

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Downtown Grand Forks Historic District

other name/site number: Grand Forks Original Townsite; Central Business District (CBD)

2. Location

street & number: Downtown Grand Forks, at the Red River of the North

not for publication: n/a
vicinity: n/a

city/town: Grand Forks

state: North Dakota code: ND county: Grand Forks code: 035 zip code: 58201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mark E. ...
Signature of certifying official/Title

11-10-05
Date

State or Federal agency or bureau

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 see continuation sheet
- determined eligible for the National Register
 see continuation sheet
- determined not eligible for the National Register
 see continuation sheet
- removed from the National Register
 see continuation sheet
- other (explain)

Edson H. Beall
Signature of the Keeper

Date of Action
12/29/05

5. Classification

Ownership of Property: private; public-local; public-federal

Category of Property: District

Number of contributing resources previously listed in the National Register: 26

Name of related multiple property listing:

Grand Forks Multiple Resource Area (Roberts & Roberts, 1981)

Downtown

Number of Resources within Property		
Contributing	Noncontributing	
42	15	building(s)
		sites
4		structures
		objects
46	15	Total

6. Function or Use**Historic Functions:**

Commerce/business

Government/

Education/school

Transportation/railroad related; road related

Current Function:

Commerce/ business

Government/

Education/school

Transportation/road related

7. Description**Architectural Classification:****MATERIALS:**

foundation: concrete; brick; stone

walls: wood; stucco; brick; stone

roof: asphalt; wood; tile

other: steel

Narrative Description:**Summary**

The City of Grand Forks is located in the northeast corner of North Dakota, at the confluence of the Red River of the North and the Red Lake River, 135 miles south of Winnipeg, Manitoba, in the geographic center of the Red River Valley. In 1869, pioneer settler Paul Hjelm Hansen described this setting:

the flow of the rivers forms various curves into the land and these curves, which are surrounded by trees while the fourth lies open toward the prairie, form very beautiful places for buildings in shelter of the woods. The whole prairie, which is without undulate or rising, is the most fertile land that one may desire. It is composed of rich mold with a slight mixture of sand on a substratum of clay. On these prairies are places for many thousand farmers.¹

Today, an elaborate grid of transportation networks and commercial, civic, and residential infrastructure, built to serve these many thousand farmers, overlays these basic and defining characteristics of river, topography and soil.

See Continuation Page

¹ Quoted in Axel M. Tollefson, "History of the Norwegian Settlement in Grand Forks County," Master of Arts Thesis, UND, June 1917. On file at the Institute for Regional Studies, Fargo, N.D., pp. 101-102.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: local

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): B

Significant Person(s): NA

Cultural Affiliation: NA

Areas of Significance:

Architecture, Community Planning and Development.
Government, Transportation

Period(s) of Significance: 1875-1953

Significant Dates: 1872; 1880; 1885; 1997

Architect/Builder: Buechner & Orth; Joseph Bell DeRemer; Cass Gilbert; W.J. Edwards; J. Taylor; H. L. Sage; Theodore B. Wells

Narrative Statement of Significance

Summary

The Grand Forks Downtown Historic District is eligible for listing in the National Register of Historic Places for its significant association with the earliest growth of the community's public, commercial, social, and transportation-related infrastructure. This growth is in turn directly related to federal Homestead legislation, the construction of transcontinental railroads, and the rapid settlement of the West that followed (criterion A). The district also represents the diffusion west and evolution of national architectural styles (criterion C).² The period of significance extends from 1875, when the Grand Forks Original Township was first platted in anticipation of the arrival of the St. Paul, Pacific, and Manitoba railroad (later known as the Great Northern), until 1953, when construction of the Highway 81/Washington St. corridor heralded the economic decline of the downtown district. Significant dates/events include 1875 and the platting of Grand Forks Original Townsite; 1880 and the arrival of the Manitoba; 1885 and the arrival of a branch line of the Northern Pacific; and 1997, when flood waters covered all of downtown, resulting in significant destruction, reconstruction, and recalculation of the viable eastern/riverfront limits to development.

To much of the nation, the city of Grand Forks is best known for the flood of 1997 and the downtown fire that followed. For long-time residents, however, the flood was simply the most dramatic and destructive of many. The Red River Valley is flat, flat, local resident Tom Berge says, like the bottom of a bathtub with a shallow scratch for a river down the middle; so flat that when the Red River rises each spring within the banks of that shallow scratch the slow-moving waters have no where to go but out to the fields and communities that line its course.³ Topography is compounded by geographic rarity: to the extent that the slow-moving Red River flows,⁴ it flows north, with spring run off in the warmer southern reaches moving downstream towards the still-icy northern reaches, creating a build up of flood waters.⁵ And both topography and geography are compounded by climate. It snows hard in eastern North Dakota and western Minnesota and some winters are worse than others. The *Grand Forks Herald* names local storms. The winter of 1996-1997, "Adam" came in before Thanksgiving and "Hannah" after Easter. These two storms and the six in between dropped a record 98.6 inches of snow, nearly 10 more than the previous record of 89.1 inches in 1897.⁶ In the flood that followed two weeks after Hannah, 90 % of Grand Forks was inundated, including the entire downtown district. **See Continuation Page.**

² From the 1870s until the present, individuals significant in the history of Grand Forks (architects, journalists, entrepreneurs, financiers, philanthropists) have worked or owned businesses in the town's commercial center: this was the seat of power and of commercial activity. The contributions of some of these individuals have been recognized in individual National Register nominations. The district, however, *as a whole*, is not significantly or directly associated with any one individual's contributions to local, regional, or national history. While additional individual buildings within the district may be eligible for listing in the National Register of Historic Places under criterion B, the larger commercial center is not. Instead, the significance of the district rests in part on the "cumulative importance of prominent residents": criterion A.

³ Tom and Lorna Berge, interviewed by Ann Emmons. Historical Research Associates, Inc., Grand Forks, North Dakota, April 2003; Nancy Edmonds Hanson, *Bread Basket of the World. Fargo, Grand Forks, and the Red River Valley* (Fargo: Dakota Graphic Society, Volume II North Dakota Centennial Series, 1985), p. 3.

⁴ The river gradient between Grand Forks and Pembina at the Canadian border is less than one-half foot per mile.

⁵ Merritt, *A History of the St. Paul District U.S. Army Corps of Engineers*, p. 230.

⁶ Grand Forks Herald and Knight-Ridder Newspapers, *Come Hell and High Water. The Incredible Story of the 1997 Red River Flood* (Grand Forks: Grand Forks Herald Inc., 1997), p. 11.

9. Major Bibliographic References**See Continuation Page.****Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # ND-21
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

10. Geographical Data

Acreage of Property: 80.4 acres

UTM References: See Continuation Page.

Verbal Boundary Description

An irregular rectangle extending from the Red River north to University Avenue; west to Fifth Street; south to Division Avenue; and east to the Red River. See Site map.

Boundary Justification

See Continuation Page

11. Form Prepared By

name/title: Ann Emmons/Historian; Jed Little/Cartographer
organization: NA (private consultants) **date:** July 2005
street & number: 535 E. Front St. **telephone:** (406) 880-3354
city or town: Missoula **state:** MT **zip code:** 59802

Additional Documentation

See Continuation Pages

Property Owner

name/title: Various; see additional documentation
street & number: NA **telephone:** (701) 772-8756 (Grand Forks Historic Preservation Commission)
city or town: Grand Forks **state:** ND **zip code:** 58201

This national register nomination has been financed in part with Federal funds from the National Park Service, a division of the United States Department of the Interior, and administered by the State Historical Society of North Dakota. The contents and opinions, however, do not necessarily reflect the views or policies of the United States Department of the Interior or the State Historical Society of North Dakota.

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Narrative Description Summary, continued

In addition to serving as the commercial center for the north Red River Valley, Grand Forks was historically home to two transcontinental railroads, served as the county seat, and housed the campus of the University of North Dakota. The city's built environment reflects this diverse use, the town's relative prosperity, and its early settlement along regional and national transportation corridors. This is most true in the historic commercial district, a distinct commercial-use area bordered by the river and adjacent residential neighborhoods; bisected by the Great Northern and the Northern Pacific corridors; and housing the county courthouse complex, city and corporate offices, financial institutions, and the city's oldest commercial establishments. The 18-square-block area extends from the Red River north to University Avenue and the initiation of the historic "Near Northside" residential neighborhood, west to Fifth Street and the initiation of non-contributing modern development, and south to Division Avenue and the initiation of the National Register-listed "Near Southside" residential neighborhood. These boundaries correspond generally to the boundaries of Grand Forks' first subdivision: Grand Forks Original Townsite.¹ Character-defining features include the district's changing orientation to transportation systems, the range of building functions, the range of architectural styles, and consistent density and set-back patterns. Despite modern changes, these features remain sufficiently evident that the district conveys an understanding of historic trends in architectural design and urban planning and the historic growth and character of Grand Forks' commercial and community center. (See Integrity, below.)

Downtown Grand Forks contains historic and intact examples of all typical components of non-residential community development, or "Main Street" design.² These typical components, as defined by the National Trust for Historic Preservation, include buildings related to transportation, government and public welfare, community, commerce, and industry.³

Reflecting their importance to economic development, transportation resources provide the foundational "grid" for the placement and orientation of all subsequent resources. The Red River of the North and associated vehicular and railroad bridges form the east edge of development. The Northern Pacific and Great Northern railroads historically bisected the district, on their straight runs north to Canada and west to the Pacific. Both historic passenger depots are extant, their back doors turned to the busy commercial streets and their front doors turned to face the historic rail corridors. Appropriate to a railroad community, a pedestrian path traces the route of the historic Northern Pacific Line across the Red River floodplain. In addition, the active Great Northern tracks continue to divide the historic district, disrupting the rectangular street pattern and testifying to the importance of the railroad to community development, and historic depots "anchor" the southwest and northeast corners of the historic district. The commercial grid is further defined by DeMers Ave., the historic east-west route to the river-port facilities, and by 5th St., the historic St. Paul to Winnipeg stage route/Highway 81, platted parallel to the river.⁴ (See site map).

¹ Grand Forks Original extended as far west as 6th Street and as far north as 6th Ave. N. The current district extends only to 5th Street, on the west, and University Ave. on the north. The east boundary is defined by the limits to physical integrity while the north boundary is defined by the historic limits of commercial development.

² Richard Francaviglia, *Main Street Revisited: Time, Space, and Image Building in Small Town America* (Iowa City: University of Iowa Press, 1996), passim.

³ Tony P. Wrenn and Elizabeth Mulloy, *America's Forgotten Architecture* (Washington, D.C.: National Trust for Historic Preservation in the United States, 1976), passim.

⁴ David Arthur Hampsten, "An Analysis of Urban Historic Geography: Metropolitan Grand Forks, North Dakota," (University of North Dakota, Grand Forks: Master of Arts thesis, 1994), p. 44.

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Additional resources are roughly clustered by type within the downtown area, located based on their varied need for access to transportation facilities, for high public visibility, or for proximity to the commercial core. Warehouses and industrial sites were historically clustered near the confluence of the two rail lines (within the river floodplain), near the respective depots, and at the junction of the Great Northern's north-bound and west-bound lines (outside the district boundaries). These resources are now limited to a small concentration near the historic Northern Pacific depot. As during the historic period, government and public-welfare resources – including the county courthouse, and city, county, and federal offices – are concentrated in the northwest and southwest quadrants of the historic district, proximate to the commercial core yet on land not more beneficially placed to commercial use. Retail commercial institutions (including banks and hotels) are concentrated in a three-block area radiating from the district's primary intersecting thoroughfares: DeMers Ave. and 3rd St. Reminders of a historic concentration of health-service facilities are located near the historic Deaconess Hospital, at the southern edge of the district. "Community" resources – those categorized by the National Trust as devoted to the "mind and soul" – are more scattered. They include the Empire Theatre on DeMers Ave., the historic Metropolitan Opera House on S. 3rd St., the Masonic Temple on Division Ave., the YWCA at N. 5th Street and 2nd Ave. N., and Central High School at N. 4th St. and 1st Ave. N.

Historic commercial buildings within the district are predominantly one- to four-story buildings with elaborate public façades and unadorned side and rear elevations, frequently abutting the neighboring building and most often uniformly set back the width of the sidewalk.⁵ Appropriate to their use and function, and consistent with historic development patterns, public (government and community) buildings are centered on their building sites, an honorific placement that highlights their size and presence and allows for landscape plantings and multiple entries. Throughout the district, massing, placement, and set-back patterns – consistent with type – assure a cohesive architectural whole.⁶ (See current condition photographs 1-4.)

In reflection of the diversity always found in historic downtowns developed over multiple generations, this cohesive streetscape contains a range of architectural styles. Architecturally, the historic district reflects three dominant chronological trends in American urban architecture: 1) the transition from wood to masonry construction, as pioneer settlers sought to build and to project a place of permanence (a transition represented by the two extant examples of false-front, wood-frame "boomtown" architecture); 2) the consistent immutability of monumental public architecture, designed to project permanence (as represented by all extant public buildings, historic and modern); and, 3) the metamorphosis of commercial architecture, subject to the popular taste and prevalent styles.

Integrity

The district contains evidence not only of historic development patterns but also its continued evolution. By the late 1950s, consumers largely abandoned Grand Forks' once thriving downtown for the commercial "strip" that developed mid-century along the new course of Highway 81 along Washington St. ("gas-station alley") and for the first of the city's strip malls: the Town and Country Shopping Center (1959). Downtown property owners and city officials responded with an urban renewal program that included increased parking facilities, removal of the dilapidated west edge of the historic downtown (providing vacant land for modern construction), and adapting historic buildings to modern function. (Construction of the Downtown Mall provides the most dramatic example of this reuse: in 1979, developers constructed a

⁵ Among the commercial buildings, exceptions are limited to Lyons Garage (32GF791). Consistent with its function, the garage is set back sufficient to provide a large parking area adjacent to the vehicle bays.

⁶ This consistency is consistent with Francaviglia's observation that "of the three elements that characterize the design of Main Street – architecture, street pattern, and open space – the buildings themselves are the most ephemeral." Francaviglia, *Main Street Revisited: Time, Space, and Image Building in Small Town America* (Iowa City: University of Iowa Press, 1996), p. 60.

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“shell” enclosing the second stories of all historic buildings on the east and west sides of the 10 block of S. 3rd St., creating a climate-controlled environment.) Property owners also responded by deferring building maintenance and renovation, as investment in the downtown corridor yielded increasingly narrow returns.

Grand Forks shares these patterns of evolution and growth with cities across the country. Other changes reflect instead the city’s unique tie and association with the Red River and with the river’s frequent and occasionally devastating floods. The city developed first along the river and then slowly backed away from it. Today, this movement is visible not only in the business district’s proximity to and physical orientation *toward* the river but also in the modern riverfront park and flood levee that separate the city *from* the river. Less obviously, the impact of the river upon city development is also reflected in the small, if numerous, public parks that mark the location of historic buildings lost in the flood and fire of 1997 and in the large, if less numerous, commercial and public buildings built in the wake of that flood and fire. (See Site Map.)

The flood and fire of 1997 dramatically altered the appearance of downtown Grand Forks. Historic buildings were restored, as property owners took advantage of insurance claims, Community Development Block Grant (CDBG) funds, and historic tax credit opportunities. Hoffman Clothing (32GF1517), First National Bank (32GF1484), “Boomtown” (32GF3254), Panovitz (32GF11264), Red River Power (32GF1262), the Kloster Block (32GF3256), and the Widlund Block (32GF1252) stand as exemplary examples.⁷ The shell enclosing the Downtown Mall was removed and the historic buildings restored; this block of S. 3rd Street, located at the heart of the district, now contains the greatest concentration of contributing buildings (see current condition photos 2-3). Successful historic preservation efforts thus stand as a hallmark of the community’s efforts to rebuild.

