

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Redwood Falls Retaining Wall Roadside Development Project

other names/site number _____

2. Location

street & number Junction of Minnesota Highways 19 and 71

N/A

not for publication

city or town Redwood Falls

N/A

vicinity

state Minnesota code MN county Redwood code 127 zip code 56283

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national X statewide local

Barbara Howard June 1, 2012
Signature of certifying official/Title Barbara Mitchell Howard, Deputy State Historic Preservation Officer Date

Minnesota Historical Society
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain): _____

Joe Edson H. Beall
Signature of the Keeper

7.25.12
Date of Action

Redwood Falls Retaining Wall Roadside Development Project
Name of Property

Redwood Co., MN
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only one box.)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input checked="" type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
1		sites
2		structures
		objects
3		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

"Federal Relief Construction in Minnesota, 1933-1941"

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE/park

Current Functions

(Enter categories from instructions.)

LANDSCAPE/park

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: NPS Rustic Style

Materials

(Enter categories from instructions.)

foundation: STONE

walls: STONE

roof:

other: CONCRETE

Redwood Falls Retaining Wall Roadside Development Project
Name of Property

Redwood Co., MN
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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Redwood Falls Retaining Wall Roadside Development Project is a three-acre, irregularly-shaped highway intersection located at the junction of Minnesota Highways 19 and 71 at the northwestern edge of the central business district in Redwood Falls, a city in southwestern Minnesota's Redwood County. The project was built in 1934-1936 by the Minnesota Department of Highways (MHD) Roadside Development Division in cooperation with the City of Redwood Falls. Designed in the National Park Service Rustic Style, the project contains segments of paved streets and alleys, five small parcels of public land, and two granite retaining walls. The project was designed by Arthur R. Nichols, Consulting Landscape Architect for the MHD Roadside Development Division, working in collaboration with Harold E. Olson, Roadside Development Engineer for the MHD. Labor was provided by unemployed Redwood County men hired under the New Deal's Federal Emergency Relief Administration (FERA) and by Woodrich Construction Company of Minneapolis, a private contractor paid with funds from the Public Works Administration (PWA). The Roadside Development Project retains generally good integrity, although original trees and shrubs have been lost and the eastern end of the longest retaining wall (a 95' section) was dismantled to ground level after being hit by a truck in the 1980s. The property still performs its original function.

Narrative Description

See Continuation Sheet.

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Redwood Falls Retaining Wall Roadside Development Project

Name of Property

Redwood County, MN

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Name of multiple listing (if applicable)

DESCRIPTION

The Redwood Falls Retaining Wall Roadside Development Project, built in 1934-1936, is located at the junction of Minnesota Highways 19 (Bridge Street) and 71 (Mill Street), two major thoroughfares in the city of Redwood Falls. The property is located on the eastern bank of the Redwood River at the northwestern edge of downtown. Redwood Falls is a city of 5,200 people on the Redwood River about three miles southwest of the river's confluence with the Minnesota River. A small hydroelectric dam impounds the river west of the Highway 19/71 junction creating a recreational reservoir called Lake Redwood. (See accompanying Sketch Map.)

About two blocks north of the Roadside Development Project is Alexander Ramsey Park. Ramsey Park was established in 1911 on the Redwood River to preserve a stunning wooded landscape whose focal point is the 50'-high waterfall for which Redwood Falls was named. Ramsey Park was a state park from 1911-1957 and today, at 219 acres, is Minnesota's largest city park. The Minnesota Department of Highways (MHD) Roadside Development Project was created in part because of the site's proximity to Ramsey Park.

The Redwood Falls Retaining Wall Roadside Development Project continues to serve its original function. Most of the nominated property is owned by the Minnesota Department of Transportation, with a small amount of land (on parcel "B") owned by the City of Redwood Falls.

The Roadside Development Project includes three principal resources. They are two structures – a 420'-long stone retaining wall and a smaller 90'-long stone retaining wall – and one site, the intersection itself. All resources are categorized as Contributing.

