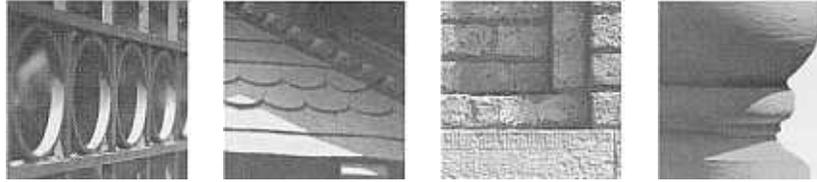


PRESERVATION JOURNAL OF SAINT PAUL

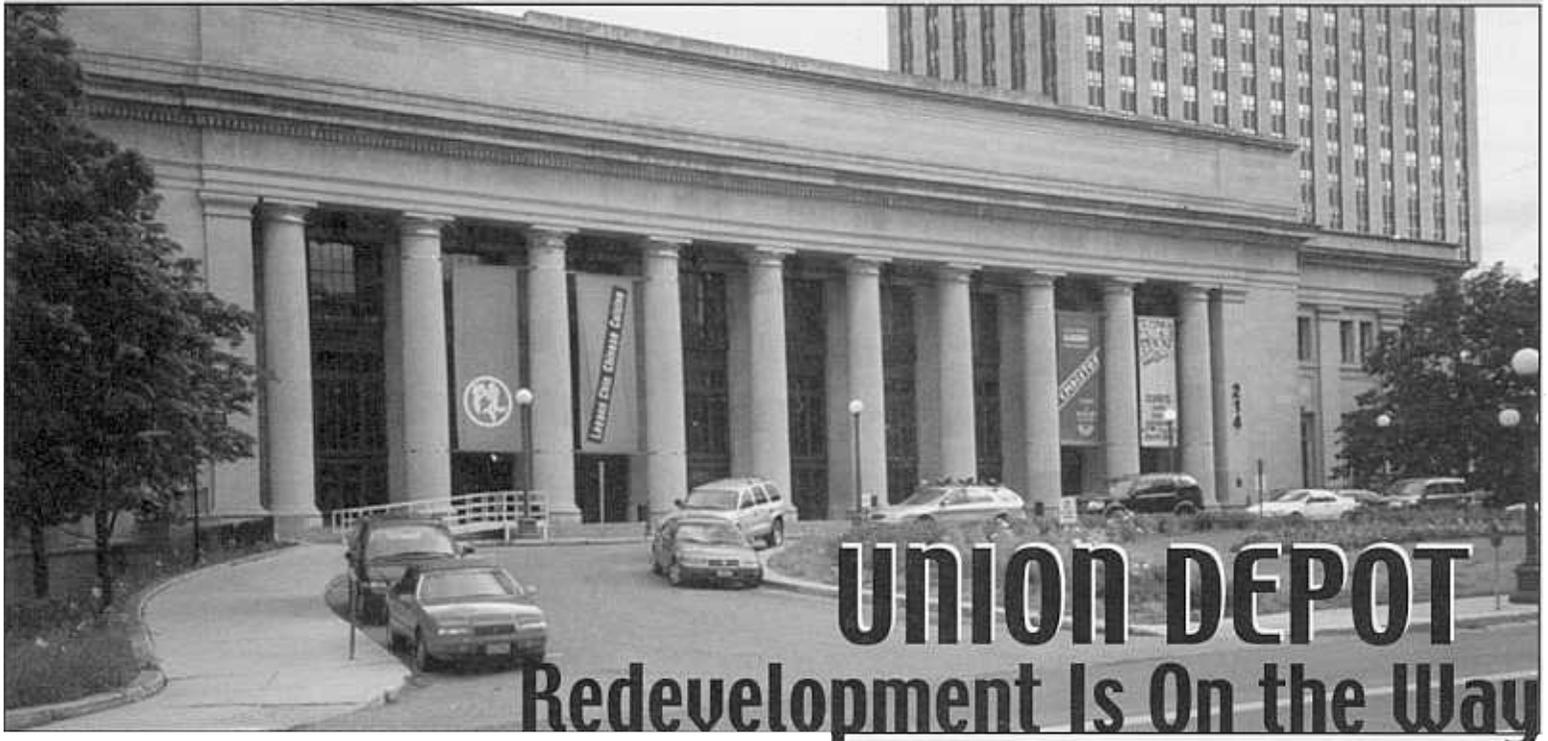
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CELEBRATE HERITAGE | RENEW NEIGHBORHOODS | STRENGTHEN COMMUNITY