Building destruction and new construction also followed the flood and fire. Fifty-four buildings, eight of them listed in the National Register of Historic Places and all but one of them built during the historic period, were destroyed or irreparably damaged in the post-flood fire. Coordinated (city, county, state, and federal) redevelopment projects, consequent of this destruction, include small community parks and parking lots, a large town square, a corporate center, a new parking garage, a large county office building, and an even larger levee.⁸ With the exception of the small parks and parking lots, scattered on 20 building sites throughout the district, this destruction/new construction generally falls within five concentrated redevelopment zones: 1) east of 3rd St., on land now dedicated to the new levee; 2) the 100 block of S. 3rd and S. 4th streets, a city block now dedicated to the county office building and associated parking garage; 3) the north and south sides of the 400 block of DeMers Avenue, 2 city blocks now dedicated to the Corporate Center and Annex; 4) the west side of the 100 block of N. 3rd Street and the east side of the 10 block of N. 4th Street, the post-flood fire zone, now dedicated to memorial parks; and 5) the southeast corner of DeMers Ave. and S. Third St. a prominent corner now dedicated to the new Town Square.

This destruction and construction has altered characteristic elements of Grand Forks’ historic design. The parks and square – building footprints converted to open space – disrupt the street pattern.⁹ The new Corporate Center and Annex, though they quote the material, scale, and setback of Grand Forks’ turn-of-the-century brick “block” buildings, are

⁷ In each instance, owners rebuilt the storefronts from original plans. The First National Bank represents the only successful effort to rehabilitate a building both flooded and burned. Using private funds the owner restored the brick shell and rebuilt from the inside out.

⁸ William E. Stark and Andrea Vermeer, “Grand Forks Central Business District Intensive Survey, Grand Forks, North Dakota” (St. Paul: The 106 Group Ltd., 2003), p. 20 and Table 2 (pp. 26-33).

⁹ The pocket parks exist only where buildings were burned down or were more than 50% damaged and determined to be not historic following the flood. This is also true of the Town Square area on the corner of DeMers and 3rd. The City of Grand Forks defines these parks as temporary uses to keep the area clean and usable pending redevelopment.

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larger and taller than their neighbors. The Army Corp of Engineers' new earthen levee and flood wall rises 10 feet above 3rd Street before sloping gently to the Red River. Its attendant pedestrian and bike trails maintain the historic physical link between downtown and the river at the same time that its height interrupts the visual link: from the Minnesota banks of the Red River, looking west to downtown Grand Forks, the new Army Corps levee blocks the view of all but the roof tops of all but a few downtown buildings. Only the County Building towers above the levee, the dominant visual presence and a modern reflection of the power of monumental public architecture to symbolize the stability and resolve of a community.

Also without exception, this destruction and construction is consistent with historic development patterns, an affirmation of what Richard Francaviglia has called an "axiom" of Main Street development: "developmental and economic forces in effect on Main Street before a disaster will be continued, and intensified, as a consequence of that disaster."¹⁰ The Red River – by both its placement and its periodic floods – has always dictated the nature and placement of riverfront development. The river simply dictated more loudly in 1997 and the community responded more dramatically. Since the 1950s, downtown business owners have sought to provide sufficient parking in a densely developed commercial zone constructed prior to the advent of the automobile. The new parking garage, parking lots, and transit center represent the most recent manifestation of that trend. Since the 1950s, development of peripheral malls and strip malls has threatened downtown real estate prices and the economic viability of downtown commercial space. Business owners' disinclination to rebuild in the face of the flood, and the open parks that reflect that disinclination, attest to that trend. For decades, government officials have sought to stem the exodus of office workers to suburban office parks, and to regenerate the commercial and cultural vibrancy of the downtown district. The new corporate center, county office building, and plaza all represent the continuation and intensification of that effort. The changes wrought in downtown Grand Forks, by a changing economy and a flooding river, are therefore all consistent with historic development patterns. The community's history can still be traced in the rhythms of its streetscape and the faces of its buildings.

Narrative Description¹¹

In 1994, cultural geography student David Hampsten documented the urban growth of Grand Forks from the early 1870s until the beginning of the First World War. This study period corresponds with the period of most rapid and pronounced growth and change to the commercial center.¹² Using a variety of cartographic sources, most notably Sanborn Fire Insurance Company maps, Hampsten demonstrates that in Grand Forks, in a classic pattern of urban growth and evolution, the central commercial zone was historically centered upon the most modern transportation mode for each respective time period and shifted as these transportation modes evolved. Developed first as a river-port, circa 1859, Grand Forks grew around the port and the connecting wagon roads, "never more than five blocks inland" and in an irregular pattern defined by the irregular line of the river. With the arrival of the Great Northern (running E-W) and

¹⁰ Francaviglia. *Main Street Revisited*, p. 63.

¹¹ Site forms for the 84 contributing and noncontributing resources within the district, complete with building descriptions, site histories, and eligibility recommendation are available from the North Dakota SHPO. In accordance with National Register (NR) guidelines that building-specific information is not repeated here. Twenty-four buildings and one structure within the boundaries of the Grand Forks Downtown Historic District are currently listed in the National Register of Historic Places. Also in accordance with NR guidelines, these resources are excluded from the resource count (see Section 5), yet are included in the Resource Table (included as Additional Documentation).

¹² David Arthur Hampsten, "An Analysis of Urban Historic Geography: Metropolitan Grand Forks, North Dakota" (University of North Dakota Master of Arts Thesis, Cultural Geography, 1994), p. 1. On file at E.B. Robinson Special Collections, UND Grand Forks.

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Northern Pacific (running N-S) Railroads, this commercial and industrial zone shifted away from the river, to a roughly star-shaped pattern aligned with the railroad junctions and depots. Hampsten describes this process of "accretion":

The [Great Northern] railroad cut straight through the heart of Grand Forks and effectively bisected the urban area. During and immediately after the construction of the railroad, the community's population and material infrastructure expanded rapidly. Heavier industries that could most easily take advantage of the new transportation services, such as grain terminals and processors, manufacturers, and wholesalers, immediately sprang up along the railroad tracks. ... From 5th Street eastward to the Red River ... the town's retailers had already established themselves on several important thoroughfares running parallel to the river and perpendicular to the railroad. As time went on, the commercial district running parallel to the tracks eventually would converge with the orthogonal commercial district to form a central business district at the intersections of DeMers and 3rd, 4th, and 5th Streets. ... By 1885, the town had started to expand northward along both the Northern Pacific line and along a branch line of the Great Northern.¹³

The industrial/commercial zone shifted yet again along the major road networks as developed after 1900: North Fifth Street (between the two railroads), DeMers Ave. (old US route #2/Roosevelt Highway), Skidmore Ave. (new US route #2), Belmont Road/5th St. (old US route #81/Meridian Highway), and Washington St. (new US route #81). Residential neighborhoods extended from this shifting central point, an organic "diffusion of people over space in time" roughly limited by the distance that one could conveniently walk to points of commerce or by the limits of transportation means.¹⁴

Historic subdivision patterns further defined the physical layout and patterns of development. Of the original town site platted by Alexander Griggs in 1875, local historian Arnold wrote

The surveyor was evidently influenced by the course of the river and the trend of the stage road which had already determined the location of the part of Third street that was then fronted by some buildings. In the portion of the city covering the original townsite, the streets and avenues do not conform to the cardinal points, but vary some degrees from any such conformity.¹⁵

This orientation toward the river port continued with designation of the Traill (1878), Viets (1878), and Hubert (1879) additions at the south end of the downtown district, just south of the original town site on land largely placed to residential use. The orientation is today clearly visible on any city map and in the awkward triangular junctions of the oldest streets – running parallel to the river – with the newer (post 1882) streets – conforming to the cardinal directions.

Architectural styles represented in historic downtown include Neoclassical/beaux arts, brick commercial, Richardsonian Romanesque, Art Deco, and International Style. Architectural styles accord most often with functional classifications, with the classical styles reserved for public (government and community) buildings and the fuller range of shifting styles most fully demonstrated by commercial properties. These functional classifications and architectural styles are described briefly below. Please see the Resource Table (Additional Documentation) for a list of downtown properties by address, historic function, construction date, architect (if known), and architectural style.

¹³ Hampsten, "An Analysis of Urban Historic Geography," p. 47.

¹⁴ Hampsten, "An Analysis of Urban Historic Geography," p. 11.

¹⁵ H. V. Arnold, *The Early History of Grand Forks* (Larimore, North Dakota: published by the author, 1918), p. 117.

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Commercial Construction: “Commercial Buildings are Forever Metamorphic”¹⁶

The earliest commercial buildings in frontier (“boomtown”) communities were built of wood – generally the most readily available and most-easily manipulated building material – and featured “false fronts” that projected a greater size and suggested the flat roofs expected of commercial architecture. This pattern held true even in the relatively treeless expanse of the Red River Valley: Grand Forks pioneers harvested elm, oak, ash, basswood, and cottonwood from the river course, salvaged lumber from Red River flatboats (designed for one-way [downstream] and one-time use), or purchased pine transported from the White Pine forests of Minnesota along the Red Lake River.¹⁷ These pioneer structures were vulnerable to both fire and also to charges that they reflected poorly on the future prospects and stability of the community. They were replaced with brick, stone, or steel-clad buildings as soon as money and alternative materials came available: “an assertion,” architectural historian Ronald Fleming claims, “of a mercantile authority that transcended the confusion of a society in flux.”¹⁸

These second-generation buildings were often, in turn, replaced with larger structures as need dictated, or were altered as technology allowed and as style prescribed. Commercial buildings, therefore, proved “forever metamorphic,” pushed around by three irresistible forces – technology, money and fashion:

A building is not primarily a building, it is primarily property, and as such subject to the whims of the market. Commerce drives all before it, especially in cities. Wherever land value is measured in square feet, buildings are as fungible as cash. Cities devour buildings. As for fashion, it is change for its own sake – a constant unbalancing of the status quo.¹⁹

In the course of their 1981 survey of historic downtown Grand Forks historians Norene and Joe Roberts succinctly described this metamorphosis as demonstrated by the site at the northwest corner of DeMers Avenue and 3rd Street (32GF719):

The first building put there in the early 1870s was a stage barn. This gave way to the boom-era Ontario Store, a large two-story frame building sheathed in stamped metal. The Ontario gave way to a new Ontario (the present four-story brick building designed by Joseph Bell DeRemer in 1906). This store, since renamed Griffith’s has been refaced to achieve its present appearance.²⁰

The property – a commercial lot at the intersection of two primary thoroughfares – and the “whims” of the market dictated development. The building itself, in its multiple incarnations, proved ephemeral, “devoured” by an evolving city.

Grand Forks’ entrepreneurs began the transition from wood-frame “boomtown” buildings to more permanent structures in the 1880s, as the railroads first promised and then delivered prosperity and allowed for the delivery of imported materials. This transition was materially aided by Grand Forks’ first fire of consequence: “the night of

¹⁶ Stewart Brand, *How Buildings Learn: What Happens After They’re Built* (New York: Viking Press, 1994), p. 7.

¹⁷ Johnston, “Geographic Factors in the History of Grand Forks, North Dakota,” p. 17.

¹⁸ Ronald Lee Fleming, *Façade Stories. Changing Faces of Main Street Storefronts and How to Care for Them* (Cambridge: Townscape Institute, 1982), p. 13.

¹⁹ Brand, *How Building Learn*, p. 7.

²⁰ Norene A. Roberts and Joe D. Roberts, “Historical Research Report. Summer 1981 Historical and Architectural Survey of Downtown Grand Forks, North Dakota,” November 1981, p. 30. Submitted to Grand Forks Office of Community Development, Division of Archeology and Historic Preservation and the State Historical Society of North Dakota. Hereafter “Historical Research Report.”

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December 18, 1882 fire destroy[ed] the buildings then standing on the east side of Third street and in the block next south of DeMers Avenue. As many as a dozen stores were burned out in which the ordinary kinds of business affairs were carried on."²¹ The extant "boomtown" buildings within Grand Forks (32GF1281 and 32GF3254), both located on S. 3rd St., Grand Forks' first thoroughfare and site of the city's first development, testify to this short but significant period of the community's development.²²

Both extant buildings display the design features characteristic of the style: simple massing, wood-frame construction, with elaborate front-elevation fenestration and a "false front" designed to project an impression of two-story construction and greater size.

Richardsonian Romanesque (ca. 1880-1915)

This period of expansion corresponded to the nation-wide popularity of the Richardson Romanesque style and its "picturesque" Italianate derivatives. Richardsonian Romanesque buildings were always constructed of brick or stone and combined different masonry textures and colors to create decorative interest. Round masonry arches over windows and entrances, elaborate cornices, and towers are characteristic of the style – all "conspicuously wasteful displays of ornament" that advertised great wealth.²³ Railroad depots, which were conceived as public monuments, were frequently constructed in the Richardsonian Romanesque style, as were the most elaborate commercial buildings constructed by a city's most influential businessmen to house a city's most prestigious businesses. Exemplary extant examples within downtown Grand Forks include the St. John's Block (32GF720), the Metropolitan Opera House (32GF1268), and the Great Northern Depot and lunchroom (32GF434).

Of these, the Metropolitan Opera House (listed in the NRHP) is the most dramatic and inspired the most lavish praise. "Grand Forks is fortunate in having the finest theatre building west of the twin cities," local booster W.L. Dudley wrote in 1897. "Its Metropolitan Opera House, erected in 1890 at a cost of \$90,000, is a perfect gem of architectural beauty, as completely equipped, as luxuriously furnished, as any playhouse in America."²⁴

Additional examples include the Great Northern Railway Depot, designed by noted Great Northern architect Cass Gilbert and reflecting, architectural historian Carol Wallwork reported, "the train culture's rise to power."²⁵ The large depot and detached lunchroom are both constructed of peach-gray Kettle River stone, accented with horizontal design bands of lighter stone. The depot's pent roof – extending well beyond the eave line to protect passengers waiting for the train, and the depot's clock tower (deemed a safety hazard) were both removed in the early 1950s, in testimony to the end of the railroad era.

²¹ H.V. Arnold, *The Early History of Grand Forks* (Larimore, North Dakota: published by the author, 1918), p. 143.

²² In 2000, the boomtown building was moved from its original location at 201 S. 3rd St., in the way of the new levee, to its current location at 216 S. 3rd St. See Criteria Considerations for a discussion of the building's National Register eligibility.

²³ Alan Gowans, *Styles and Types of North American Architecture. Social Function and Cultural Expressions* (Icon Editions, 1992), p. 174.

²⁴ W.L. Dudley, *City of Grand Forks Illustrated* (Grand Forks: Oxcart Press, 1997 (Centennial Facsimile Edition; originally published by the Herald Printers and Binders, 1897), p. 11.

²⁵ Carol Wallwork, "GF's train depot: An echo of another era," *Grand Forks Herald*, May 2, 1985, p. 1C.

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Early Brick Commercial (ca. 1880 – 1915)

The North Dakota State Historic Preservation Office (ND SHPO) classifies those less elaborate brick buildings, constructed during the Richardsonian Romanesque era and displaying some elements of the high style, as Early Brick Commercial. Restrained decoration, flat or segmental arches, and corbel tables at the cornice line (suggestive of Romanesque design yet underdeveloped or understated) characterize the style. SHPO establishes, “Less expensive to build than their high-style counterparts, Early Brick Commercial buildings were often the first to replace the original boom town structures.”²⁶ Most extant commercial buildings within downtown Grand Forks, pre-dating 1915, exemplify this common style. Surveyors Stark and Vermeer describe building 32GF3251, built in 1907 at 10 N. 3rd St, as a representative example:

This three-story, rectangular-plan, brick commercial building features red sandstone string courses and lintels and an ornate classical cornice on the front façade. Evenly spaced, single 1/1 double-hung sash windows are located on the 2nd and 3rd stories. ... According to city records, the building was constructed in 1907. On the 1912 Sanborn map, it is labeled “Electric Goods” and divided into two storefronts. By 1927, the building was further subdivided into three storefronts.