The character-defining features of the property include a flowing pattern of streets and landscape parcels that safely channel traffic through the junction of two major highways and on and off a bridge. Character-defining features also include a National Park Service Rustic Style design with two granite retaining walls (one with an ornamental iron railing) and low-maintenance vegetation (turf grass and deciduous and coniferous trees and shrubs) planted in naturalistic patterns.

Topography, Setting, Spatial Organization, and Circulation

The intersection of Highways 19 and 71 is located immediately east of Bridge 5133, a state highway department concrete-arch bridge constructed in 1934 to carry Highway 19 across the Redwood River. The bridge was built just before the Roadside Development Project and used similar New Deal funding and labor. (Bridge 5133 is extant but was altered in 1981 with a new deck and railings. The bridge is not eligible for the National Register and is not within the nominated property.) Other properties surrounding the Roadside Development Project include houses and Lake Redwood to the west; houses and the wooded river valley to the north; commercial buildings to the east; and the core of Redwood Falls' central business district to the south.

The Roadside Development Project was built on a fairly steep slope that descends from the edge of downtown to the river. Prior to construction of the project, the area was a typical orthogonal grid of streets and blocks. Cars traveling north and south on Mill Street had to tackle a slope that was particularly slippery in the winter. Difficult conditions at the busy intersection were exacerbated by the nearby bridge. Until 1934, Bridge Street (Highway 19) crossed the Redwood River on a concrete bridge built in 1913 about 150' north of the 1934 bridge. The 1913 bridge met the street grid at an angle, requiring cars to make dangerous turns ("Bids Called" 1934).

The 1934-1936 roadside development project transformed the dangerous and erosion-prone intersection into an attractive parkway-like area that corrected the safety deficiencies. The intersection created a fitting approach to Bridge 5133, a sophisticated amenity for downtown Redwood Falls, and a handsome gateway to Ramsey State Park whose entrance was across the bridge on the western side of the river.

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The new project split the northern end of Mill Street (Highway 71) into a "Y" whose east and west legs curved across the side of the hill at a fairly shallow gradient to the northeast and northwest before joining a new alignment of Bridge Street (Highway 19), which had been shifted slightly north because of the new bridge. (As part of the project, the old alignment of Bridge Street was narrowed west of Mill Street.) The Mill Street "Y" created an island on which was built a long granite wall – the centerpiece of the intersection – that retained the hillside and divided the intersection into two levels with the northern half being at a lower elevation (Photo 1, Photo 6). The project appears to have been built as it was drawn on original construction plans with the exception of minor changes that probably represent field adjustments made by the engineers.

When the project was completed, the new Bridge Street was 40' wide and each leg of Mill Street was 24' wide. In 1953 the west and east legs of Mill Street were widened by about 15' and 11', respectively. (The widened area tapered to about 5'.) The intersection's original concrete paving was covered with bituminous beginning in 1953. Most of the intersection's original 6" concrete curb has been replaced in-kind.

The principal island (parcel "A" on the Sketch Map) is an elongated triangle that contains the principal stone retaining wall (see "Structures and Furnishings" below). A 5'-wide poured concrete sidewalk lined most of the southern curb. (The western part of the sidewalk was rebuilt in 2011. The eastern part was removed in 1953.) Today the island has nine trees. Two Colorado spruce (*Picea pungens*) north of the retaining wall may be original, but the rest of the trees – four crabapples (*Malus* spp.) and three green ash (*Fraxinus pennsylvanica*) – were probably planted in the 1970s.

The northwestern corner of the project is defined by a wedge of land (parcel "B" on the map) located east of Minnesota Street and flanked on the north and south by the old and new alignments of Bridge Street. On the western edge of the parcel is a 90'-long project-built stone wall (Photo 2; described below) that retains the lot of a former Sinclair gas station that was relocated and landscaped as part of the project. (The station building has been replaced by a modern structure that is excluded from the nominated property. See Section 8 for more information on the station relocation.) The majority of this parcel is comprised of a triangle of turf grass (east of the former gas station) with three mature pine trees (*Pinus* sp.; circa 1975) and a short north-south segment of original 5'-wide concrete sidewalk. The sidewalk links the principal retaining wall's staircase (on parcel "A") with the old alignment of Bridge Street (north of parcel "B"). An east-west 5'-wide sidewalk was added to the southern edge of the parcel circa 1953.