FALL 2004

VOLUME 2, ISSUE 2



BY DOUG MACK

In the development puzzle of downtown Saint Paul, pieces are starting to come together to form a dynamic whole. Riverfront redevelopment efforts have already begun, with plans for more. Each week seems to bring new lofts to Lowertown, in historic buildings or new structures. But an important piece, one that could be the key to the future of the city and even the region, is still not quite in place: Union Depot and the adjacent 12-acre Post Office Process and Distribution Center. Once this site is fully redeveloped, it will serve as the vital connection between the central core of downtown and the riverfront.

Plots of and dreams for reinvigoration of the building—and using it as a gateway to future redevelopment along the river—have been brewing since the last trains left, and the Lowertown Redevelopment Corporation,

downtown business leaders and officials at all levels of government have been seriously working on long-term planning for the site since the mid-1990s. These plans, including adaptive re-use of the 16-story post office building on Kellogg Boulevard and the Union Depot concourse (which is currently used by the U. S. Postal Service), would add new, vibrant layers to the Lowertown neighborhood and serve as a gateway to the riverfront. Geographically and architecturally, the site has unique and important assets that offer superb opportunities for mixed-use development, but because the USPS owns the concourse and adjacent building, the grand schemes of redevelopment have been, in a sense, stuck in the station.

It appears that this is about to change, after lengthy efforts and several false alarms and close calls, including a failed effort to

move the postal facility to Arden Hills. Due in part to pressure from Saint Paul and Ramsey County officials, the Postal Service announced in February that is indeed feasible to move much of the facility to Eagan. The existing USPS facility there, officials determined, can be expanded to handle the mail processing now done in downtown Saint Paul. Though the decision to move is not final, and the rather arduous moving process could take years, Weiming Lu, the President of the Lowertown Redevelopment Corporation, says that the relocation is finally past the hypothetical and into the work-out-the-details stages, which, he says, "gives us the OK sign to move ahead on the Depot redevelopment."

The redevelopment scenario with the greatest promise and the one that will have the

Union Depot *continued on page 6*



Staff: CAROL CAREY | ROBERT ROSCOE | DOUG MACK

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Preservation 101 BY ROBERT ROSCOE **Historic Designation: Local Designation and National Register Designation**

What really makes a building or property "historic"? The use of the word "historic" as an adjective describing a condominium for sale? Because it's the oldest building on the block? More to the point – does the fact that you can drive a car officially make you a "driver"? It is the relevant recognized authority that makes the difference. According to the State of Minnesota, you must have a valid driver's license to be classified as a driver. Auto insurance companies make the same consideration.

Historic or heritage designation is a status granted to buildings and properties by local municipalities having heritage preservation commissions (HPCs), by the State Historic Preservation Office (SHPO) of a state historical society, or by the National Park Service.

