic context study should provide information to guide further discussion about properties eligible for local heritage preservation designation and listing on the National Register of Historic Places.

The previous and present studies generally concur that the history and significance of East Isles is based on its associations with:

- Roswell P. Russell, Thomas Lowry, and other real estate developers whose additions and subdivisions created the late 19th-century neighborhood landscape
- The streetcar hub centered at the intersection of Lake Street and Hennepin Avenue
- The Minneapolis Board of Park Commissioners, which improved E. Lake of the Isles Parkway and The Mall
- The community of business leaders who established homes in East Isles and hired the city’s leading architects and builders, resulting in areas of exceptional residential architecture.

East Isles contains some of the city’s finest examples of residential architecture from the late 19th and early 20th centuries. Although there are several historic streetscape patterns in the neighborhood, the wide streets, large lots, and broad front yards intended by some of the early real estate developers are still evident, particularly along the lake and in the northern half of the area. There are also architecturally significant examples of apartment and commercial buildings.

As noted in chapter 4, changing patterns of land use at the edges of East Isles and Lowry Hill, particularly the introduction of high-rise housing, have long been controversial. The razing of old houses for new has continued for a century. The recent demolition of a number of architecturally significant houses and their replacement with much larger buildings has also raised questions about their impact on the historic streetscape.

The Traditional Neighborhood Landscape

The distinctive neighborhood landscape of East Isles and neighboring Lowry Hill is composed of a variety of subdivisions and additions that established street and lot widths. Development between ca.

1885 and 1930 resulted in many architectural styles and building types with modest as well as extraordinary construction budgets. There is no single type of East Isles streetscape, although certain primarily single-family residential streets—most evident along Irving, Humboldt, and Euclid and Lake Place—have common features that rely on uniform setback and the roughly uniform scale and massing established by the first generations of builders. One characteristic shared by much of the neighborhood’s past building is that building design, materials, and landscape setting are of very high quality.



2800 Irving Avenue S., looking north, in 2006

Historic Context Study Recommendations

This historic context study is concurrent with a historic resources inventory of the Calhoun-Isles area conducted by consultants Mead & Hunt. Further evaluation of the historic context study and the inventory findings can assist in future neighborhood planning.

The context study suggests that the houses in the Lake of the Isles Addition along E. Lake of the Isles Parkway and centered on Euclid Triangle (Levin Triangle), as well as the apartment zone along the Mall are of particular interest for further study for local designation. In addition, there are many houses exemplary of the work of the city’s leading architects during the period from ca. 1895 to 1930. Non-residential properties for further study include commercial buildings along Hennepin Avenue and W. Lake Street.