The southwestern part of the project is comprised of a fairly narrow island (parcel "C" on map) defined by the west leg of Mill Street on the north and an east-west alley on the south. The alley was also built as part of the project to replace an earlier alley aligned about 20' farther north (in line with the alley south of the east leg of Mill). The island's southern curb (along the northern edge of the alley) is original, while the rest of the island's curb has been replaced in-kind. Near the western end of the parcel is a 90'-long poured concrete retaining wall that was built by the project to retain the slope on which the alley was built (Photo 1). The retaining wall is 1' thick and 2' tall at its highest point and has three circular weep holes for drainage. The parcel contains turf grass and two green ash trees planted circa 1975. The concrete sidewalk on the island's northern edge was rebuilt in 1953.

Near the southern end of the project is a narrow oval island (parcel "D" on map) aligned north-south along the centerline of Mill Street. It measures about 15' wide by 75' long, its original dimensions. The island was originally planted with turf. Today it contains a fairly recent bi-level, concrete-keystone-edged flower garden.

At the southeastern corner of the intersection is a sloping triangular parcel (labeled "E" on map) defined by the east leg of Mill Street and a preexisting east-west alley. Along the northern side of the alley are approximately three original, overgrown Tartarian honeysuckle shrubs (*Lonicera tartarica rosea*). The parcel also contains a green ash tree and a crabapple tree (*Malus* spp.), both planted circa 1975. The concrete sidewalk on the parcel's northern edge was rebuilt in 1953. Immediately east of the parcel is an altered former Standard Oil station that

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was relocated and landscaped as part of the project. (The altered gas station is excluded from the nominated property.)

Structures and Furnishings

Streetlights. The intersection originally contained 10 to 12 ornamental street lamps, including three mounted on the principal stone wall. The lights had fluted cast iron standards and white glass fixtures and matched the lights on Bridge 5133 (Figs. 4 and 7). Most of the lights were evidently replaced in 1953 with polygonal steel poles that remain in the intersection today. The poles are now topped by shoebox-like fixtures that date from circa 1990. Today there are no lamps on the stone wall.

Flagpole. A simple metal flagpole with a 40"-square at-grade concrete base was installed in the spring of 1938 in the lawn north of the principal retaining wall (Figs. 5-6). It was a gift from the local American Legion post. The flagpole was moved to a spot just south of the retaining wall's lookout bay around the mid-1950s. (The pole itself may have been replaced.) The pole rises from a 48"-square, 16"-high poured concrete base. Mounted on top of the base is a smoothly-dressed gray granite tablet inscribed with the words "Donated to the City 1938 Post 38." The flagpole's first concrete base remains in the lawn north of the retaining wall.

Principal Stone Retaining Wall (One Contributing Structure). The principal stone retaining wall was built of randomly-laid, roughly-cut pieces of gray and pink granite (Photo 6). The granite was quarried locally along the Minnesota River near Morton, about 10 miles northeast of Redwood Falls. Many of the stones measure roughly 12" square. The stone was laid with deeply-raked mortar joints, a technique that created strong shadows that emphasized the wall's rustic texture.

The wall is approximately 18" thick and anchored at intervals by 2'-square stone piers that rise about 3' above the sidewalk. According to original construction plans, the wall gains its strength by extending about 4' below grade and broadening underground to about 3' wide at the base. The square piers support sections of 32"-tall ornamental cast iron railing (Photo 4). The railing is painted green, its original color and a standard MHD choice for railings and lampposts.

The wall was originally 420' long. A 95' section at the eastern end was removed to ground level in the 1980s after being hit by a runaway truck. The underground portion of this wall segment remains in place awaiting the wall's restoration (Photo 5).

A staircase is located about 15' east of the western end of the wall to allow pedestrians to pass more easily north and south through the intersection (Photo 6). The staircase is about 13' long and 6' wide and has concrete risers and treads and iron railings supported by stone piers.

The wall has a 26'-wide rectangular lookout bay near the centerline of Mill Street that provides a view across treetops to the north. Immediately south of the bay, where the flagpole now stands, there originally was a decorative triangular panel of flagstone set into the concrete sidewalk. It was removed in 1953.