Transitional Brick Commercial (ca. 1910 – 1935)

Appropriate to its name, this vernacular style merges the 19th century use of decorative corbelling with the simple geometric patterns and sparse ornamentation that would later highlight the Art Deco and Art Moderne styles. A heavy concentration of geometric shapes – “basketweave and chevron inlays of brick, glazed brick and tile inlays (squares, stringlines, lozenges, etc.), square window heads, plain heavy pier caps and copings of terra cotta, simple metal cornices and crenellated, triangular or rectangular parapet projections” – further anticipates Art Deco design.²⁷ Grand Forks’ numerous examples include Migrant Health Services (32GF1321), a simple one-story brick building divided into three bays, each with a separate storefront and entry, and architecturally distinguished by a broad parapet wall, and simple square stone pieces around the center bay.

Art Deco (ca. 1920 – 1950)

The Art Deco style was employed on a wide-range of buildings, from conservative schools to extravagant movie theatres. Consistent features include geometric patterns such as chevrons and zigzags (most often found at the rooflines and around windows and doors), and figures or designs cast in concrete and applied to the building face. Projections from the side of the structure rise up above the roofline drawing the eye upwards. The style “refuses to take itself seriously” and thus was most popular during the Depression years when, architectural historian Alan Gowans asserts, it proved useful as an “escape vehicle.”²⁸ The design was not only whimsical and stylish but cheaply constructed – another important consideration during the Depression Era.²⁹ Grand Forks “high-style” examples include the original (1931) component of the Grand Forks Herald (32GF789), listed in the National Register of Historic Places and described by Roberts and Roberts as,

²⁶ J. Signe Snortland, L. Martin Perry, Lauren McCrosky, Fern E. Swensen, *NDCRS Site Form Training Manual* (Bismarck: Division of Archaeology and Historic Preservation, State Historical Society of North Dakota, 1989).

²⁷ Ibid.

²⁸ Gowans, *Styles and Types of North American Architecture*, p. 252.

²⁹ Mary Kate Ryan, ND SHPO, to Peg O’Leary, Grand Forks HPC, October 8, 2004. Letter on file with the Grand Forks HPC.

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Composed of two-story bays above a double course of dressed ashlar. Four fluted pilasters, originating in the dressed ashlar, divide the bays. Just below the cornice the pilasters are crossed by two string courses of red Hebron brick. Between these courses, bas-relief decorations in the form of flowers form a sort of capital for the pilasters.³⁰

In contrast, the Red River Power Company office (32GF1262), at 24 S. 3rd St., reflects the style in its more-simple form. Decorative detail on the two-story brick building is largely limited to vertical panels of vertically ribbed cast aluminum and base pieces of carrara glass, historically lighted by lights set into the front foundation.

International Style (ca. 1948-1980)

The International Style, largely void of non-essential decoration, epitomized the modern movement in the United States and Europe. Characteristic elements include incorporation of geometric blocks, extensive use of modern materials (concrete, glass, and steel); ribbons of windows; and flat roofs, generally constructed without cornices. The style was rarely used for residential construction yet dominated the commercial and institutional markets through the 1980s. With its rejection of historic details the style appealed, architectural historian Tom Pardis reports, to those eager – in the post-depression/post-World War II era – to move beyond depression and war and "get on with the business of progress."³¹ Grand Forks examples include the Grand Forks Savings and Loan (32GF3256), constructed in 1954 on the site of three historic (pre-1927) retail storefronts; Lystad's Office Complex (32GF3261), constructed in 1953 on the site of two historic (pre-1927) storefronts, and the Deaconess Medical Center (32GF3259), constructed in 1949 as a replacement for the aging Deaconess Hospital. Despite the removal of auxiliary wings, the Deaconess Medical Center effectively represents the International Style. The building is comprised of several flat-roofed geometric blocks, constructed to different heights and of different materials – distinctions that effectively accentuate the geometric form. Windows are small, numerous, and symmetrically placed and adornment is minimal.³² (See current-condition photograph 6).

Warehouses and Factories

In 1904, architectural critic Russell Sturgis described industrial buildings as those,

devoted to the rougher kind of business enterprise; that is to say, not primarily to offices where professional men sit quietly or clerks pursue their daily task, but one where the goods are piled up, where the unloading and loading, the receiving and the shipping of such goods goes on continually, where the floors are to a great extent left open in great "lofts" and where in consequence the character of the structure within and without is the reverse of elegant.³³

Thus defined by function, warehouses and factories most often looked like "square-edged, flat-topped box[es]," absent delicate stonework and sculpture. This functional design, in the form of heavy structural systems, large scale, and extensive fenestration that flooded work spaces with light, effectively met the prosaic needs of the industry while also serving to symbolically convey a sense of stability, strength, and practicality.³⁴

By 1900, warehouses, factories, and industrial sites (including brick yards) were clustered near the river, just north and south of the Great Northern Tracks, at the north end of Third Street – near the Northern Pacific tracks and depot, and just west of the downtown district – along the Great Northern's main line and its spur line to the Canadian

³⁰ Roberts and Roberts, "North Dakota Cultural Resources Survey Base Data Form. Site No. CK5 [32GF0789]." 1981.

³¹ Tom Pardis, "Architectural Styles of America," September 2004, <http://jan.ucc.nau.edu/~twp/architecture/international>.

³² Stark and Vermeer, NDCRS Site Form, Architectural Sites, SITS #32GF3259, September 20, 2003. Form on file at the ND SHPO.

³³ Quoted in Leonard Eaton, *Gateway Cities and Other Essays* (Ames: Iowa State University Press, 1989), p. 9.

³⁴ Eaton, *Gateway Cities and Other Essays*, p. 9.

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border. Representative examples of this component of Grand Forks' industrial past are now limited to the historic Woolen Mill (32GF0021), the Grand Forks Mercantile (32GF0729), and the Mercantile Annex (32GF0731). All three buildings are listed in the National Register of Historic Places for their significant association with the commercial development of Grand Forks and each conforms to Sturgis's general description: substantial, unadorned buildings proximate to the railroad tracks and devoted to the production, loading, and unloading of goods. The Woolen Mill, in adaptive reuse as a retail mall, is described below as a representative example:

[The Mill] is a three-story, flat-roofed brick industrial/commercial building of rectangular plan. ... This building and the Northern Pacific Depot are the northern termini of the historic commercial district along the Third Street. The mill is freestanding and sits on an unlandscaped lot. ... The first story of the east (principal) elevation of the Grand Forks Woolen Mill is divided into five display window bays and an entrance. The bays are divided vertically by fluted and ornamented cast-iron pilasters. The other first story elevations of the building are asymmetrical and unornamented.

The second and third stories of the front elevation facing North Third Street are composed of three two-story window bays. Each bay contains four windows, two per story. The bays are connected at their bases by a stone belt course, divided vertically by brick pilasters, and connected at their top by a bracketed, corbelled brick cornice. Within each bay, double-hung 6/6 windows are tied together with stone sill courses and set beneath segmented brick arches. This bay and cornice arrangement is carried along the south elevation facing Third Avenue.³⁵

Public Buildings: "Institutional Buildings are mortified by change"³⁶

Neoclassical/Beaux Arts (ca. 1895-1930)³⁷

Architectural Historian Stewart Brand writes that "institutional buildings act as if they were designed specifically to prevent change for the organization inside and to convey timeless reliability to everyone outside... Institutional buildings are mortified by change."³⁸ Neo-Classical/Beaux Arts design, presenting an appearance of strength and stability, and – through the evocation of the Greek Parthenon – evoking the ideals of Democracy, proved the perfect symbolic complement to institutional buildings' "timeless reliability."³⁹ The style gained popularity in the United States in 1893, when "The Classical World" served as the theme of the World's Columbian Exposition in Chicago. Extensive media coverage of the Exposition propelled the style's popularity, exposure soon increased by the federal government's frequent employment of Neoclassical/Beaux Art design in federal buildings constructed across the nation. Banks, museums, and schools soon followed. Design characteristics all reflect Greek and Roman temple design: symmetry, large prominent columns with decorative capitols (almost always supporting a pediment of some sort), square blocks (modillions) on the underside of the roofline, and masonry construction (conveying permanence).

³⁵ Roberts and Roberts, "North Dakota Cultural Resources Survey Base Data Form, Site No. GF24 [32GF0021]," 1981.

³⁶ Brand, *How Buildings Learn*, p. 7.

³⁷ The Neo-classical and Beaux Arts styles are virtually indistinguishable and are most often linked. Architectural Historian Alan Gowans defends this convention by noting that both styles represent "[architect] trained interpretations of classical styles," whereby the architect's trained eye brings "discipline" to the use of ornamentation (Alan Gowans, *Styles and Types of North American Architecture. Social Function and Cultural Expression* [Icon Editions, 1992]).

³⁸ Brand, *How Buildings Learn*, p. 7.

³⁹ Wrenn and Mulloy, *America's Forgotten Architecture*, p. 124.

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In Grand Forks County, as in counties throughout the Midwest and western states, the County Courthouse (32GF0020; built in 1913) stands as the preeminent example of Neoclassical/Beaux Arts design, its Corinthian columns, capitols, and central dome advertising the building's significant public function and historic tie to classical models of government and law.⁴⁰ Additional examples of Neoclassical/Beaux Arts design include Central High School, the US Post Office and Courthouse, and City Hall: all public buildings built in the first decades of the 20th century and all designed to convey permanence. Consistent with national trends, commercial examples are less common and are largely limited to fraternal organizations - organizations with a vested interest in conveying an impression of permanence and immunity from stylistic whims. (See, for example, the Masonic Temple [32GF1474].)

Circa 1914, upon completion of Central High School, the Grand Forks Board of Education quoted architect John Ruskin in a succinct expression of the goals of public architecture and the longevity of public buildings:

When we build let us think that we build forever. Let it not be for present delight, nor for present use alone. Let it be such work as our descendants will thank us for, and let us think as we lay stone on stone, that a time will come when those stones will be held sacred because our hands have touched them and that men will say, as they look upon the labor and wrought substance of them, "See, this our fathers did for us."⁴¹

To a remarkable extent, Grand Forks public buildings built of stone in monumental style have been "held sacred." More than any other resource type, this collection remains intact, missing only the historic Carnegie Library, demolished in 1978 to make way for a parking garage, and the Odd Fellows Hall, removed in the 1980s to make room for the Central High School Gym Annex (outside the historic district).

In contrast, new public-buildings and public-building additions constitute the more-significant change to the downtown streetscape, most notably the new County Building (32GF3257). "Institutional buildings house bureaucracies, which are not allowed to fail and so cannot help outgrowing their space" Brand reminds us.⁴² The construction of a modern post-office (and associated reuse of the historic Federal Courthouse and Post Office (32GF18) post-office floorspace as offices and additional courts) reflects this truism, as does the modern addition to City Hall (32GF30). Within this context, the monumental County Building (32GF3257), constructed after the 1997 flood, is therefore noteworthy not only for the mere fact of its construction but for its size. Fearful that government agencies would abandon downtown for newer (and drier) office space on the suburban outskirts of town, city, state, and federal officials chose instead to remove a block of flood-damaged buildings and construct a six-story consolidated office facility. The County Building, located directly east of the historic Courthouse, reflects the Courthouse both literally in the wall of reflective glass that constitutes the central bay and also symbolically in the Classical architectural details: the symmetrical crossed-square design, pediments and pilasters, the dramatic entrances, and the central dome. As surely, however, as these details nod to the city's distant architectural past, the building's mass points to the more recent flood. This building isn't going anywhere, and neither - its sheer mass suggests - is Grand Forks.

⁴⁰ In 1980, the Grand Forks County Courthouse was listed in the National Register of Historic Places, in company with 14 other early 20th-century, Buechner and Orth-designed, North Dakota courthouses.

⁴¹ Quoted in Grand Forks Board of Education, *The New Grand Forks Central High School* (Grand Forks, North Dakota, n.d. [ca. 1914]), "Dedication," no page.

⁴² Brand, *How Buildings Learn*, p. 7.

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North Dakota****Previous Surveys**

Between 1981 and 1996, the City of Grand Forks and its Historic Preservation Commission sponsored surveys of historic resources within the community's oldest neighborhoods: Riverside Park, the Near Northside, the Near Southside, and Downtown. The Downtown Survey, completed in 1981 by Norene and Joe Roberts, resulted in the National Register-listing of 34 individual buildings in the downtown Grand Forks area (see Resource Table). Roberts & Roberts determined that the Central Business District, in large part due to the construction of the enclosed City Center Mall and commensurate loss of physical integrity to S. 3rd Street properties (and commensurate loss of a "point of focus," and of "continuity in architectural design, physical location or historic concept") was ineligible for listing in the National Register of Historic Places.⁴³ The removal of the City Center Mall and associated restoration of the S. 3rd St. streetscape, and the dramatic district changes resulting from the 1997 flood all prompted a reevaluation of individual downtown resources and of the larger district. In 2002, architectural historians William Stark and Andrea Vermeer of the 106 Group Ltd. updated inventory forms for those downtown properties located between the Red River and 5th Street (east-west) and University and Division Avenues (north-south), in order to determine the extent of damage from the 1997 flood and to determine the boundaries of a potential historic district or districts (Stark and Vermeer, 2003). This inventory revealed the demolition of 54 previously-surveyed historic properties (nine of them listed in the NRHP), many badly damaged by the 1997 flood or fire that followed and most concentrated on those blocks vacated to allow for construction of the new Corporate Center and Annex, the new County Building and associated parking garage, Memorial Park (at the site of the Security Exchange, New Hampshire, and Dinnie Block buildings), and the Army Corps of Engineers levee that now parallels the river east of S. 3rd St.

Stark and Vermeer's survey also revealed construction of ten modern, previously unsurveyed resources (most notably the Corporate Center and the County Building). Despite these changes, Stark and Vermeer, with the concurrence of the Grand Forks Historic Preservation Commission (HPC), determined that a core component of the survey area retained sufficient integrity for consideration as a historic district.⁴⁴

District Boundaries

Stark and Vermeer based their recommendation of a truncated boundary, exclusive of the riverfront and associated transportation resources, on the post-1997 demolition of 13 buildings from the levee construction zone and the subsequent construction of modern riverfront resources. These modern resources include not only the levee but also pedestrian trails, stairways, modern landscape plantings, and a commemorative obelisk demonstrating the height of the 1897, 1950, 1979, and 1997 flood crests. The riverfront, they concluded, retained too little integrity for inclusion within any potential historic district. Because both lay beyond the survey boundary (the east side of 5th Street), Stark and Vermeer did not evaluate the Great Northern Depot or the YWCA for their contribution to the district's significance.

In recognition of the frequency of storefront modification, Stark and Vermeer concluded, "commercial properties that retained historical design integrity above the first story storefront would be determined to have sufficient integrity to contribute to a potential historic district, if the storefront had been significantly altered." In contrast, one-story properties with altered storefronts "and few other architecturally defining characteristics other than massing," were considered non-contributing.⁴⁵

⁴³ Stark and Vermeer, "Grand Forks Central Business District Intensive Survey," p. 7.

⁴⁴ Stark and Vermeer, "Grand Forks Central Business District Intensive Survey," p. 36.

⁴⁵ Stark and Vermeer, "Grand Forks Central Business District Intensive Survey," p. 23.