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- ² Minneapolis Planning Department, *The Future of Lowry Hill: Analysis and Alternatives Report*. City of Minneapolis Planning Commission, Neighborhood Series No. 9 (Fall 1964), 17.
- ³ Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 86.
- ⁴ Lucy L.W. Morris, ed. *Old Rail Fence Corners* (St. Paul: Minnesota Historical Society 1976 reprint of 1914 edition), 154.
- ⁵ Marion D. Shutter, ed. *History of Minneapolis: Gateway to the Northwest* (Chicago: S.J. Clark, 1923), 92.
- ⁶ Minneapolis Planning Department, *The Future of Lowry Hill*, 9.
- ⁷ Issac Atwater and John H. Stevens, eds., *History of Minneapolis and Hennepin County* (New York and Chicago: Munsell Publishing Co. 1895), 738.
- ⁸ Warner, George, and Charles M. Foote, eds., *History of Hennepin County and The City of Minneapolis* (North Star Publishing, 1881), 624; Thatcher Imboden and Cedar Imboden Phillips, *Uptown Minneapolis* (Charleston, South Carolina: Arcadia, 2004), 32-33; “Denis Peters’ 160 Acres in 1856,” *Minneapolis Journal* 13 March 1932.
- ⁹ David Wood, “Early Pioneers in the Lake Area,” *Lake Area* (December 1982), 1; Bob Taylor, “Lowry Hill East Claim Shanty,” *Wedge* (Dec. 1988-Jan. 1989), 1, 21.
- ¹⁰ Plan of Russell’s Outlots to the Town of Minneapolis, Hennepin County Recorder’s Office.
- ¹¹ Agricultural schedules in 1860 and 1870 U.S. Census for Minneapolis, Ward 4; Hennepin County Tax Assessor Records.
- ¹² David Wood, “Early Pioneers in the Lake Area,” *Lake Area* (December 1982), 1; Bob Taylor, “Lowry Hill East Claim Shanty,” *Wedge* (Dec. 1988-Jan. 1989), 1, 21.
- ¹³ Goodrich Lowry, *Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company* (Minneapolis: Lerner, 1979), 24-25.
- ¹⁴ Lowry, *Streetcar Man*, 25.
- ¹⁵ Lowry, *Streetcar Man*, 25.
- ¹⁶ Lowry, *Streetcar Man*, 32.
- ¹⁷ Lowry, *Streetcar Man*, 32.
- ¹⁸ *Illustrated Historical Atlas of the State of Minnesota* (Chicago Illinois: A.T. Andreas, 1874), 228.
- ¹⁹ David A. Lanegran and Ernest R. Sandeen, *The Lake District of Minneapolis: A History of the Calhoun Isles Community* (St. Paul: Living History Museum, 1979), 20-22.
- ²⁰ E. Dudley Parsons, *The Story of Minneapolis* (Minneapolis: Colwell, 1913), 99.
- ²¹ Minneapolis Planning Department. Community Improvement Program Series No. 19, Publication No. 163. *Calhoun Isles Community Analysis and Action Recommendations* (Minneapolis: City Planning Department, 1965), 10. Sources do not agree on the date of the first Lyndale horsecar service.
- ²² Notable exceptions included “Villa Rosa,” the Italianate Style house of Dorilus Morrison (1858; razed). The building site was the two blocks now occupied by the Minneapolis Institute of Arts near 24th and Nicollet. See Charles A. Nelson, “Minneapolis Architecture for the Elite,” *Hennepin History* 52 (Winter 1993): 4-17.
- ²³ Calvin F. Schmid, *Social Saga of the Twin Cities: An Ecological and Statistical Study of Trends in Minneapolis and St. Paul* (Minneapolis: Minneapolis Council of Social Agencies, Bureau of Social Research, 1937), 73.
- ²⁴ Nelson, “Minneapolis Architecture,” 6.
- ²⁵ Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn. (Philadelphia: G. M. Hopkins, C.E., 1885).
- ²⁶ Schmid, *Social Saga*, Chart 44, opposite p. 86.
- ²⁷ Atwater, *History of Minneapolis*, p.732
- ²⁸ Bob Glancy, 1998 Cedar Isles Calendar (1998), n.p. See also Nelson, “Minneapolis Architecture,” 14; F.H. Stoltze House Survey Sheet, 8-11-83, on file, Minneapolis Heritage Preservation Commission.
- ²⁹ Minneapolis Board of Trade, *Minneapolis Illustrated* (1889), 41.
- ³⁰ Atwater, *History of Minneapolis*, 419.
- ³¹ Atwater, *History of Minneapolis*, 419.