In the case of Saint Paul, the city's heritage preservation commission, functioning within city government, studies properties and historic districts considered eligible for local heritage designation, using three main categories: the building's architectural merit, the building or property's important role in the city's historical development, and a building's association with a person or persons having made significant contributions to the city's history. The property under consideration must have a considerable measure of at least one of these categories. Although architectural merit is the most typical condition, most buildings given heritage designation that

have exemplary architectural attributes also have strong associations with contributing to city growth. Examples are the Saint Paul City Hall and three Carnegie branch libraries – Arlington Hills, Saint Anthony Park, and Riverview. Historic districts also must be important examples of the above categories, with city growth the foremost consideration, but must also have examples of architecture appropriate to the period of significance, and sometimes people who have been important to

ties in much higher esteem than properties with local designation, the national register has very little directly applicable protection that would prevent demolition of historic buildings or deleterious alteration. Local designation, in preservationists' parlance, has "teeth," meaning building permits required for demolition or remodeling mandate review by local heritage preservation commissions, who have regulatory ability to approve or deny such requests. This measure often provides

real protection for historic buildings and districts, as HPCs' review decisions are usually are upheld by appeals, and the most valuable contributions by HPCs are their resources and design assistance talents that can guide building owners who often appreciate their advice.

Conventional wisdom also holds the belief that historic designation is reserved for edifices built and owned by those in

prominent society and high levels of political, religious and corporate power. But an examination of National Register buildings and locally designated properties will list more movie theaters than opera houses, as well as places of popular culture. Mickey's Diner is the only separately designated eatery in Saint Paul. The C.S.P.S. Hall on West Seventh Street and the Schornstein Grocery and Saloon in Eastside Saint Paul represent immigrant and working class life in the city's early history.

Historic or heritage designation is a status granted to buildings and properties by local municipalities having heritage preservation commissions, by the State Historic Preservation Office of a state historical society, or by the National Park Service. . .



the formation of the area within the historic district.

Buildings and properties representing national development that also reflect architectural styles of the period of significance, may be associated with leaders instrumental with the building, site or district, may be listed in the National Register of Historic Places, commonly known by preservationists as national register properties. Although conventional wisdom places national register proper-

New Financing for Old Buildings

The National Trust Community Investment Corporation recently announced that, in partnership with Tax Credit Capital, LLC, it has created a new service, the **National Trust Small Deal Fund (SDF)**, to invest in small historic tax credit projects, which are often passed over by equity syndicators because they are comparatively high-cost. All types of properties, including housing, retail, office and mixed-use, are eligible for SDF, which operates in all 50 states. For more information, including details on project eligibility, visit www.ntcicfunds.com.

There are, of course, other useful financing tools already available, namely the **Federal Rehabilitation Tax Credit (RTC)**. As the name implies, the program offers federal tax credits to historic property owners, creating a dollar-for-dollar reduction in owed federal taxes. For further information on eligibility and other details of the RTC program, visit the web page listed in the sidebar (or go to www.nationaltrust.org and click on the Rehabilitation Tax Credit Guide link at the bottom of the page). This site includes a very useful, comprehensive guide to the RTC.

Some states have State Historic Tax Credits; Minnesota, however, does not. The Preservation Alliance of Minnesota is pushing for legislation to enact such a tax credit; see story below for more information on this effort. Minnesotans do have one important resource, the "This Old House" program, which offers a break on property taxes for many homes over 45 years old. Specifically, improvements on such houses that add at least \$5,000 to the value of the property are not included in the property's value for tax purposes.

Finally, the National Trust for Historic Preservation runs several **grant and loan programs for historic preservation**, although these are targeted primarily toward nonprofit organizations and public agencies. Among the focus areas of these programs' component funds are education, interior restoration, economic development-driven preservation efforts in low- to moderate-income communities, and "recapturing a sense of place."

The "Financing Historic Preservation" page of Historic Saint Paul's web site, www.historicsaintpaul.org, also contains some basic information about these programs, as well as all of the links listed above.

RESOURCE: The NTHP's In-Depth Guide to Rehabilitation Tax Credits
www.nationaltrust.org/community_partners/taxcreditguide/index.html

Minnesota Historic Tax Credit: Coming Soon? Perhaps.