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This district nomination deviates from the preliminary intensive survey in a number of important respects. District boundaries have been extended to incorporate the riverfront, the YWCA, and the Great Northern Depot. Integrity standards have also been slightly modified to emphasize the importance of scale and mass (as components of the design of both the historic district and the individual building) and of integrity of association: i.e. do sufficient architecturally defining characteristics, including mass, remain to determine historic function/association with community development? These modified integrity standards are particularly important for commercial buildings, which draw part of their architectural and historical significance from their metamorphic nature. Buildings evolve and through that evolution we track the development and growth of our communities. Buildings lose their ability to contribute to the significance of a historic district when they retain insufficient integrity to convey their period of construction, their historic use, or their design evolution. These revised eligibility recommendations/district boundaries are discussed below.

Integrity Standards*Ontario Department Store (32GF719).*

In 1881, entrepreneur R. B. Griffith built the Ontario Department Store on Grand Forks' busiest commercial corner – DeMers Ave. and 3rd St. The general mercantile quickly assumed landmark status as a central feature of Grand Forks' growing central business district and as the largest department store in the Red River Valley. It retained this status when, in 1906, the first-generation wood-frame building was replaced with the current brick building, designed by noted Grand Forks architect Joseph DeRemer in the fashionable Chicago style.⁴⁶ The store conformed to the Chicago School of design standards in several important ways: the masonry construction, the concentration of ornamentation at the upper and lower courses (the cornice and the store front), ordered fenestration and heavy stone lintels (creating horizontal and vertical bays), and the massive scale: four stories and a basement filling a 75' x 140' lot. In the late 1960s, as downtown business lagged and the modern suburban mall flourished, the owners adhered to time-honored patterns in commercial design and remodeled the building to conform to consumers' fickle taste and shifting expectations. Windows were covered with aggregate stone panels that effectively accent the vertical lines of the building, while erasing horizontal design elements.⁴⁷ One vertical window bay was replaced with modern plate glass. The cornice was removed.

If the Ontario Store were being evaluated as an architectural sample, outside the context of the growth and development of the larger commercial center, it would be found ineligible for listing in the National Register of Historic Places. However, within the context of the city's commercial growth over time, the building is most significant for its mass and scale. These character-defining features remain intact, testifying both to the building's long-standing role as a landmark within the central business district and to an important trend in late 19th/early 20th century design: the appearance of "commercial buildings of great size, sometimes occupying whole blocks."⁴⁸ The Ontario Store is included in the historic district as a contributing building.

Jack Building (32GF793)

The Jack Building, was constructed in 1910 at 220 N. 4th Street, directly adjacent to Lyon's Garage (32GF791) and Jack's Roller Rink (32GF796), near the north edge of downtown, in the Early Brick Commercial style. Sanborn Maps

⁴⁶ Roberts and Roberts, "North Dakota Cultural Resources Survey, Base Data Form 32GF0719," 1981. On file at the State Historic Preservation Office, Bismarck, North Dakota.

⁴⁷ Roberts and Roberts report that these windows remain in place. Cold winter days provide confirmation, with the window "ghosts" revealed in the frost patterns.

⁴⁸ Gowans, *Styles and Types of North American Architecture*, p. 179.

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indicate that by 1912 the building housed the Grand Forks Marble Works (in the front of the building), with auto storage in the back, opening to the alley. Modern modifications to the building include changes to both the storefront and upper level fenestration. In 2003, Stark and Vermeer concluded "because this property has been significantly altered not only on its first story, but also in the fenestration of the second and third stories, it is recommended as noncontributing to a potential historic district." However, the building footprint and mass, decorative cornice, and dominant material (brick) are unaltered, as is the decorative cornice. The industrial rear use, as conveyed by the large vehicular doors at the alley elevation, remains clearly evident and is historically appropriate to this quadrant of the downtown district, where auto-repair and auto-sale businesses were concentrated. Moreover, the building's historic placement in a row of abutting historic-period buildings contributes to the historic streetscape. The Jack Building has been identified as a contributing component of the Downtown Historic District.

800 Gulf Service Station (32GF1491)

The 800 Gulf Service Station is a one-story flat-roofed building with a notable curved Art Moderne façade, conforming to the alignment of the vehicular access drive. In 1981, Roberts and Roberts dated the station to ca. 1935, based on its appearance in a ca. 1940 postcard of the downtown. Despite this historic association with downtown development, in the absence of a defined historic district, they argued that the building was not eligible for listing in the National Register of Historic Places. In 2003, Stark and Vermeer further argued that the service station, converted in 1985 to Edward Jones Investment, retained too little integrity to contribute to the proposed historic district. Modifications associated with the conversion to professional office space include the removal of "Iustron-like steel panels" (described in the 1981 survey), application of stucco cladding, and the addition of modern plate-glass windows. The reconstruction did not, however, alter the building footprint, mass, or scale and – most importantly – it did not result in removal of the vehicular access drive that historically provided access to the gas pumps. This access effectively identifies the building as a historic service station, the only such resource remaining in the downtown district. Due to the scarcity of like resources, the historical significance of the growth of auto-related commercial enterprises in the commercial core during the 1920s-1940s, and the building's continued ability to evoke this association, it has been defined as a contributing component of the downtown historic district.

Deaconess Medical Center (32GF3040)

A medical complex has occupied the southeast corner of the downtown district since the 1890s. Extant components of this complex include the Deaconess Annex (32GF3040), built in 1913 to house student nurses, and the historic Deaconess Medical Center, built in 1949 in the then-popular International Style. Alterations to the building have included construction of mechanical-room and laundry-room additions (inconsequential, relative to the scale of the original components) and – most notably – the removal of the large wings that historically extended from the west elevation of the central six-story block and that served no viable commercial or communal function once the hospital was decommissioned.

Geometric-block construction highlights the International Style. Despite the removal of the west wings, the extant structural components retain the key character defining features of the style and – particularly in juxtaposition with the Deaconess Annex (32GF3040) – effectively testify to the long presence of a hospital complex on the edge of downtown.

Northern Pacific Railroad Bridge (32GF403)

In 2003, the 106 Group Inc. evaluated the Northern Pacific railroad bridge as both ineligible for listing and also outside the proposed district boundaries. The bridge had been decommissioned in 1983 and converted to pedestrian use, with its primary structural features intact. In response to the 1997 flood, however, and to concerns that the bridge would restrict future flood flows, the Army Corps of Engineers removed the bridge deck and east- and west-shore abutments.

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Only the central stone pier, with historic pivot mechanism, remains intact. This pier effectively locates the historic bridge placement and is visually connected to the pedestrian walkway that currently traces the historic railway bed to the historic Northern Pacific Depot (32GF733). Moreover, the close juxtaposition of the Northern Pacific bridge piling, the Sorlie Memorial Bridge, and the Great Northern Bridge effectively illustrates the importance of regional and national transportation advances to the growth and development of Grand Forks. The bridge pier is included in the historic district as a contributing structure.

Great Northern Railroad Bridge (32GF3267)

In 2003, the 106 Group Inc. evaluated the Great Northern railroad bridge as both ineligible for listing and also outside the proposed district boundaries. Although the bridge (now owned by Burlington Northern and in continued operation) has been modified in the modern period, Burlington Northern officials report that primary structural components (abutment supports and the central pier) date to the historic period and that bridge engineering and design is consistent with the historic bridge. The bridge therefore meets the integrity standards established for contributing resources and is included within the historic district.

Criteria Considerations

One of Grand Forks' two remaining "boomtown" buildings (32GF3254; formerly listed on the National Register of Historic Places as 32GF1276) has been moved from its original location at 201 S. 3rd St. to its current location across the street at 216 S. 3rd St. The building is currently set adjacent to a brick commercial building on the south and to a modern parking garage on the north. Its setting, on a narrow lot, adjacent to existing buildings, fronting the sidewalk, near the river, and on the city's first commercial thoroughfare is consistent with its original location, specifically, and with the setting of historic boomtown buildings generally. This building was constructed during the period of significance ascribed to the historic district and was determined during the course of the 2003 survey to retain physical integrity. It therefore shares historic association with the Downtown Historic District and was removed to a setting and environment comparable to those of the historic location and compatible with the property's significance. The building therefore meets the conditions of National Register criteria consideration B and has been identified as a contributing component of the Grand Forks Downtown Historic District.

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Historic Development, continued

The first buildings to flood were those in the Lincoln Drive neighborhood, a subdivision of simple middle-class homes constructed (predominantly) in the 1950s on a peninsula of land created by a deep bend in the Red River. Water first breached a 1950 Army Corps of Engineers dike at the river, then a makeshift dike at Belmont Road and 13th Avenue South, before spilling east down Lincoln Drive. North and west of Lincoln Drive and a mile from the river, basements – and sometimes first floors, too – filled with water carried by flooded storm drains. By midnight April 20, 1997, water covered the entire city, including the downtown district.⁵ Subsequent maps of the flood zone show a lake 30-miles wide and over 160 miles long.

In the seven years since, 54 historic buildings within the downtown have been removed. A new Army Corps levee and flood wall (nearing completion) now runs for 14 miles between the river and riverfront neighborhoods and the commercial center/historic waterfront. To a first-time visitor to downtown, the change is virtually imperceptible: a densely developed commercial zone extends east to a gentle swell of earth that rises parallel to 3rd St. and then slopes gently to the river. The city's plat maps show something different: the levee and parkway superimposed over Riverboat Road and Levee Street, and the footprints of 14 historic buildings demolished to make way for the levee. Despite this change, the river, in fact and as represented by the levee, continues to define the nature of the community's development, the placement of its buildings, and the eastern boundary of development. (See Section 7 for an assessment of district integrity.)

The flood of 1997, peaking at 54.94 feet, was the worst recorded flood, but by no means the first. Geologists have established that in 1826 the Red River rose to 66'. In 1848, David Dale Owen reported that "fifteen, eighteen, and even twenty feet above the level of the river we observed the trees on the brink of the river, either barked or deeply cut into, and even entirely severed across." Owen attributed the destruction to blocks of ice, floating on spring floodwaters. Four years later, in 1852, the river flooded to an estimated height of 52'. In 1897, when the river next topped 52', flood waters would encounter not only flood plain but also city: "much of Grand Forks ... was inundated, many livestock were lost, small buildings were washed from their foundations, ... and about 25 city blocks of cedar-block paving were damaged."⁶ Additional major floods – those in excess of 45' – followed again in 1950, 1969, 1975, and 1979. Each caused substantial property damage. To a degree, Grand Forks citizens defied the river, building on higher, stronger foundations and placing emergency sandbag dikes where and when needed. Most dramatically, in response to the 1950 flood, the Army Corps of Engineers constructed a dike encircling the Lincoln Drive peninsula, just upstream from downtown. Citizens also acquiesced to the river, emptying basements every spring that the river threatened and abandoning the immediate floodplain to all but industrial use.⁷ Near the end of the 20th century, anticipating the 100-year anniversary of the 1897 flood, the town believed that the footprint of community development, as evolved over time, represented adequate concession to the river's flood potential. In 1998, Eliot Glassheim, editor of *Voices from the Flood: An Oral History of the 1997 Flood of the Red River of the North*, reported sheepishly that "the people of Grand Forks and East Grand Forks had historical evidence that, with preparation and hard work, they were generally safe from major flooding."⁸ Don Jacks

⁵ Grand Forks Herald and Knight-Ridder Newspapers, *Come Hell and High Water*, pp. 11, 33.

⁶ Julie A. LeFever, John P. Bluemle, and Ryan P. Walkirch, *Flooding in the Grand Forks-East Grand Forks North Dakota and Minnesota Area*. (Education Series No. 25. North Dakota Geological Survey, 1999), p. 20. All estimated historic river heights are projected on the Grand Forks datum, established in 1882.

⁷ LeFever et al, *Flooding*, pp. 19-48.

⁸ Eliot Glassheim, ed, *Voices from the Flood. An Oral History of the 1997 Flood of the Red River of the North* (Grand Forks: North Dakota Museum of Art, 1999), p. x.

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concluded: "Everyone, to the person, was sure that that water was not going to come over that dike. It had never come over that dike. It was not going to come over that dike."⁹ To a person, Glassheim and Jacks concede, they were wrong. Today, "in grudging respect to the power of the river," both Grand Forks and East Grand Forks are pulling back from it.¹⁰

Early Community Development, 1801 – 1880

Because it is flat and prone to flooding, the Red River Valley is also remarkably fertile and adapted to cultivation. The valley lies within a portion of the former floor of glacial Lake Agassiz, which formed at the end of the Pleistocene about 12,000 years ago. The melting of the continental glacier that covered this part of the country resulted in the creation of this large lake, which filled and emptied several times. The legacy of the lake is reflected in the area's level topography and in the character of its soils; the deep clay-rich sediments that typify the Red River Valley represent some of the richest in the world. These two natural characteristics, a level nearly treeless surface and rich soil, make the area eminently suitable for agricultural production.¹¹

Farmers, however, were not the first to settle what the French trappers would christen "Les Grandes Fourches" – The Grand Forks. In 1801, Alexander Henry of the North West Company established a fur-trading post at the confluence of the Red and Red Lake rivers. As for later settlers, the site's accessibility served as its first and most obvious virtue: two navigable streams "pointed in three directions."¹² The Hudson's Bay Company soon followed and by the 1830s the confluence served as a way station for those traveling overland between western military outposts, fur-trading posts, and the Missouri River. As early as 1859 – the first year of steamboat travel on the Red River – those freighting goods and passengers along the Red River water route joined this overland traffic.¹³ In 1869, Norwegian pioneer settler Paul Hjelm Hansen described a traveler's options on this complex network of river and trails:

On our journey we daily met several wagon loads with merchandise, some of which went to the stations along the [Red] river and some to Hudson Bay. We spoke to several of the drivers [who] told us that they had 500 miles from St. Cloud to their homes and that they generally traveled 20 to 25 miles each day. ... The merchandise which they transported came from New York via St. Paul to St. Cloud and from there it was conveyed by aid of horses or oxen to Red River.¹⁴

Grand Forks served as one of these Red River stations.

A city proper, inhabited by those "who intended to stay," would not develop until 1870.¹⁵ In a story fully symbolic of the impact of both weather and river on Grand Forks, local history ascribes this development more to providence than to intent: in late fall, flatboat captain Alexander Griggs stopped for the night at the rivers' confluence and woke the next morning to find his boat frozen in place. Griggs and crew built a shelter near the banks of the Red River and over the course of a long Dakota winter "became convinced that the site held great potential for a new town."¹⁶ Griggs filed a

⁹ Quoted in Glassheim, ed, *Voices from the Flood*, p. 37.

¹⁰ Glassheim, ed, *Voices from the Flood*, p. xiii.

¹¹ Tollefson, "History of the Norwegian Settlement in Grand Forks County," p. 104.

¹² Robert Samuel Anderson, "A Social History of Grand Forks, North Dakota 1880-1914," Master of Arts thesis, UND, June 1951, pp. 4-5.

¹³ Roberts and Roberts, "Historical Research Report," pp. 1-3.

¹⁴ Quoted in Tollefson, "History of the Norwegian Settlement in Grand Forks County," p. 103.

¹⁵ Arnold, *The Early History of Grand Forks*, p. 103.

¹⁶ Grand Forks County Historical Society, "Historic Grand Forks," <http://grandforkshistory.com>.

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homestead claim to land just north and west of the confluence – today's downtown – the spring of 1871. A rough drawing of Grand Forks later that same year shows the homes of Griggs, Strong, Stewart, John Fadden, Gus Loon, and Nick Hoffman. Business establishments included Griggs' sawmill, the Griggs, Walsh, and Co. Store, a boarding house, and a hotel and stage station directly adjacent not only to the stage route but also to Jim Turner's Saloon: 11 buildings in all, all wood frame and all located near to and oriented toward the river.¹⁷ The Red River thus defined Grand Forks' initial development and prosperity – a role reflected both in the city's name and also in the nature and placement of its oldest buildings.