- ³² The Blake property was later owned by Dr. Joshua N. Pinault (1896) and realtor Samuel S. Thorpe (1907). It was razed in 1944 and replaced with a new house. See David Wood, "The Missing Mansions of Lowry Hill," *Lake Area News* (August 1981).
- ³³ Minneapolis Planning Department, *The Future of Lowry Hill*, 10.
- ³⁴ The Lakeview Addition (1875) extended between Humboldt and Oliver Avenues and included the important crest of Lowry Hill west of Humboldt, as well as the low-lying area along the railroad tracks. Summit Park (1878) was situated between the Groveland and Lakeview Additions, and was platted by Henry Beard on land purchased from Thomas Lowry and Calvin C. Goodrich. The Beards also platted Beard's Subdivision (1880), which divided three large parcels of the Groveland Addition into narrow lots. Green's Additions (plats 2 through 9) were laid out between 1898 and 1909 by N. H. Emmans. North of Franklin, most of these additions offered 50-foot lots set on 60-foot streets. South of Franklin, with the exception of the Lake of the Isles Addition (1882), most streets were narrower and many lots smaller. The Martin Eckes farm became Anderson, Douglas and Co.'s 2nd Addition in 1887. Anderson, Douglas and Co. provided 40-foot lots on a 50-foot street along Emerson and Fremont Avenues.
- ³⁵ *Northwest Builder and Decorator* (1891) in Minnesota Historical Society Photograph Collection.
- ³⁶ *Atlas of the City of Minneapolis* (Minneapolis: C. M. Foote, 1892).
- ³⁷ Lake of the Isles Historic District. Draft National Register Nomination, 1984. On file, State Historic Preservation Office.
- ³⁸ Shutter, ed. *History of Minneapolis*, 98-102.
- ³⁹ Railroad construction dates given as 1879-1881; other accounts state 1884 for filling.
- ⁴⁰ Andrea Vermeer and Will Stark (106 Group Ltd.). "Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District," National Register of Historic Places Registration Form, 2005. On file, Minnesota State Historic Preservation Office.
- ⁴¹ Wirth, *Minneapolis Park System*, 91.
- ⁴² Andrea Vermeer and Will Stark, "Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District."
- ⁴³ Shutter, ed. *History of Minneapolis*; Lanegran and Sandeen, *The Lake District*, 26-29.
- ⁴⁴ Shutter, ed., *History of Minneapolis*, 232.
- ⁴⁵ Wirth, *Minneapolis Park System*, 102.
- ⁴⁶ Wirth, *Minneapolis Park System*, 102.
- ⁴⁷ Minneapolis Planning Department, *The Future of Lowry Hill*, 10.
- ⁴⁸ Minneapolis Planning Department, *The Future of Lowry Hill*, 10.
- ⁴⁹ Minneapolis Planning Department, *The Future of Lowry Hill*, 11.
- ⁵⁰ Minneapolis Planning Department, *The Future of Lowry Hill*, 10.
- ⁵¹ Wirth, *Minneapolis Park System*, 107.
- ⁵² "Wagons on Hennepin," *Minneapolis Journal*, 6 May 1892.
- ⁵³ "Four Small Parks Merged into One," *Minneapolis Journal* 22 May 1906.
- ⁵⁴ Lanegran and Sandeen, *The Lake District*, 24-26.
- ⁵⁵ Wirth, *Minneapolis Park System*, 123.
- ⁵⁶ Wirth, *Minneapolis Park System*, 90.
- ⁵⁷ *Minneapolis Journal*, 16 May 1909.
- ⁵⁸ Wirth, *Minneapolis Park System*, 91.
- ⁵⁹ Wirth, *Minneapolis Park System*, 124.
- ⁶⁰ Wirth, *Minneapolis Park System*, 122.
- ⁶¹ Minneapolis Planning Department, *The Future of Lowry Hill*, 10.
- ⁶² Wirth, *Minneapolis Park System*, 91.
- ⁶³ Calvin F. Schmid, *Social Saga of the Twin Cities* 130; John R. Borchert, David Gebhard, David Lanegran, and Judith A. Martin, *Legacy of Minneapolis: Preservation Amid Change* (Minneapolis: Voyageur, 1983), 64.
- ⁶⁴ Parsons, *The Story of Minneapolis*, 114.
- ⁶⁵ *Minneapolis Journal*, 30 December 1899.
- ⁶⁶ *Art Glimpses of Minneapolis: The City of Homes* (Minneapolis: Times Newspaper Co., 1898), 102.
- ⁶⁷ R. I. Holcombe and William H. Bingham, eds. *Compendium of History and Biography of Minneapolis and Hennepin County, Minnesota* (Chicago: H. Taylor, 1914), 551.
- ⁶⁸ Carole Zellie, *Lowry Hill East Historic Context Study*, 7.