In the coming legislative session, there will be a strong collective effort, lead by the Preservation Alliance of Minnesota (PAM) to pass legislation creating a state historic tax credit for Minnesota. PAM has attempted to pursue similar legislation in the past, but has not yet been successful. This year, however, supporters of the measure are optimistic that it will pass. The implementation of a State Historic Tax Credit would be a boon to preservation efforts across the state, helping to alleviate some of the economic challenges of these efforts. In other states where similar legislation has passed, results have been posi-

tive, with the tax credit creating more revenue for the state; these success stories will form the basis for an economic impact study for Minnesota, which will be crucial to convincing legislators of the positive impact of a State Historic Tax Credit. Members of the committee have met with faculty at the University of MN's Humphrey Institute about having a public policy class undertake such a study this fall. Pursuing the state tax credit was the number one priority listed on the Saint Paul Planning and Economic Development (PED) response to the PDI report.

Upcoming Events

25TH ANNUAL STATEWIDE PRESERVATION CONFERENCE

"Improving Community Life with Historic Preservation" is the theme of the **25th Annual Statewide Preservation Conference**, which will be held **September 23-24** in St. Cloud's historic Paramount Theater. Events include:

Sessions on smart-growth efforts in Minnesota and Wisconsin, preservation of St. Paul's historic resources through neighborhood planning, downtown revitalization efforts in St. Cloud, and an archaeology project in Elk River.

A keynote address by Pratt Cassity, director of public service and outreach at the University of Georgia's School of Environmental Design.

Specialized training for members of heritage preservation commissions through the Commission Assistance and Mentoring Program (CAMP) of the National Alliance of Preservation Commissions. The curriculum covers commission roles and responsibilities, standards and guidelines identifying and protecting historic resources, legal issues, and public support and outreach. All CAMP participants will receive a comprehensive training-and-resource manual.

At a reception in the historic Stearns County Courthouse, the Preservation Alliance of Minnesota will present its annual awards for recent preservation and restoration projects that exemplify its mission.

For more information, call the State Historic Preservation Office at 651-396-5434, or e-mail mnshpo@mnhs.org.

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AIA MINNESOTA 70TH ANNUAL CONVENTION & EXPOSITION

November 2-5, 2004 at the Minneapolis Convention Center. This year's theme, "Building Common Ground," focuses on how architects must work together with public servants and allied professionals to create the built environment and shape public policy.

Preservation-related programs include: Come on Over to Your House!

Thursday, November 4th, 10:30a.m.-noon
This program, co-sponsored by the AIA Minnesota Historic Resources Committee, discusses the four-part tale of the Minnesota State Capitol from its inception to its future vision.

For more information, visit:
<http://www.aia-mn.org/convention.cfm>

Bringing It All Together PDI Eff

The old cliché may state that the whole is greater than the sum of its parts, but when the separate components fail to interact with their counterparts, as with many preservation efforts in Saint Paul, the cliché can fall apart. In Saint Paul, as in other communities across the country, preservation efforts generally focus on one structure or district at a time, with little effort to create a broader plan or collaborative effort to tie all the pieces together, to think of each project as one part of a community-wide preservation whole.

The Preservation Development Initiative (PDI), of which Saint Paul is one of the pilot cities, aims to address this problem, to bring the preservation bits and pieces together and get the individuals and organizations involved in the various efforts to work collaboratively. Funded by the National Trust for Historic Preservation, through a grant from the John S. and James L. Knight Foundation, the PDI provides \$100,000 in technical assistance to develop and implement a preservation-based community development plan and will leverage \$1.7 million in investments into local preservation projects. In 2002-2003, National Trust representatives visited Saint Paul to learn about how local preservation efforts and major sites that merit restoration could be better linked with current community and economic development strategies. The findings were compiled in an Assessment Report, which outlined recommendations for preservation efforts, highlighted key structures that deserve particular and prompt attention, and documented the existing resources and problematic gaps in these resources.

Among the key structures identified in the report were Union Depot and the adjacent post office site, Hamm's Brewery, and the Head House/Sack House on the Mississippi River, detailed updates on which can be found elsewhere in the Preservation Journal. The report also identified certain projects and tasks as being of high priority, in particular strengthening the role of the Historic Preservation Commission (HPC) in the planning process, bolstering heritage tourism efforts and the promoting the implementation of a state historic tax credit. On a more general level, the Assessment Report provided a mandate and a blueprint for better collaboration between economic development organizations, community groups, preservation-specific organizations and players.