This small hamlet expanded steadily over the course of the next decade, beginning in 1871 with completion of the Northern Pacific railroad to Moorhead and the subsequent decision to make Grand Forks a permanent stop on the Moorhead to Winnipeg stage route. John Stewart's cabin near today's 8th Ave. and Reeves Dr. (south of the Downtown historic district) served as hotel and station.¹⁸ By 1872, pioneers Alexander Griggs, John Fadden, D.W. Reeves, Nick Hoffman, O.S. Freeman, Charlie Oakes, and James Elton had all staked claim to land along the river and in 1873 the Dakota territorial legislature cleaved Grand Forks County from massive Pembina County, designating the nascent city of Grand Forks as the county seat.¹⁹ Two years later, Griggs and his wife Etta registered "a Plat of the Village of Grand Forks" with the office of the Register of Deeds: "Griggs Original" Townsite, ninety acres of land carved from their homestead claim.²⁰ This subdivision comprises the Downtown Grand Forks Historic District. In contrast to later subdivisions, set along the cardinal grid, Grand Forks' first surveyor Hector Bruce divided the nascent city into blocks and lots oriented parallel to the river, in reflection of the city's historic economic dependence upon river traffic and upon the stage line (3rd St.) that hugged the riverbank (see Section 7). By the 1870s, the town extended between the river and 4th St. ("with some scattered extension west of Fifth Street"), and from Alpha Ave. (now 1st Ave. N.) on the north to Franklin St. on the south.²¹ The small town, cultural geographer David Hampsten reports, contained the "basic necessities of contemporary economic life: a small barge port, a stagecoach stop, a cheap hotel, several bars, a general store, a post office, a one-room schoolhouse, and various scattered houses" – all "loosely centered" around the port located near the foot of today's DeMers Avenue and extending no more than four blocks inland.²² Seasonally, two steamboats, pulling barges loaded with freight, in company with as many as 200 flatboats, plied the river. These flatboats freighted material downstream (north) as far as Pembina and Winnepeg, where they were then dismantled for building material.

The Dakota Boom, 1880 – 1893

Despite this river traffic, concerted community development would wait the arrival of a transcontinental railroad and the agricultural settlement that followed. (In 1918, pioneer settler and amateur historian H.V. Arnold wrote, "all that river navigation did for the place was give it some start until the railroad development of the valley was consummated."²³)

¹⁷ Alexander Aas, *The History of the City of Grand Forks to 1889*. Master of Arts thesis, University of North Dakota, 1920, p. 20. On file at E.B. Robinson Special Collections, UND Grand Forks.

¹⁸ Roberts and Roberts, "Historical Research Report," p. 2.

¹⁹ Arnold, *The Early History of Grand Forks*, p. 114; Aas, *The History of the City of Grand Forks to 1889*, p. 94.

²⁰ Aas, *The History of the City of Grand Forks to 1889*, pp. 77-81; Robert and Roberts, "Historical Research Report," p. 5. Blocks in Griggs' addition were 300' square with a 20' alley. Lots were 140' deep and 50' wide – "generous pre-railroad, pre-land boom lots that would not last" (Roberts and Roberts, p. 5).

²¹ Anonymous, quoted in Roberts and Roberts, "Historical Research Report," p. 14.

²² Hampsten, "An Analysis of Urban Historic Geography," pp. 44, 62; Aas, *The History of the City of Grand Forks to 1889*, pp. 46-47.

²³ Arnold, quoted in Roberts and Roberts, "Historical Research Report," p.12.

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In January 1880, James J. Hill's St. Paul, Minneapolis and Manitoba Railway (later renamed the Great Northern) cut through the center of Grand Forks, on its westward run from St. Paul to the Pacific coast. By 1882, a secondary branch line broke north just west of downtown (outside the historic district) and continued to the Canadian border. (Both lines remain in active use.) A branch line of the Northern Pacific, extending from Moorhead to Winnipeg, followed in 1885. This line crossed the Red River just downstream (north) of today's DeMers Ave. before curving north for its run to Canada; the general trajectory of this historic track is today marked by the remains of the Northern Pacific bridge, the historic Northern Pacific Depot, and a bicycle/pedestrian path that follows the historic rail line between these two points.

Historian Elwyn B. Robinson reports that by 1890 North Dakota had 2,093 miles of railroad, a tenfold increase since 1878 when only 200 miles of Northern Pacific track connected Fargo and Bismarck. "Some parts of the Red River Valley," he noted, "were actually oversupplied."²⁴ If the railroads suffered from this oversupply, the valley's pioneer settlers prospered: by 1886, freight rates were only half of what they had been in 1871.²⁵

Land had to be put into cultivation in order to create a lasting shipping market and the railroad companies therefore actively promoted the settlement of agricultural communities along the line. These promotional efforts led to what Robinson has called the "Great Dakota Boom" of 1882. In a typical promotional tract, the Great Northern gushed:

Although Dakota as a whole is so remarkably fertile and productive, there are sections which are particularly notable, the more so that they are the best among so much that is good. THE RED RIVER VALLEY is the chosen region par excellence of the farmer, a region unexcelled by any on the face of the earth for the surpassing fertility of the soil and the wonderful crops, especially of wheat which it produces . . .

Situated so advantageously on the borders of a large navigable river, in the center of a splendid agricultural region, connected by numerous lines of railroad with all sections of the country and the northwestern British provinces, Grand Forks has before her a future second to no other city in Dakota. Her citizens are industrious and energetic, and propose to keep her in the future, as she has been in the past, at the head of the commercial and industrial cities of this section. They intend that she shall ever be the METROPOLIS OF THE RED RIVER VALLEY.²⁶

The Northern Pacific joined the Great Northern in its settlement campaign, promoting lands along its lines by distributing over 600,000 brochures, printed in English, Swedish, Dutch, Danish and Norwegian. By 1883, Northern Pacific immigration agencies employed 831 local agents in the British Isles alone, and 124 general agents, with many local agents under them, in Norway, Sweden, Denmark, Holland, Switzerland, and Germany.²⁷

"And so," Arnold wrote, "a great immigration into the valley ensued," composed primarily of immigrants from Canada and Norway but also of immigrants from Germany, England and Ireland, Sweden, and Russia.²⁸ Grand Forks

²⁴ Elwyn B. Robinson, *History of North Dakota* (Lincoln: University of Nebraska Press, 1966), p. 143.

²⁵ Robinson, *History of North Dakota*, p. 155.

²⁶ Anonymous [Great Northern Railroad Co.], *Grand Forks, The Metropolis of the Red River Valley. Its Commerce, Manufacturers and Progress*. St. Paul: Northwestern Publishing Company, 1882), pp. 4, 51. This and similar descriptions differed dramatically from earlier dismissals of Dakota Territory's economic potential. In 1872, for example, under commission to the federal government, the US Army's General Hazen had described Dakota Territory as a barren waste, "fit only for Indians and buffalo" (Quoted in Aas, *The History of the City of Grand Forks to 1889*, p. 50).

²⁷ Richard White, *"It's Your Misfortune and None of My Own": A History of the American West* (Norman: University of Oklahoma Press, 1991), 196; Drache, *The Day of the Bonanza*, 43.

²⁸ Arnold, *The Early History of Grand Forks*, p. 142. See also Robinson, *History of North Dakota*, p. 146. Robinson reports that by 1890 the foreign born made up 46% of North Dakota's population.

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served as the final destination for some of these immigrants and as the trade and education center for many more.²⁹ Here, as elsewhere in the Red River Valley, "a spirit of infectious optimism" prevailed: "Step off the train at any station," advised one speculator, "shut your eyes, walk to the townsite, stop anywhere and pay the owner his price."³⁰ At the center of the Red River Valley's speculative fever, Grand Forks' population expanded from an estimated 200 in 1873, to almost 2,200 by 1883, to 6,516 in 1885.³¹

Attendant infrastructure would increase rapidly, with residential neighborhoods extending to the north and south of the burgeoning downtown and civic and commercial establishments concentrated near the tracks and extending westward along the line of the Great Northern. The location of the Great Northern Depot "well away from the river," Hampsten reports, "encouraged the town to grow westward and inland." Subsequent construction of the 1st-generation Northern Pacific Depot (replaced in 1929 with 32GF733) downstream (north) of the historic port facilities would similarly pull development northward.³² (Historians Joe and Norene Roberst report that with construction of the railroad, the southern end of S. 3rd St. began to lose its prominence, an economic fact that may ironically explain the survival of Grand Forks' only extant boomtown buildings [32GF1281 and 32GF3254], both located on S. 3rd St.: prosperity inevitably brings destruction of old buildings and construction of new. Distant from that prosperity, on the new southern margin of downtown rather than at the town's southern gateway, these boomtown buildings languished but survived.)³³ Arnold described the town's transformation:

At the close of the year [1882], Grand Forks had begun to present something of the appearance of a town. South of Division Avenue in the Viets Addition, there were a dozen blocks in which buildings, mostly residences, were in scattered order, extending [from] opposite the mouth of Red Lake River. . . . The business portion of town lay between the railroad and Alpha Avenue [1st Avenue North] east of Fourth Street, but it was not, as yet, very compactly built.³⁴

Only 10 years later, Grand Forks would boast of 3 daily papers, a school, 5 banks, "grand" hotels, a city hall (replaced in 1911), breweries, a woolen mill, an opera house, waterworks, electric lights, gasworks, three flour mills, and a bustling commercial zone providing agricultural and sundry supplies to city residents and area farmers. Consistently, local writers described these commercial and civic resources as symbols of the frontier community's cultural and commercial maturity and independence from eastern population centers. Dudley, for example, described the Metropolitan Opera House (32GF1628), built in 1890, as "the finest theatre building west of the twin cities"³⁵ while a writer for the *Fargo Record* bragged that the Grand Forks Woolen Mill (32GF0021), built in 1895, was "constructed on the same plan as the great mills of New England" and turned out "work equal to Lowell or Fall River."³⁶

²⁹ Arnold, *The Early History of Grand Forks*, pp. 112, 114.

³⁰ Quoted in Robinson, *History of North Dakota*, p. 151.

³¹ United States Census Bureau, cited in David Arthur Hampsten, "An Analysis of Urban Historic Geography: Metropolitan Grand Forks, North Dakota," (University of North Dakota, Grand Forks: Master of Arts thesis, 1994), Figure 29, p. 71; G. Joseph Hudak, "Cultural Resource Investigation of the Grand Forks/East Grand Forks Urban Study and the East Grand Forks Flood Control Project," April 1, 1981, p. 50. Submitted to the U.S. Army Corps of Engineers, St. Paul District.

³² Hampsten, "An Analysis of Urban Historic Geography," p. 37.

³³ Roberts and Roberts, "Historical Research Report," p. 42.

³⁴ Arnold, *The Early History of Grand Forks*, pp. 187-189.

³⁵ Dudley, *City of Grand Forks Illustrated*, p. 11.

³⁶ Roberts and Roberts, "North Dakota Cultural Resources Survey Base Data Form, Site No. GF24 [32GF0021]," 1981.

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Resources of this nascent city were all located in a “compactly built” zone centered along the primary thoroughfares and the railroads and extending east-west between 5th St. and the river and north-south between University and Division avenues. “By the turn of the century,” Hampsten reports, “downtown [was] concentrated between the two rail lines and around the river crossings.”³⁷ Historic city plats and Sanborn maps reveal that by 1892 all available building sites within Grand Fork Original Townsite had been developed. Subsequent development would appropriate the lots (and often the footprints) of previous generations of buildings.³⁸

As today, this “compactly built” zone was further organized by function and use. Dense rows of commercial establishments covered the general footprint of today’s downtown commercial zone and – in contrast to today – also extended along the south side of the 200 block of DeMers Avenue, to the “bridge approach.” With this significant exception, 3rd St. marked the effective east limits of retail construction. Mercantiles, manufacturing centers, feed lots, and small warehouses extended, in a linear pattern, along the rail corridors, their front doors opening to the streets and their back doors to the tracks. (Additional warehouses were clustered north and south of the Great Northern Depot, near the junction of the Great Northern lines, on land designated in the 1970s for urban renewal and now excluded from the proposed historic district boundaries.) The first-generation Central Public School had been built at the corner of N. 5th St. and Alpha Ave. (1st Ave. N); the first-generation City Hall at the corner of N. 4th and International Ave. (2nd Ave. N); and the first-generation County Courthouse and Jail at the corner of S. 4th St. and Bruce Ave. This public land use continues today, though the buildings represent the second-generation of development.

After the first burst of pioneer construction in the 1870s, the Red River floodplain at downtown Grand Forks has been largely reserved for industrial use. “Squatters shanties,” warehouses, lumber yards, and grain-milling centers (each requiring massive building sites, less vulnerable to flood-water damage, more-easily reconstructed, or lacking expensive permanent improvements that could not readily be moved as the river rose) were generally concentrated in a distinct floodplain industrial zone, between 3rd St. and the river.³⁹ The Sanborn Fire Insurance Maps of 1901 (drawn four years after the flood of 1897), for example, show a Standard Oil Co. storage facility and the Daniel Dow Foundry and Machine Shop (“an old mill building being remodeled”) at the north and south corners of 2nd Ave. and International Ave. (2nd Ave.); the sprawling Robertson Lumber Co. at 2nd St. and DeMers Ave; the massive Grand Forks Gas and Electric Co. yard at the NE corner of 2nd St. and Kittson Ave; and a cluster of 10 “shanties” east of Bruce Avenue near the river. Large warehouse facilities were also concentrated within this zone, placement dictated both by the availability of open land and by proximity to the rail lines: the Northern Pacific Freight House sat at the corner of Demers and N. 2nd St; and the North Dakota Millers Association warehouses and grain elevators just north of the Great Northern bridge.⁴⁰ Finally, the Northern Pacific line and a Great Northern spur line connecting with the Northern Pacific yard traversed the floodplain. This floodplain use by the Northern Pacific, Hampsten reports, reflected the clear distinction between the commercial and industrial zones established in the five years since the Great Northern’s arrival: unlike its predecessor, “the [Northern Pacific] crossed the Red River just north of the Great Northern, but instead of cutting through built-up areas, the builders

³⁷ Robinson, *History of North Dakota*, p. 155; Sanborn Fire Insurance Maps, 1901, sheets 4-7.

³⁸ Cited in Hampsten, “An Analysis of Urban Historic Geography,” p. 50, Figure 16.

³⁹ Sanborn Fire Insurance Company maps show two additional industrial/manufacturing zones north of 7th Ave. N., adjacent to the Great Northern and Northern Pacific tracks.

⁴⁰ A second warehouse district was clustered near the junction of the Great Northern’s east-west main line and its spur line north to Canada, located west of the historic district boundaries near N. 9th St. and University Ave. This area was the focus of 1970s urban renewal and retains little physical integrity.