- ⁶⁹ Charles M. Loring, "History of the Parks and Public Grounds of Minneapolis," *Collections of the Minnesota Historical Society* 15 (May 1915): 599-600.
- ⁷⁰ *Proceedings and Report of the Annual Meetings of the Minnesota Territorial Pioneers*, May 11, 1899 and 1900.
- ⁷¹ *Railway Age Gazette* (Dec 3, 1915): 1059-1060.
- ⁷² Wirth, *Minneapolis Park System*, 91; "Lagoon Bridges by Next October," *Minneapolis Journal*, 5 April 1910.
- ⁷³ "Parkway Replaces Street Along Tracks," *Minneapolis Sunday Journal* 13 September 1914, 1.
- ⁷⁴ Minneapolis Planning Department, *The Future of Lowry Hill*, 10-12.
- ⁷⁵ Minneapolis Heritage Preservation Commission, "Lake of the Isles Historic District Study," 1984. On file, Minneapolis Heritage Preservation Commission.
- ⁷⁶ Minneapolis Heritage Preservation Commission, "Lake of the Isles Historic District Study."
- ⁷⁷ Before Restricted Residence Zoning (1913) and the citywide zoning ordinance adopted in 1924, home builders were concerned about proximity to "cheap" construction and industrial land uses. Many lot sellers in East Isles attached restrictions to parcels.
- ⁷⁸ Lanegran and Sandeen, *The Lake District*, 85.
- ⁷⁹ Trilby Busch Christensen, "Legacy of a Master Builder: Theron Healy's Dream of Minneapolis Lingers in his Queen Anne Architecture," *Twin Cities* (November 1972), 74-80.
- ⁸⁰ Biographical information from architect and builder files at the Northwest Architectural Archives, University of Minnesota. Commission addresses from Bob Glancy and JoAnn Hanson's calendars, Minneapolis building permit index cards, and Heritage Preservation Commission files at the Community Planning and Economic Development Department (CPED), Minneapolis City Hall.
- ⁸¹ Kees and Colburn file, Northwest Architectural Archives, University of Minnesota.
- ⁸² Bob Glancy and JoAnn Hanson, *1998 Cedar-Isles Calendar*.
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- ⁹⁰ Edwin H. Hewitt file, Northwest Architectural Archives, University of Minnesota.
- ⁹¹ William Kenyon file, Northwest Architectural Archives, University of Minnesota; *Minneapolis Journal* 3 May 1914, Real Estate Section, 12; "The Work of William Kenyon, Architect," *Architectural Record*, vol 31, 1912.
- ⁹² Franklin B. Long file, Northwest Architectural Archives, University of Minnesota.
- ⁹³ William G. Purcell file, Northwest Architectural Archives, University of Minnesota.
- ⁹⁴ Lanegran and Sandeen, *The Lake District*, 94.
- ⁹⁵ See for example, society pages of *Minneapolis Journal*, Sunday and other editions, 1905-1910.
- ⁹⁶ "Greatest Home Building Year in City's History," *Minneapolis Journal* 17 Dec., 5.
- ⁹⁷ "Wonderful Lake of the Isles Home," *Minneapolis Journal* 11 1923, Real Estate Section, 2.
- ⁹⁸ "Hoover Stresses Better Homes Needed," *Minneapolis Journal* 10 May 1925.
- ⁹⁹ Minneapolis Heritage Preservation Commission, "Lake of the Isles Historic District Study."
- ¹⁰⁰ Stephen C. Trimble, *In the Shadow of the City: A History of the Loring Park Neighborhood* (Minneapolis: Minneapolis Community College Foundation, ca. 1988), 69.
- ¹⁰¹ "Calhoun District Fights Coal Yards," *Minneapolis Journal* 11 August 1911, 20.
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- ¹⁰⁴ *Minneapolis Tribune*, 3 December 1963.
- ¹⁰⁵ "Lowry Hill High-Rise Plan Still in Doubt," *Minneapolis Tribune*, 21 March 1972.
- ¹⁰⁶ "Townhouse Project Dooms Kenwood's Paganistic Rites," *Minneapolis Star*, 30 July 1980, 3B; Mount Curve Plan is Approved," *Minneapolis Star* 8 December 1979.
- ¹⁰⁷ "Ordinance Allows Mansion Owners to Share the Wealth" *Minneapolis Star and Tribune*, 5 August 1982.
- ¹⁰⁸ William Stark (The 106 Group Ltd.), "Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District." National Register of Historic Places Nomination. On file, State Historic Preservation Office.

- ¹⁰⁹ Charlene Roise, *Lake of the Isles Master Plan: Document for Consultation*. Prepared by Hess, Roise and Company, 1999. On file, State Historic Preservation Office.
- ¹¹⁰ Michael Koop, "Living Downtown," *Hennepin History* (Summer 1994), 17; Carole Zellie, Landscape Research, "Stevens Square," National Register of Historic Places Registration Form, 1993, 8-24.
- ¹¹¹ Minneapolis Planning Department, *The Future of Lowry Hill*, 10-12.
- ¹¹² "Flat Life Growth of 400 Percent Stirs Civic Body," *Minneapolis Journal* 18 March 1914, 1.
- ¹¹³ "Flat Life Growth of 400 Percent Stirs Civic Body," *Minneapolis Journal* 18 March 1914, 5.
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- ¹¹⁵ Bob Glancy and JoAnn Hanson, *2000 Calendar*; 1900 U.S. Census, Minneapolis, Hennepin County, ED 93, sheet 45A.
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- ¹²⁵ Mead and Hunt, *Historic Resources Inventory: Portions of Calhoun Isles Area, City of Minneapolis*. Prepared for the City of Minneapolis Heritage Preservation Commission and Minnesota State Historic Preservation Office, July 2006.

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