The PDI Assessment Report, in short, provides a unique document that will serve as a catalyst for future preservation efforts and a guide detailing the broad scope of what can be done and how best to do it.

Now, local partners are moving forward with implementation of the report's recommendations. Planning has already begun for the redevelopment of the key structures, and it is hoped that ongoing participation and support from a range of preservation and development interests will enhance collaborative efforts and the allocation of more resources to rapidly and effectively implement these plans. The effort to enact a state historic tax credit, also identified as a priority, has now found new life and will accelerate considerably in during the coming legislative session.

Heritage Tourism efforts, too, received a

major boost from the report's recommendations. In fact, the Heritage Tourism section of the report is one of the longest and most in-depth, making it clear that this is an absolutely vital component of broader preservation efforts and that Saint Paul is particularly well-suited to take advantage of the opportunities for Heritage Tourism. Thanks in part to this major finding of the PDI Assessment report, Heritage Tourism efforts in Saint Paul have indeed expanded led by MN Landmarks, the Saint Paul Convention and Visitors Bureau, and a coalition of heritage sites and organizations. A Cultural Heritage Pass was released (and distributed widely) in the spring, followed shortly by a new web site, www.saintpaulculturalheritage.org. The Heritage Tourism efforts are expanding, with a new guide, this one specific to the East Side and Lowertown areas, in the

UPDATE

PDI KEY STRUCTURES

HAMM'S BREWERY

The final draft of a redevelopment study for the Hamm's Brewery site is nearly complete, and the future is looking bright for the site. A preliminary draft of the report detailed several different potential plans for residential and mixed-use redevelopment of the site, using many of the existing buildings.

Hamm's Brewery was founded in 1864 after Theodore Hamm acquired the Pittsburgh Brewery, located on the west bank of Phalen Creek. Shortly thereafter, Hamm moved the brewery facilities across the creek. The brewery functioned under several owners, most recently the Stroh's company, serving as an important landmark and institution on Saint Paul's East Side, particularly during the early- and mid-20th century. The brewery closed in 1997, leaving the historic structures unused. Now, the community leaders and city officials hope that the site will be redeveloped and will once again be a notable landmark of Saint Paul's East Side.

The redevelopment study is the first step in this process, and city officials hope to use these findings in preparation for a Request for Proposals (RFP), to be put out this fall. The city has also taken other efforts in preparation for the RFP, including conducting environmental assessments of the site, and will likely hold some community meetings after study is redeveloped study is released to increase area residents' awareness of and, potentially, involvement in the redevelopment process.

her: orts In Full Swing

final stages of production, and other neighborhood interpretive guides in the planning stage. These efforts are the earliest tangible results of the PDI, and lay the groundwork for a long-term, vital and cohesive Heritage Tourism program in the city.

There has been progress on other elements noted in the PDI Assessment Report, although most of these projects are still in the planning stages. At a meeting in late July organized by Historic Saint Paul, individuals working on these high-priority tasks met to discuss the progress of each project and to begin enhance collaboration on these individual efforts and on the overarching task of promoting historic preservation across the city. The key structures (including Hamm's Brewery, Union Depot and the Head House/Sack house site) are in various planning

stages of redevelopment, but those involved in each project offered optimistic outlooks, tempered by some financial and political concerns, on the future of the respective endeavors. As the details of these projects are finalized and the opportunities and hurdles for each are firmly identified, HSP will work with parties involved to identify available resources and help to encourage collaboration between organizations, governmental agencies and others so that each project can realize its potential both individually and as a piece of the broader whole of preservation efforts.