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decided to take advantage of the natural levee and the heavy industries already located downstream (north) of the downtown by laying the line parallel to the river."⁴¹

Other industries contributed to the growth of Grand Forks by virtue not only of their presence and placement but their product. Grand Forks' pioneer settlers constructed the first generation of buildings of lumber salvaged from dismantled flatboats, of the elm, oak, ash, basswood, and cottonwood that lined regional waterways, or of pine, transported from Minnesota forests along the Red Lake River.⁴² By 1880 two sawmills operated in the city and by 1890 the Grand Forks Businessman's Association reported two sash, door, and blind factories.⁴³ As in all frontier communities, brick and stone construction replaced wood as soon as business conditions warranted (or credit allowed). By 1879, Grand Forks supported the John Bartholemew brick yard that took advantage of the Lake Agassiz clay deposits to manufacture both traditional red façade brick and the softer yellow brick used most often on rear elevations (see, for example, 32GF1255); the yard was operated first off of Belmont Road near Lincoln Drive before being moved to a site west of town. John Dinnie opened a second yard, on the river south of downtown, in the 1880s and with Bartholemew supplied the vast majority of the brick used in Grand Forks' industrial and commercial development, during the period of most-active growth. By 1891, the Bartholemew yard produced over 3 million bricks per year and employed 40 men. The Dinnie yard was only slightly less productive: 2 million bricks per year, and employment of 30 men.⁴⁴

Grand Forks commercial infrastructure, constructed during the 1880s and 1890s, reflected the national preference for the ornate Richardsonian Romanesque style (and its less ornate derivatives; see Section 7) and also for large "block" buildings: architectural historian Carole Rifkind reports that before they got taller, American buildings got bigger. This preference for massive scale reflected not only flamboyant optimism and prosperity of the 19th-century American West but also the West's great size: western cities had room in which to grow. During the "boom period" of mid-western/western settlement, Rifkind writes, "the taste was for grand scale. . . . Four, five, or six lots, and eventually as much as a total square block, were combined to form a single architectural statement."⁴⁵ Within the downtown district, extant examples of this preference for ornamentation and for grand scale include the Metropolitan Opera House (32GF1268) and the St. John's Block (32GF720).

Speculation slowed in the late 1880s, as the quality of available land declined and as lower wheat prices reflected the market's saturation and the concern of over-extended railroad financiers.⁴⁶ From a boom-period high of almost 7,000 residents in 1885, Grand Forks' population dropped to 5,363 by 1890.⁴⁷ This population decline mirrored the attendant decline in credit, wheat prices, and homestead filings – which dropped to their lowest point in the fiscal year ending June 30, 1890. The "infectious" optimism of the 1880s would be further decimated by the national economic crisis of 1893 and by disease: "I shall never forget the winter of 1893-94. What with 1,100 cases of typhoid fever, busted banks, and ruined credit . . . we were undoubtedly the most unhappy and disconsolate people in all the great northwest" newspaper editor

⁴¹ Hampsten, "An Analysis of Urban Historic Geography," p. 47.

⁴² Johnston, "Geographic Factors in the History of Grand Forks, North Dakota," p. 17.

⁴³ Anonymous, *Grand Forks Illustrated*, pp. 1, 13.

⁴⁴ Aas, *The History of the City of Grand Forks to 1889*, p. 14

⁴⁵ Carole Rifkind, *Main Street: The Face of Urban America* (New York: Harper & Row, 1977), p. 73.

⁴⁶ D. Jerome Tweton, "The Golden Age of Agriculture, 1897-1917" (*North Dakota History*, Vol. 27, No. 1, Winter 1970), p. 49.

⁴⁷ United States Census Bureau, cited in Hampsten, "An Analysis of Urban Historic Geography," Figure 29, p. 71; G. Joseph Hudak, "Cultural Resource Investigation of the Grand Forks/East Grand Forks Urban Study and the East Grand Forks Flood Control Project," April 1, 1981, p. 50. Submitted to the U.S. Army Corps of Engineers, St. Paul District.

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George Winship remembered. Ironically, in the face of this desolation and of an uncertain market, Grand Forks witnessed the greatest single year in new commercial construction: 11 large block buildings were constructed in 1893 alone – a reflection of the delay between project conception and completion and an undoubted source of concern for area banks and businessmen as they contemplated the possibility of over extension and over construction.⁴⁸

The Second Dakota Boom: 1897-1920

Their concern would have been short lived. The first Dakota boom busted only briefly. Beginning in 1897, America's westward expansion hit its stride in the wake of the nation's extraordinary economic growth, renewed immigration, and a 39% increase (between 1900 and 1910) of America's urban population: the market for America's agricultural supply.⁴⁹ North Dakota historian D. Jerome Tweton succinctly explains western farmers' prosperity: demand outstripped supply and as a result "good crops yields were accompanied by good prices; land values increased rapidly; the prices the farmer received for his goods remained in a favorable position to the prices he paid for manufactured articles.... Industrial growth coupled with rapid urbanization absorbed most of the food and fiber produced on farms at good prices."⁵⁰ This market increased dramatically with the initiation of World War I and the associated disruption of European production. The federal government encouraged increased production, banks were quick to extend credit, and for the duration of the war Red River Valley farmers rapidly invested in the land and machinery central to increased production.

Grand Forks prospered accordingly, prosperity gleefully anticipated by town boosters: "the region tributary to this city," W. L. Dudley wrote in 1897, "is comparatively undeveloped and its growth during the next decade will sustain a city of ten times the present population of Grand Forks. ... Grand Forks has only begun its career as a supply centre, but is now in a position to do business with our neighbors in a way that will give the city their trade."⁵¹ By 1917, the city boasted an extensive trolley system (no longer extant), new federal post-office and court (32GF18), a new City Hall (32GF430), a Carnegie Library (no longer extant), a Masonic Temple (32GF1474), a new Central high school (32GF402), and a modern Courthouse (32GF0020) – all constructed of stone, by prominent architects, in the monumental Classical Revival style. By 1920, the estimated 280 retail stores included six agricultural implement dealerships, nine car dealerships and repair shops (many replacing wagon shops), and 47 "wholesale establishments" – continued testimony to Grand Forks' placement at the heart of an agricultural community, at the junction of regional transportation networks.⁵²

Despite these changes in focus and function, a 1927 Sanborn Map reveals that downtown's general organization remained unchanged. New public buildings occupied the lots of their predecessors.⁵³ New businesses made use of existing storefronts and new buildings were constructed on recently vacated lots. The riverfront remained in industrial use, home to a beer warehouse and distributor, the Grand Forks Welding & Machine Co. facility, a lime and cement warehouse in the zone just east of the Northern Pacific tracks. Nearer DeMers Avenue, this industrial zone was more densely developed and contained the historic Robertson Lumber Co., the Grand Forks Mercantile Co. Wholesale Grocery & Fruits (on the site of the historic Northern Pacific Freight House) and a greatly expanded public power facility (owned by Northern

⁴⁸ Roberts and Roberts, Multiple Property Nomination.

⁴⁹ Robinson, *History of North Dakota*, pp. 218, 235; Tweton, "The Golden Age of Agriculture," p. 48.

⁵⁰ Tweton, "The Golden Age of Agriculture," pp. 47, 52.

⁵¹ Dudley, *City of Grand Forks Illustrated*, p. 9.

⁵² Johnston, "Geographic Factors in the History of Grand Forks, North Dakota," p. 47; Stark and Vermeer, "Grand Forks Central Business District Intensive Survey," p. 18.

⁵³ Roberts and Roberts, "Historical Research Report," p. 61.

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States Power Co., heir to Grand Forks Gas and Electric). In each instance, these industrial/warehouse facilities had direct access to the adjacent rail lines. All but four of the ten "shanties" shown on the 1901 Sanborn Map had been removed, as had the massive North Dakota Millers Association complex, leaving the floodplain east of the Great Northern's north-south spur line largely undeveloped.

Drought, Depression and World War II

Western agrarian states date the Great Depression not to the stock-market collapse of 1929 but to the overextension of the 1910s and the market collapse of the 1920s. The expansion of cultivated acreage and farm production during World War I had been realized on credit: by 1920, 70% of North Dakota farmers who owned their farms had mortgage debt.⁵⁴ With peace, the wartime market collapsed and wheat prices plummeted – from a high of \$2.96 a bushel in 1920 to a low of \$.92 per bushel in 1922. Across the state, banks called in their loans only to find farmers unable to pay; in 1923, 99 of the state's 898 banks failed. By mid decade, drought and failed crops – widespread in the semi-arid regions west of the Red River Valley – collided with these low prices. In 1933, wheat stood at \$.32 per bushel and an additional 575 banks had failed. The collapse of small farms underlay these bank failures, and the population of North Dakota shifted in response: over the course of the 1920s, North Dakota's urban population grew by 28% while the population of the countryside declined.⁵⁵

Out-migration, from farm to city, intensified during the sustained western drought and national depression of the 1930s. North Dakota as a whole "suffered more" from the Great Depression, Robinson writes, "than much of the rest of the nation.... Thousands lost their farms; more than one-third of the population lived on relief; many people left the state"⁵⁶ – and many more left arid North Dakota farms for North Dakota cities. The 1940 census revealed that the state lost 5.7% of its population during the 1930s (factoring an anticipated average birthrate, the loss was even greater) while North Dakota cities grew at an average rate of 16% - the national average. Grand Forks, located in the only North Dakota region spared the worst intensity of the drought, grew by 18%.⁵⁷

This growth was seen not only in an increased residential population but also in the continued growth of the city as a regional supply center. E.A. Wilson, a rural sociologist with the North Dakota Agricultural Experiment Station, reported, "the automobile and improved highways ... enable the farmer to do his trading, seek recreation and attend church at more distant cities."⁵⁸ The Grand Forks built environment reflects this paradoxical combination of population expansion and increased demand for commercial services and recreational opportunities, *in the wake of economic depression*. Grand Forks marks the junction of two regional highway systems: U.S. Highway 2 (the Roosevelt Highway), running east-west along the course of DeMers Ave., and Highway 81 (the Meridian Highway) running north-south along 3rd St. and Belmont Road. Traffic along each burgeoned in the 1920s, as both automobile ownership and vacation travel increased.⁵⁹ New commercial operations catered to the new automobile culture and to a newly mobile clientele: extant examples include the conversion of the Grand Forks Woolen Mill (32GF0021) to a car dealership and the construction of the Wilcox and Malm auto-supply store (32GF735), the Ryan Hotel (32GF724), a new downtown gas station

⁵⁴ D. Jerome Tweton and Theodore B. Jelliff, *North Dakota: The Heritage of a People* (Fargo: North Dakota Institute for Regional Study, 1983), p. 147.

⁵⁵ Tweton and Jelliff, *North Dakota*, p. 148; Robinson, *History of North Dakota*, p. 398.

⁵⁶ Robinson, *History of North Dakota*, p. 397.

⁵⁷ Robinson, *History of North Dakota*, p. 397; Grand Forks Centennial Committee, ed, *They Came to Stay*, p. 90.

⁵⁸ Quoted in Robinson, *History of North Dakota*, p. 380.

⁵⁹ Roberts and Roberts, "Historical Research Report," p. 64.

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(32GF1491), a new Red River vehicular bridge – the Sorlie Memorial (32GF279), and (paradoxically), the new Northern Pacific Railway Passenger Depot (32GF733). Built in 1929, the new depot reflected the Northern Pacific's national efforts, in the face of increased automobile use, to upgrade passenger facilities and command a greater share of an increasingly limited railroad passenger market.⁶⁰ Appropriate to this growing regional market, national and regional chains expanded to Grand Forks; J.C. Penney's,⁶¹ S.S. Kresge Co. (32GF1258), and Red Owl Grocery (32GF1265) are each representative examples of this commercial trend. (With the exception of Red Owl Grocery, which constructed a new facility on the newly vacant SE corner of Kittson Ave. and S. 3rd St., these chains stores opened in remodeled existing facilities.) The newly constructed Grand Theatre (now the Empire; 32GF1490), the newly constructed Strand Theatre (on S. 3rd St.; no longer exant) and the remodeled Metropolitan Opera House (32GF1268) offered inexpensive public entertainment.

Ironically then, through the 1920s and 1930s, Grand Forks continued to grow in the wake of the larger state's economic depression. Infrastructure expansion, however, was more tempered than that of the boom periods, absent the speculative frenzy and tempered by the fact that the downtown district had long since grown to its maximum density. New businesses generally made use of old buildings or of lots vacated by fire or demolition.

World War II and the Post-War Period: 1941-1955

The outbreak of war, in 1939, brought prosperity to western agricultural states as ironically as peace, twenty years earlier, brought depression. Wheat prices skyrocketed in response to European shortages and adequate rain assured abundant crops. From 1940 to 1945, total personal income for North Dakota residents rose 145%, compared to 109% nationally: "the state enjoyed greater prosperity than it had every known."⁶² Grand Forks' population expanded accordingly, to 26,836 by 1950, or 33% over the course of the previous decade. Despite this prosperity, federal restrictions on all non-military wartime construction (a necessary rationing of labor and of materials) precluded new construction; no Grand Forks storefront dates to the war years. Limits to post-war construction within the historic district reflected the density of the downtown commercial zone and the shortage of building lots: as during the 1920s and 1930s, prosperity and an increased population did not dramatically alter the downtown footprint; the city instead expanded beyond the limits of Grigg's Original Townsite or on vacant lots as they became available. New construction was limited to the third-generation Dakotah Hotel (32GF727), built in 1946 on the site of the second-generation Dakotah hotel, destroyed (like its predecessor) by fire; to the new Deaconess Hospital (32GF3259), constructed in 1949 on the site of the second-generation hospital; and to (Lystad's 32GF3261) built in 1953 on the site of two historic (pre-1927) two-story brick commercial buildings.⁶³

The Modern Period, 1953-1979

In 1953, the State Highway Department constructed a new Highway 81 along the course of Grand Forks' Washington St., west of downtown. Following this construction, the Meridian Highway, following the course of Belmont Road to its downtown intersection with S. 3rd St., was abandoned as a primary inter- and intra-state thoroughfare. Construction of gas stations and garages (Washington St. was known by the 1960s as "gasoline alley"), of modern motels and motor courts, and of the city's first malls – The Town and Country Shopping Center (1959), and the South Forks

⁶⁰ Roberts and Roberts, "North Dakota Cultural Resources Survey Base Date Form, 32GF0733 [CK29]," 1981. On file at the State Historic Preservation Office, Bismarck, North Dakota

⁶¹ The current JC Penney's building (32GF1263) is a 1941 replacement of the original store, built on the same site.

⁶² Robinson, *History of North Dakota*, p. 421.

⁶³ Sanborn Fire Insurance Co. Maps, 1927 and 1947.

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Plaza Mall (1964), both on Washington St. – followed. Residential development also progressed to the south and west, exacerbating this pattern of “decentralization.” Downtown languished, despite the 1974 demolition of the historic commercial and warehouse zone on 5th and 6th Streets near the Great Northern tracks – part of the city’s program of urban renewal – and despite downtown entrepreneurs’ efforts to meet the needs of their clientele.⁶⁴ In 1969, the Dacotah Hotel (32GF727) advertised instead as the Dacotah Motor Hotel and promised “free guest parking at the lobby entrance.” The Ryan Hotel (32GF724) countered with “Lots of Free Parking.” The owners of Griffith’s Department store, located in the historic Ontario Department Store building (32GF719), applied modern cladding to the venerable building, promising a modern shopping experience and, in 1979, in recognition and fear of downtown’s continued decline, the city financed enclosure of the second-story of historic S. 3rd St. properties, creating an enclosed, climate controlled, “City Center Mall.”⁶⁵ None of these efforts proved particularly successful, as evidenced by downtown’s increased vacancy and diminished traffic.

The end of the period of significant historic development for the Downtown Historic District has therefore been defined as 1953, when construction of the Highway 81/Washington Ave. corridor heralded the economic decline of the downtown district and the end of downtown’s long-standing role as the commercial and civic center of the community. Significantly, the 1997 flood and post-flood reconstruction efforts – as surely as they resulted in the destruction of tangible historic resources – also herald downtown’s return to its place of historic prominence. During the 1890s, as population boomed in the Red River Valley, Grand Forks hosted an annual downtown Street Fair, attracting “many thousand visitors to the city.” The fair, W.L. Dudley wrote,

differs from the ordinary state or county fair in this respect, that instead of being held in an enclosure usually at some distance from the town, the street fair is held, as its name implies, in the street. Booths are erected ... in front of business houses, for the classified display of agricultural and other products.... The fair usually lasts three days and, in addition to the displays made, very entertaining programs are arranged for each day, including parades, sports of various kinds with valuable prizes, and other attractions such as balloon ascensions etc., with dramatic and other entertainments at public halls in the evenings.⁶⁶

Today, the new Town Square, the new riverfront parkway, and the new urban parks host modern versions of this historic gathering, against a backdrop of both new construction and carefully restored historic buildings.