More immediately, HSP's residential revolving loan program, another beneficiary of PDI resources, will soon begin (this will be similar to HSP's Restore Saint Paul pilot loan program, which is in its final stages, but will be broader in scope and will be conducted in

partnership with Community Neighborhood Housing Services and other local lenders). HSP will also soon develop a commercial façade enhancement loan focusing on the rehabilitation of historic buildings in targeted commercial corridors.

The various components of the Preservation Development Initiative are in different stages of development, but HSP hopes that aided by the framework provided by the PDI Assessment Report, the financial and technical resources available through the program, and, on a less tangible level, the ability of the program to foster collaboration and encourage awareness and discussion of preservation as a city-wide endeavor, each component will ultimately be successful, finally creating a whole that is indeed greater than the sum of the parts.

HAMM'S BREWERY | HEAD HOUSE/SACK HOUSE | UNION DEPOT
(see below) (see below) (see page one)

HEAD HOUSE/SACK HOUSE

The idiosyncrasies of the site and its buildings provided some obstacles, but are also assets in the long term. Architect Chuck Liddy of Miller Dunwiddie, and the leader of the study team, says that the site is "a little isolated for a lot of commercial development, sited between Payne and Arcade, each of which has had problems with commercial development in the recent past. ... However, if a developer comes forward with a vision and the ability to get it done, I'm sure that the community would support whatever it might be."

Liddy is optimistic that major redevelopment of the site will be done within the next ten years, a reasonable time frame given the size of the project and the much slower speed of redevelopment of comparable sites in Minneapolis, at the Grain Belt Brewery (in Northeast) and the Milwaukee Road Depot site, both of which took over 20 years to complete.

HAMM'S BREWERY

If all goes according to plan, and financing falls into place, groundbreaking on redevelopment of the Head House and Sack House, two aging structures on the Mississippi, could occur as early as next spring. In often typical preservation efforts, "according to plan," is code for "in the highly unlikely best-case scenario ..." but in this case, though there are plenty of obstacles, the plan looks to be realistic and its timely and effective implementation appears, happily, entirely feasible.

There is a tentative redeveloper for the site, ADRZ, which has adaptive re-use plans for the Head House as an interpretive center and the Sack House as a restaurant and bar, with the profits from the restaurant facility helping to fund the interpretive center. A study of the piers supporting the structures found that they were in relatively good condition.

Still, because of the number of agencies involved in the approval process for the

plans (including the Department of Natural Resources, because of the riverfront site), and the limited parking space (which would become a pressing issue if the current redevelopment plans go forward), the process of finalizing all the plans and beginning the actual redevelopment has been somewhat slow. Additionally, there is (as with many preservation efforts) a financing gap — about 75 percent of the necessary funds have been secured, but the project still needs approximately \$1.5 million in funding. The developers will likely use historic tax credits and preservation loan funds, as well as city and philanthropic funding, as key parts of the financing package.

According to Gregory Page of the St. Paul Riverfront Redevelopment Corporation, the current funding shortfall is the major obstacle to redevelopment. "Preservationists should know that the funding issue is key," says Page. "If the rest of the necessary funding is not secured, the project cannot proceed and buildings are in jeopardy."



Union Depot *continued from page 1*

greatest long-term and widespread impact, centers on the re-establishment of Union Depot as a transit hub, a central location serving the many forms of rail transit that are expected to develop in the Twin Cities in the next decade: the Central Corridor light rail line (which will complement the recently-opened Hiawatha Line), a commuter rail line to Hastings and a high-speed line to Chicago, as well as the Greyhound and Jefferson bus services. Union Depot's location and existing facilities make it the logical choice for a multi-modal transit hub, a determination made by the LOCATE Task Force, a consortium of city, county and state officials, as well as businesspeople and others, that sought to determine the best site for such a hub.

The mere redevelopment of the site would provide an important amenity to Saint Paul by creating a landmark connecting the central business area to the riverfront, but Union Depot would be elevated to a status of true regional importance if the multi-modal

blocks hindering rapid progress on such a large-scale redevelopment effort, a series of factors points to the necessity and likelihood of successful implementation of the redevelopment plans. The site is large enough to serve as a multi-modal hub and, just as important but less tangible, it has the historical and geographic cachet to make it appealing to riders of the various rail lines. Lu notes that when the CEO of Amtrak toured the Union Depot site, at the invitation of Lu and then-mayor Norm Coleman, he was impressed by the surrounding area; here, he found a genuine, vibrant community, something lacking in many central city neighborhoods in which Amtrak has considered locating stations.

A downtown station, particularly one in a landmark historic building, would also well serve the proposed Central Corridor light rail line; Union Depot would be not just a grand station for Twin Cities transit, but, in a sense, the Grand Central Station. The early success of the Hiawatha light rail line (where ridership



When all the plans are realized Union Depot will be not just an important station for Twin Cities rail transit, but, in a sense, the Grand Central Station.

rail hub plan comes to fruition. Union Depot would once again hum with life as travelers and workers passed through; the historic building would again feel young and lively, the heart of downtown.

This movement towards full redevelopment will occur in phases over the course of several years after the postal facilities move. Phase I, which would take an estimated four years to complete, entails moving Amtrak, Greyhound and Jefferson Lines stations from their current sites to Union Depot, as well as establishing the site as a Metro Transit bus hub.

For the long term, despite the financial challenges (estimated cost: \$275 million-\$300 million) and other potential road-

in July, the first full month of operation, was nearly double officials' projections) bodes well for the expansion of this system, and the elevation of Union Depot to regional, multi-modal transit hub, and a true city landmark.

"So much of Saint Paul's early history was written here," Lu says, "and we have an opportunity to recapture this, and also to use Lowertown's 21st-century amenities, and [the area's] natural amenities. This is the most crucial part of Saint Paul's future. Everyone realizes the importance of the Depot."

Ramsey County Commissioner Victoria Reinhardt echoes this statement, saying that "Union Depot represents the next stage in the region's transportation future."

With this abundant opportunity in mind, and the USPS move in place, city officials and neighborhood groups are reviewing and preparing to implement their plans; the most frustrating part of the redevelopment process, waiting for the site to become available, is nearly over. It will still be a few years before the USPS can move its extensive facilities, to be sure, but this move has at least gone from hypothetical to imminent. The trains are coming, and with them, one can only hope, the long-awaited redevelopment of the Saint Paul's riverfront.

Information for this article was provided by Weiming Lu and the office of Ramsey County Commissioner Victoria Reinhardt.

GET INVOLVED!

If you want to participate in this process and help it move forward ...

Contact your elected officials to encourage them to support this relocation, which will allow adaptive reuse of the Postal Service's riverfront facilities.

Show general support for the project as it moves forward, including attending public meetings and writing letters in support of the project at critical points in the process.



The back of Union Depot, along Kellogg Boulevard. This part of the building is in worse condition than the front lobby area.

"This place is far too precious to see it go to demolition" - Kristin Dawkins, owner

Reawakening a Payne Avenue Gem

BY ROBERT ROSCOE

After Kristin Dawkins bought an old and faded storefront building at 858 Payne Avenue to reclaim its former use as a café with second floor apartment flats, she looked through the café's succession of names in its early days to reclaim one for her new operation. Then, when workers pulled off scabby layers of asphalt sheet siding, she saw a large sign painted on the original lap wood siding proclaiming "U & I Café." That's all she needed - a name that aptly describes the community spirit in this multi-cultural community she wants to foster in her coffeehouse and café.

In 1885, Magnus Lindgren bought the property at 858 Payne and constructed the two story wood frame building with a ground floor saloon in the storefront Victorian style like so many other street-fronting buildings on Payne Avenue at the time. His family lived above the saloon. Eighteen years later, according to neighborhood historian Steve Trimble, Lindgren sold the building to the Theodore Hamm Brewing Company, who was buying bars to gain exclusive outlets for their beer. When Prohibition came in the 1930s, the establishment began to sell root beer and other soft drinks, later surrepti-

tiously augmented by alcoholic spirits. Around 1940 Hamms transferred ownership of the property to its real estate holding company. The place continued to work as a bar, until 1968 when three college roommates occupied both floors as apartments, the long mahogany bar and ornamental back bar remaining in place. Later, the ground floor became vacant, with the saloon's bar, ceramic tile floor beneath the overhanging bar top, fixtures and other accoutrements looking like the place would be ready for operation come morning, remaining so for over 17 years until

Dawkins bought the building.