⁶⁴ Of this period Roberts and Roberts write, “the additions farthest from the [commercial center] were platted. Many downtown business buildings got facelifts on their first-floor storefronts, and many private dwellings in the Study Area were re-roofed and re-sided (Roberts and Roberts, “Historical Research Report,” p. 61.

⁶⁵ The city financed the project through Parking Authority assessments, Central Business District Authority assessments, and city bonding.

⁶⁶ Dudley, *City of Grand Forks Illustrated*, p. 53.

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UTM References, continued

Zone 14

Point	UTM Easting	UTM Northing		UTM Easting	UTM Northing
A	646,911.04	5,310,225.17	K	646,828.12	5,309,804.48
B	647,477.27	5,309,817.34	L	646,795.10	5,309,763.79
C	647,434.68	5,309,615.46	M	646,761.63	5,309,790.12
D	647,283.93	5,309,428.42	N	646,833.05	5,309,879.98
E	647,074.61	5,309,599.77	O	646,772.87	5,309,927.56
F	646,874.53	5,309,474.19	P	646,802.83	5,309,965.71
G	646,839.43	5,309,531.68	Q	646,762.56	5,309,998.04
H	646,909.47	5,309,577.95	R	646,807.72	5,310,051.09
I	646,932.50	5,309,537.76	S	646,783.58	5,310,069.63
J	647,054.22	5,309,617.79			

Boundary Justification, continued

Grand Forks' historic riverfront has changed dramatically over the past 120 years, in response to changes in dominant transportation patterns and as a result of flood. Historically, the flood plain proved most amenable to industrial development: extensive land, not more beneficially put to commercial use, was available, industrial inventory/materials could be moved in the event of flood, and what couldn't be moved could be built to withstand water damage. More substantial investments have demonstrated a consistent pattern of retreat, from the 1870s when the city's first businesses and homes crowded the river bank, to the 1910s when the floodplain had been largely abandoned to all but industrial use, to today, when all buildings east of Third Street have been removed and a levee separates the river from downtown. Were this not a river town, exclusion of the modified zone would conform to National Register instructions to "leave out peripheral areas of the property that no longer retain integrity, due to subdivision, development, or other changes." However, the Red River defined the placement, orientation, development, and evolution of Downtown Grand Forks and cannot be excluded from a meaningful physical representation of the city's history. Today the levee and extent of floodplain effectively delineate the limits of *commercial* or *public* development, just as the industrial zone delineated those limits during the historic period. Extension of district boundaries to the river therefore conforms to National Register directives to "carefully select boundaries to encompass, but not to exceed, the full extent of the ... land area making up the property." It also allows incorporation of the significant Sorlie Memorial, Great Northern, and Northern Pacific bridges within the district boundaries.

Like this east boundary, the north and south boundaries conform to the limits of the original townsite, limits reflected not only on city plat maps but also by a distinct shift in the nature of development: at University Ave. and at Division St. (and as during the historic period) the public/commercial zone gives way to the historic Northside and Southside residential neighborhoods. In contrast, the west boundary excludes the modern (ca. 1970) urban renewal zone and is thus defined not by historic development patterns but by the limits to physical integrity as revealed during field survey. However, in recognition of the critical importance of the railroad to city development, the west boundary has been extended along the length of the historic Great Northern line (a contributing structure) to incorporate the Great Northern Depot and Lunchroom (see district map). Appropriately, the Red River and the Great Northern and Northern Pacific depots, therefore, serve as gateways to a historic district founded first on river and then on rail traffic.

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Resource Table

SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/Framing	Architect	National Register eligibility
32GF18	U.S. Post Office and Courthouse	Ronald N. Davies Fed. Bldg. and U.S. Courthouse	Public	102 N. 4th St.	1905	Baux Arts/Neoclassical	J. Taylor	Individually Listed/Contributing
32GF0020	GF County Courthouse	GF County Courthouse	Public	124 S. 4th St.	1913	Baux Arts/Neoclassical	Buechner & Orth/Ingemann	Individually Listed/Contributing
32GF0021	Grand Forks Woolen Mills	Mill Square	Commercial/Industrial	301 N. 3rd St.	1895-1918	Brick Commercial	John W. Ross	Individually Listed/Contributing
32GF279	Sorlie Memorial Bridge	Sorlie Memorial Bridge	Transportation	DeMers Ave. at Red River	1929	Parker Through Tuss		Individually Listed/Contributing
32GF402	Central High School	Central High School	Public	115 N. 4th St.	1917	Baux Arts/Neoclassical	W. J. Edwards	Contributing
32GF403	NP Railroad Bridge	NP Railroad Bridge	Transportation	1st Ave. N. at Red River	1887	Pivoting Warren Tuss		Contributing
32GF428	Fire House, Northside	Fire Hall Theatre	Public	408 2nd Ave. N.	Ca. 1905	Early Brick Commercial		Contributing
32GF429	Unknown	Border States Trophy	Commercial	312 2nd Ave. N.	Ca. 1905	Early Brick Commercial		Contributing
32GF430	City Hall	City Hall	Public	402 2nd Ave. N.	1911	Baux Arts/Neoclassical		Individually Listed/Contributing
32GF434	Great Northern Depot and Lunchroom	Depot on DeMers	Transportation	625 DeMers	1892-1898	Richardsonian Romanesque	Cass Gilbert	Contributing #
32GF719	Ontario Department Store/Giffith's	Meadowbrooke	Commercial	1 N. 3rd St.	1906	Chicago School/Brick Commercial	Joseph DeRenner	Contributing*
32GF720	St. John's Block/First National Bank	St. John's Block	Commercial/Financial	2 N. 3rd St.	1890	Richardsonian Romanesque		Individually Listed/Contributing
32GF721	Ontario Store Grocery Department	Roller Office Supply/Business Essentials	Commercial/Retail	7 N. 3rd St.	1892	Early Brick Commercial (with Romanesque details)		Individually Listed/Contributing

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SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/framing	Architect	National Register eligibility
32GF722	Iddings Block/Iddings Book and Stationary	Iddings Block/Babyton	Commercial/Retail	9 N. 3 rd St.	1892	Early Brick Commercial (with Romanesque details)		Individually Listed/Contributing
32GF723		Caulfields	Commercial/Retail	13 N. 3 rd St.	Ca. 1910	Early Brick Commercial		Noncontributing
32GF724	Ryan House (Hotel)	Ryan Building (Senior Housing)	Commercial/Hotel	21 N. 3 rd St.	1926	Early Brick Commercial (with Beaux Arts details)	Samuel DeKemer	Contributing
32GF727	Dacotah Hotel	First American Bank/Dacotah Building	Commercial/Hotel	106 N. 3 rd St.	1946	Art Moderne/Brick commercial		Contributing
32GF729	Grand Forks Mercantile, 1898	DiMaggio's/ Mountainbrook/ Dacotah Arms	Commercial/Wholesale	118 N. 3 rd St.	1898	Early Brick Commercial		Individually Listed/Contributing
32GF731	Grand Forks Mercantile Annex	JLG Architects/ Lola's	Commercial/Wholesale	124 N. 3 rd St.	1893	Early Brick Commercial (Richardsonian Romanesque details)		Individually Listed/Contributing
32GF732	Norman Furniture/ Aaker's Bus. College	CPS, Ltd./U.S. Army Corps of Engineers	Commercial/Education	201 N. 3 rd St.	1903	Richardsonian Romanesque		Contributing
32GF733	Northern Pacific Depot	GF Chamber of Commerce	Transportation	202 N. 3 rd St.	1929	Tudor Revival		Individually Listed/Contributing
32GF734		The Hub Bar	Commercial	205 N. 3 rd St.	1900	Early Brick Commercial		Noncontributing
32GF735	Wilcox & Malm Auto Telephone Company	River View Center Heritage Corner	Commercial	209 N. 3 rd St.	1917	Transitional Brick		Contributing
32GF786			Public	24 N. 4 th St.	1908	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF789	Grand Forks Herald	Grand Forks Herald	Public	120 N. 4th St.	1931 1951 1998	Art Deco		Individually Listed/Contributing
32GF790	Lyons Auto Body Shop	Lyons Auto Body Shop		210 N. 4th St. (previously surveyed as 202 N. 4th St.)	1912	Transitional Brick		Contributing

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SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/Framing	Architect	National Register eligibility
32GF791	Lyons Garage/Lyons Auto Company	Lyons Garage	Commercial	214 N. 4th St. (previously surveyed as 210 N. 4th St.)	1894	Tudor Revival		Individually Listed/Contributing
32GF793	Jack Building: Grand Forks Marble Works	JB's Salon	Commercial	220 N. 4th St.	1910	Early Brick Commercial		Contributing *
32GF796	Jack's Roller Rink	Cherished Moments	Social	224 N. 4th St.	1907	Early Brick Commercial		Contributing
32GF1249	O. Young Building	Waterfront Kitchen and Bath	Commercial	2 S. 3 rd St.	1884	Early Brick Commercial		Contributing
32GF1251	Trepantier Drug Bldg	Waterfront Kitchen and Bath	Commercial	4 S. 3 rd St.	1884	Richardsonian Romanesque		Contributing
32GF1253	Witelshofer Block		Commercial	6-8 S. 3 rd St.	1891	Early Brick Commercial		Contributing
32GF1255	Widlund Block	Skin and Bodyworks	Commercial	12 S. 3 rd St.	1909	Beaux Arts/Neoclassical	Joseph DeKemer	Contributing
32GF1258	Palmer Block/Tischert's	Badman Design	Commercial	16 S. 3 rd St.	1898	Early Brick Commercial		Contributing
32GF1259	Geist Building/China Hall	Sander's 1997	Commercial	20 S. 3 rd St. (previously surveyed as 22 S. 3 rd St.)	1910	Transitional Brick		Contributing
32GF1262	Red River Power Co./Northwestern Bell	CC Plus Interiors	Public	25 S. 3 rd St.	1931	Art Deco		Contributing
32GF1263	Punkert's/O'Penney Bldg	Novel Ideas/L.A Suits	Commercial	28 S. 3 rd St.	1941	Art Deco		Contributing
32GF1264	Corliss Block/Panovitz Bldg	Avanti Hair	Commercial	31 S. 3 rd St.	1904	Early Brick Commercial		Contributing
32GF1265	Red Owl Grocery	Brown Paper Wrapper	Commercial	102 S. 3 rd St.	1939	Other: contemporary		Noncontributing
32GF1266		Widman's Candy Shop	Commercial/Retail	106 S. 3 rd St.	1925	Transitional Brick		Contributing
32GF1268	Metropolitan Opera House		Social	116 S. 3 rd St.	1889	Richardsonian Romanesque		Individually Listed/Contributing

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**NATIONAL REGISTER OF HISTORIC PLACES
 Continuation Sheet**

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SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/framing	Architect	National Register eligibility
32GF1281		Speed Printing/Great Plains Claims	Commercial/Retail	220 S. 3 rd St.	1889	wood frame ("boomtown")		Individually Listed/Contributing
32GF1314	Dakota Block	Sledster's	Commercial/Retail	21 S. 4th St.	1916	Vernacular commercial/brick		Individually Listed/Contributing
32GF1315	Odd Fellows Block	Central Apts./Urban Stampede	Social/Commercial	23-25 S. 4th St. 324 Kirtson Ave.	1882	Richardsonian Romanesque		Individually Listed/Contributing
32GF1319	American Building	Community Violence Intervention Center	Commercial/Retail	211 S. 4 th St.	1918	Transitional Brick		Contributing
32GF1320	Hook & Ladder No. 1	Widdel Law Firm	Public	215 S. 4 th St.	1907	Early Brick Commercial		Individually Listed/Contributing
32GF1321		Migrant Health Services	Public	217 S. 4 th St.	1915	Transitional Brick		Contributing
32GF1366	Hanson-Anderson Mortuary	Law Office	Health Services/Commercial	115 S. 9 th St.	1903	Early Brick Commercial		Contributing
32GF1474	Masonic Temple	Masonic Temple/Masonic Center	Social	421 Bruce Ave.	1913	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF1480	St. John's Annex/Omphion Theatre	St. John's Annex/Amazing Grains Natural Foods Store	Commercial/Social	214 DeMers Ave.	1892	Early Brick Commercial		Contributing
32GF1481	Stratford Building			311 DeMers Ave.	1913	Early Brick Commercial		Individually Listed/Contributing
32GF1484	Scandinavian American Bank	First National Bank	Commercial/Financial	322 DeMers Ave.	1915	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF1488	Wright Block	Lutheran Social Services/Community Foundation/United Way		408 DeMers Ave.	1909	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF1489	Finks and Gokey Block	Bonzer's/Red Geranium Antiques	Commercial/Retail	414 DeMers Ave.	1881	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF1490	Grand Theatre/Paramount Theatre/Empire Theatre	Empire Theatre/Empire Arts Center	Social	415-419 DeMers Ave.	1919	Beaux Arts/Neoclassical		Contributing
32GF1491	800 Gulf Service Station	Edward Jones Investment	Commercial	424 DeMers Ave.	Ca. 1935	Art Moderne		Contributing*

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SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/Framing	Architect	National Register eligibility
32GF1517	Hoffman Clothing	Anderson Appraisal	Commercial	311 Kittson Ave. (previously surveyed as 307 Kittson Ave.)	1915	Early Brick Commercial		Contributing
32GF1518	Unknown			313 Kittson Ave.	1957	Other: contemporary		Noncontributing (modern)
32GF1519	Johnson & Gillander Builders	Sander's 1907 Building	Commercial	312 Kittson Ave.	1907	Beaux Arts/Neoclassical		Individually Listed/Contributing
32GF1520	Edgar Building	Inv. Inc.	Commercial	314 Kittson Ave.	Ca. 1915; ca. 1930	Art Deco		Individually Listed/Contributing
32GF1522	Unknown			317 Kittson Ave.	1936	Transitional Brick		Contributing
32GF1523	GF Floral	David C. Thompson Law Office	Commercial	321 Kittson Ave.	1927	Early Brick Commercial		Contributing
32GF3040	Deaconess Hospital Annex/Nurses Residence	Northlands Rescue Mission	Community	414 Division Ave.	1913	Transitional Brick		Contributing*
32GF3121	Phillips Block	Wells Fargo/ Simmons Flint	Commercial	15 S. 3 rd St.	1898	Early Brick Commercial		Contributing
32GF3245	Unknown		Commercial	315 1 st Ave. N.	1953	International Style		Contributing
32GF3246	NA	Parking Garage	NA (Modern; Commercial/Auto Related)	413 1 st Ave. N.	1976	Other: contemporary		Noncontributing (modern)
32GF3247	Unknown		Commercial	310 2 nd Ave. N.	Ca. 1935	Transitional Brick		Contributing
32GF3249	Palace of Sweeiss/Palace Cafe		Commercial	6 N. 3 rd St.	Ca. 1885/ modern	Other: contemporary		Noncontributing (lack of integrity)
32GF3250	Express Office	Scott's Music	Commercial	8 N. 3 rd St.	Ca. 1885/ modern	Other: contemporary		Noncontributing (lack of integrity)
32GF3251	VPW Club	The Edge	Commercial/Retail	10 N. 3 rd St.	1907	Early Brick Commercial		Contributing
32GF3252		River Front Gallery and Framing	NA (Modern; Commercial)	17 N. 3 rd St.	1963			Noncontributing (modern)
32GF3253	NA	County Parking Garage	NA (Modern; Public)	120 S. 3 rd St.	1999	Other: contemporary		Noncontributing (modern)