Dawkins and her team of workers is now in the process of rebuilding much of the building's structure, including digging the basement dirt floor deeper to accommodate a concrete floor and more headroom. Architect Scott Mullner of redlured design has prepared renovation drawings for U&I Café, including updating the upstairs apartments.

The U&I will feature coffee and ice cream, along with soup and sandwiches with daily specials. Dawkins will use local farms and merchants to provide U&I with food items. Computers will provide a cybercafe function, and Dawkins also plans a mini-museum offering glimpses of area history with artifacts donated to Dawkins by many local residents. After the place settles into operation, Dawkins will feature salon evenings with music, special food and various entertainment venues.

Why would Dawkins, an administrator for an international agricultural trade policy institute, want to rescue an old structure looking like it's seen it better days? "This place is far too precious to see it go to demolition," she exclaimed.



HISTORY OF THE U&I CAFE / 858 PAYNE AVENUE

1848-188~: The land containing 858 Payne Avenue was first legally recorded by fur trader Henry Sibley in September, 1848. Part of the holdings were later transferred to land developer James Stinson.

1884: Stinson sells Louisa Weide Block 46-the Arlington Hills Addition to St. Paul. In March 1884 she and her husband register the Chas. Weide Subdivision to the City of St. Paul.

1885: Magnus Lindgren buys lot 24 from Charles and Louisa Weide in June. He had earlier run a bar and lived in Rosabel (Wall St.) in the Lowertown area. The building was probably constructed over the summer and/or fall.

1890-91: City directory lists 858 Payne Ave. saloon owned by Magnus Lindgren. He and his family live at the same address, above the business.

1903: Magnus Lindgren sold land and building to the Theodore Hamm Brewing Company

for \$4,000. The sale was on April 16, 1903. Hamm and other brewers bought up bars to have exclusive outlets for their beer.

1905: Andrew. A. Olson runs the saloon and lives at 858 Payne Avenue.

1930: Andrew A. Olson and his wife Bertha still run 858 Payne Avenue but with prohibition, they are now selling soft drinks and live at 678 Orange.

1934: The Olsons sell beverages at 858 Payne Avenue. The upstairs is rented by Herman and Martha Kirstein. He is a bottler at Hamm's.

1938: The Hamms Brewing Company transfers ownership to its real estate company, United Properties, Inc., on January 3, 1938, filed in 1941.

1941: United Properties sells property to Joseph and Hazel Rossi on May 8. Some sources

RESEARCH BY STEVE TRIMBLE

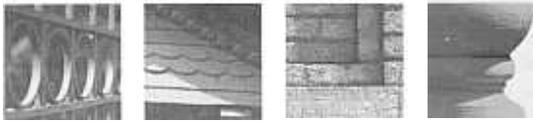
say Rossi had earlier made his living as a boot-legger. The childless couple also live in the upstairs apartment.

1950-51: City directory lists Jos. M. Rossi, as owner of 858, selling beverages.

1968: Joseph Rossi still owns the property as of June 18, 1968 when there was the creation of an independent school district of St. Paul.

1972: Paul A. Habberstad, Mel Sinn and another college roommate become the owner of 858 Payne Avenue. The property is now residential, consisting of two units. Eventually, only Mel Sinn and his wife Barb remain as residents until they too move away and rent the apartments.

2003: Kristin Dawkins buys 858 Payne Avenue from Mel and Barb Sinn and begins its restoration as a coffee house and community center.



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DAVID LANEGRAN, Ph.D., Macalester College

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