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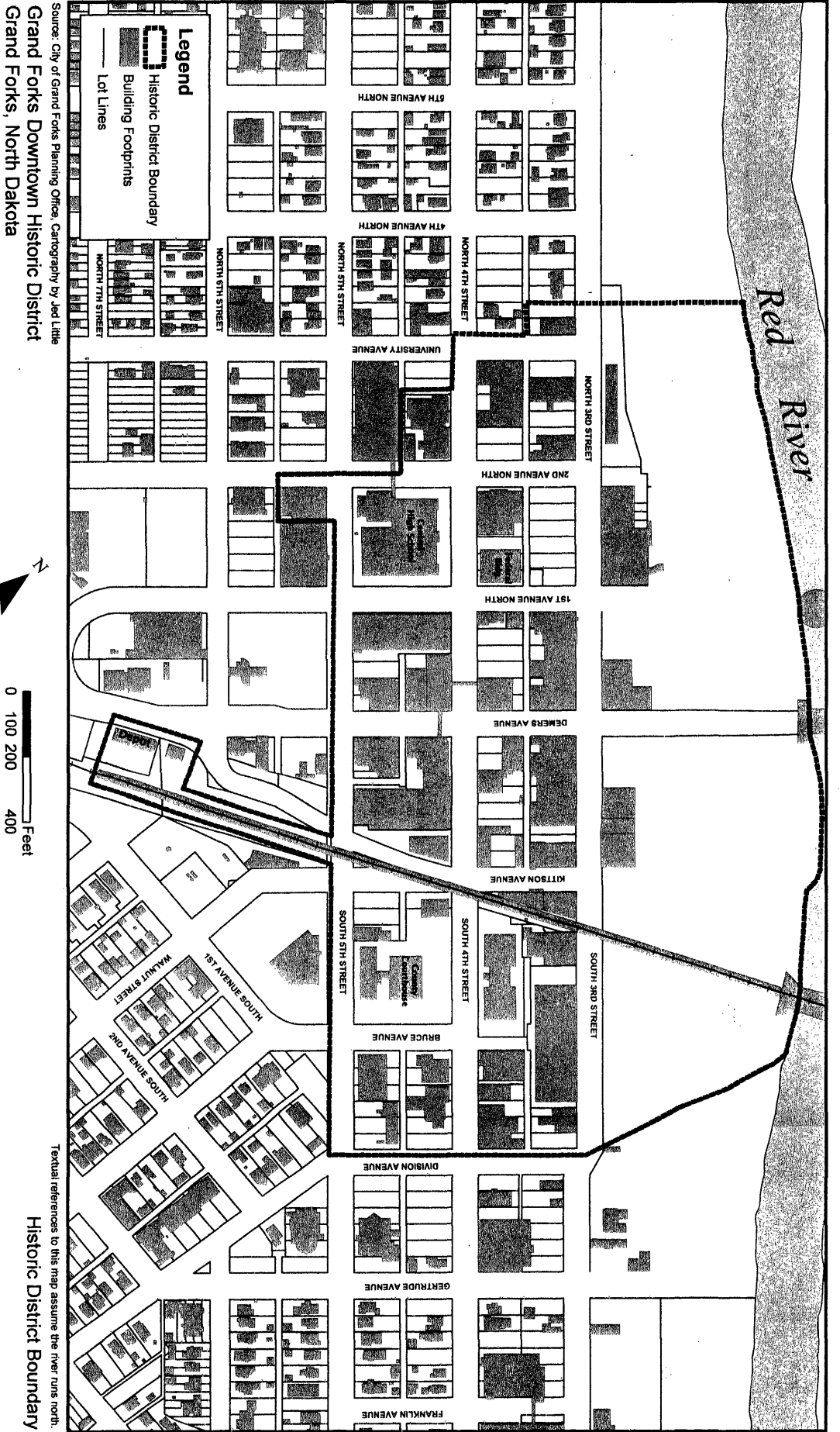
NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

Section Number Additional Documentation Page 36 Downtown Grand Forks Historic District, Grand Forks County, North Dakota

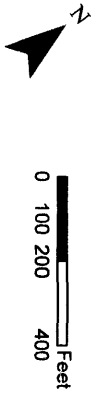
SITS #	Historic Name	Current Name (2004)	Historic Use	Address	Date	Architectural Style/Framing	Architect	National Register eligibility
32GF3254 (formerly 32GF1276)	"Boontown Building"/Economash	A Bridal Affair- Boontown	Commercial	216 S. 3 rd St. (moved from 201 S. 3 rd St.)	Ca. 1884	Boontown; False Front		Contributing
32GF3255	Juntunen Attorneys	Juntunen Attorneys	Commercial	218 S. 3 rd St.	Ca. 1950	Other: contemporary		Contributing
32GF3256	Kloster Block/GF Federal Savings & Loan	Norby's Work Perks	Commercial	13 S. 4 th St.	1953	International Style		Contributing
32GF3257	NA	County Building	NA (Modern; Public)	151 S. 4 th St.	1999	Other: contemporary		Noncontributing (modern)
32GF3258	First Federal Savings & Loan	County Office Building	NA (Modern; Commercial)	201 S. 4 th St.	1961	Other: contemporary		Noncontributing (modern)
32GF3259	Deaconess Hospital	Deaconess Medical Center	Commercial/Health Services	212 S. 4 th St.	1949	Other: contemporary		Contributing*
32GF3260	Grand Forks Clinic	Grand Forks Clinic	Commercial/Health Services	221 S. 4 th St.	Ca. 1950	International Style		Contributing
32GF3261	Lystad's	Ecoblab	Commercial/Office	405 Bruce Ave.	1953	International Style		Contributing
32GF3262	NA	Corporate Center	NA (Modern; Commercial/Office)	401 DeMers Ave.	1999	Other: contemporary		Noncontributing (modern)
32GF3263	NA	Corporate Center Annex	NA (Modern; Commercial/Office)	402 DeMers Ave.	1999	Other: contemporary		Noncontributing (modern)
32GF3264	IRS Building	Howe and Seaworth Attorneys	Public	421 DeMers Ave.	1978	Other: contemporary		Noncontributing (modern)
32GF3265	NA	Municipal Bus Metro Transfer Center	NA (Modern; Transportation)	450 Kitson Ave.	2001	Other: contemporary		Noncontributing (modern)
32GF3266	GN Railroad Tracks	GN Railroad Tracks	Transportation	From GN Bridge, over Red River, to GN Depot	1880	NA		Contributing
32GF3267	GN Railway Bridge Over Red River	GN Railroad Bridge over Red River	Transportation	GN Railroad Tracks at Red River	1880	Pivoting Warren Truss		Contributing*
32GF34686	YWCA	NA (Vacant)	Public		1951	Brick Commercial		Contributing #

* Previously evaluated as noncontributing (106 Group Inc., 2003)

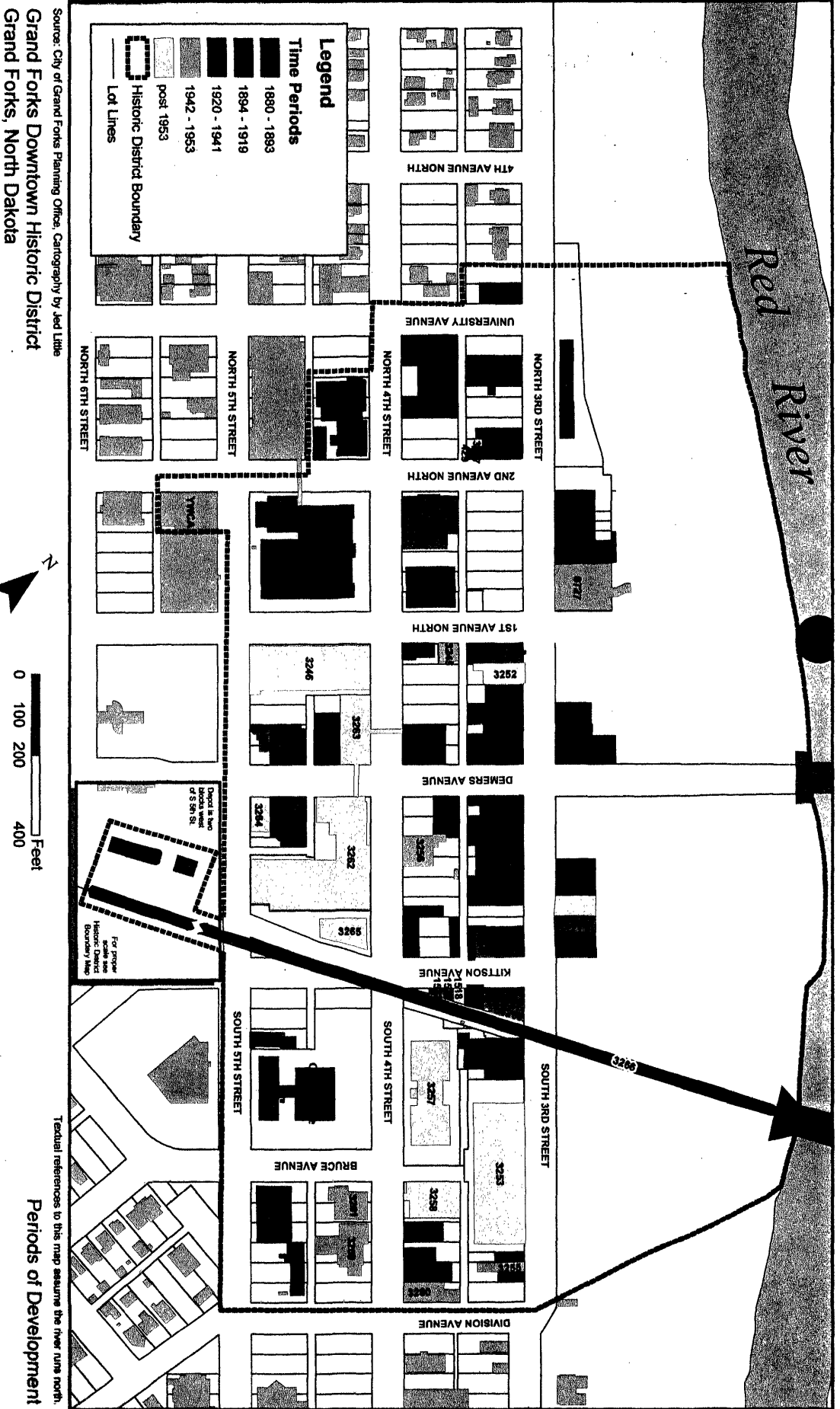
• # Not included in 106 Group Inc. preliminary survey (2003)



Source: City of Grand Forks Planning Office. Cartography by Jed Little
Grand Forks Downtown Historic District
 Grand Forks, North Dakota



Textual references to this map assume the river runs north.
Historic District Boundary



Source: City of Grand Forks Planning Office, Cartography by Jed Little

Grand Forks Downtown Historic District
Grand Forks, North Dakota

Legend

[Solid black fill]	1880 - 1893
[Dark grey fill]	1894 - 1919
[Medium grey fill]	1920 - 1941
[Light grey fill]	1942 - 1953
[White fill]	post 1953
[Dashed line]	Historic District Boundary
[Thin solid line]	Lot Lines



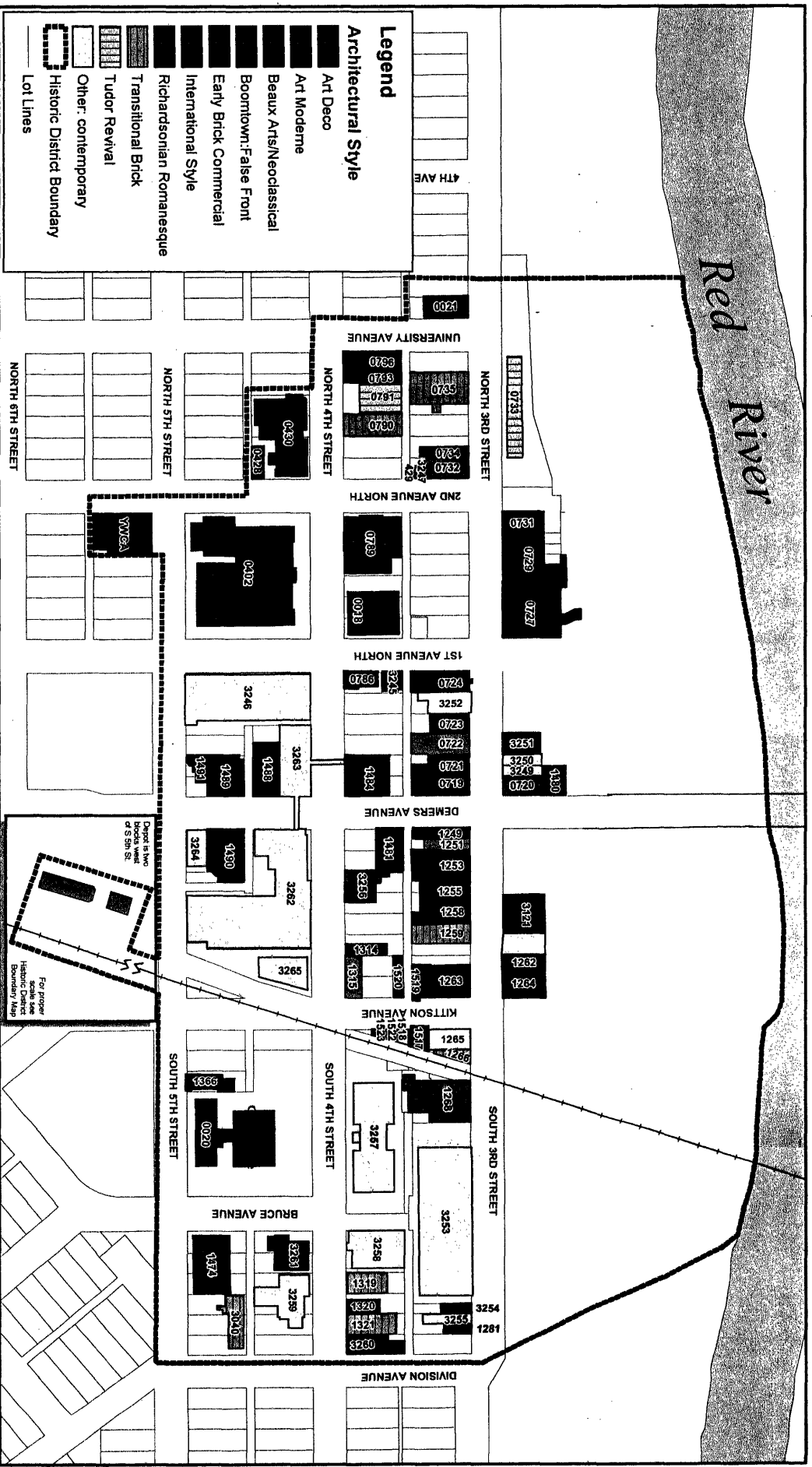
For precise
Historic District
Boundary Map

Depict in map
of 5 1/2" x 8 1/2"

Technical references to this map assume the river runs north.

Periods of Development

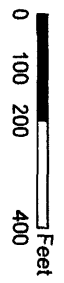
Red River



Legend

- Architectural Style**
- Art Deco
 - Art Moderne
 - Beaux Arts/Neoclassical
 - Boombown: False Front
 - Early Brick Commercial
 - International Style
 - Richardsonian Romanesque
 - Transitional Brick
 - Tudor Revival
 - Other: contemporary
- Historic District Boundary
- Lot Lines

Source: City of Grand Forks Planning Office, Cartography by Jed Little
 Grand Forks Downtown Historic District
 Grand Forks, North Dakota



Textual references to this map assume the river runs north.
 Architectural Style

Depot is two blocks west of S 5th St.
 For proper Historic District Boundary Map