By the late 20th century the retaining wall had fallen into disrepair with cracked mortar joints, missing stones, and rusting rail sections. In 2011 it was extensively rehabilitated by the Minnesota Department of Transportation. Because the wall had been damaged by several minor vehicle crashes, a low, unobtrusive steel guard rail was installed along the southern curb line as part of the rehabilitation project. The rail is made of 4"-square tubular steel painted dark brown (Photo 3). Reconstruction of the truck-damaged eastern portion of the wall awaits future funding.

Small Stone Retaining Wall (One Contributing Structure). A 90'-long granite retaining wall stands near the

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northwestern corner of the project (Photo 2). It is aligned north-south at the northeastern corner of Minnesota and Bridge Streets and was built to retain the site of the Sinclair gas station that was relocated and landscaped as part of the project. Like the principal retaining wall, the 90' wall is built of randomly-laid Morton granite and is anchored with 2'-square piers. It is about 3.5' tall at its highest point. A safety chain was eventually added to prevent people from falling west over the wall.

Vegetation

Trees, shrubs, and turf were installed in 1936. A. R. Nichols' original planting plan shows six preexisting trees that were evidently to be retained. The plan used conifers and deciduous trees to prevent erosion, shade and shelter the site, visually link the property with the wooded river valley, and help the long stone retaining wall blend with the setting. The plan specifies 37 coniferous trees, 23 deciduous trees, 50 evergreen shrubs, and 420 deciduous shrubs. The shrubs would have flowered from spring through late summer, and the evergreens would have been especially important during winter months. The vegetation was chosen to withstand high winds, subzero temperatures, and near-drought conditions with little, if any, maintenance.

Most of the plants were installed on the principal island (Figs. 3-7; parcel "A" on map). The largest were 12 Colorado spruce trees planted to frame the view from the lookout bay and 10 American elm trees (*Ulmus americana*). Groups of low evergreen shrubs – Pfitzer junipers (*Juniperus chinensis pfitzeriana*) and Mugo pines (*Pinus montana mughu*) – were used to define the east and west ends of the island. More evergreens – Pfitzer junipers, Mugo pines, and Eastern red cedars (*Juniperus virginiana*) – were planted at the retaining wall's staircase and lookout bay. Five groups of deciduous shrubs were also planted on the northern side of the wall to visually tie it to its setting. The shrubs were Siberian peashrubs (*Caragana arborescens*), smooth hydrangea (*Hydrangea arborescens*), and Morrow's honeysuckle (*Lonicera morrowi*).

The rest of the project's trees and shrubs were planted on the slopes south and southeast of the principal island (on parcels "C" and "E" on map). A long informal hedgerow – totaling 400 linear feet – was planted just north of the two east-west alleys to screen the intersection from alley traffic and commercial activity. Seven species of deciduous shrubs were used: Vanhoutte spirea (*Spiraea x vanhouttei*), mockorange (*Philadelphus coronarius*), common lilac (*Syringa vulgaris*), smooth hydrangea, rugosa rose (*Rosa rugosa*), garland spirea (*Spiraea arguta*), and pink Tartarian honeysuckle. (About three honeysuckle remain.) At the eastern end of the eastern hedge, the planting plan also specifies a clump of eight Lombardy poplars (*Populus nigra italica*), which would have provided an additional fast-growing screen. Nine Colorado spruce (on parcel "C") and four American elms (on parcel "E") were planted north of the hedgerows. According to the plans the elms were to be transplanted from a spot west of Mill Street. A historic photograph (Fig. 7) also shows at least one Colorado spruce planted east of the Sinclair station (on parcel "B") that is not specified on the planting plan.

Most of the original trees and shrubs are no longer on the site with the exception of three honeysuckle shrubs (on parcel "E") and two Colorado spruce (on parcel "A") believed to be original. Many of the plants were presumably lost to natural forces including old age, storms, and disease. Most of the trees on the site today appear to have been planted in the mid-1970s.

See Section 8 for an assessment of historic integrity.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

POLITICS/GOVERNMENT

LANDSCAPE ARCHITECTURE

Period of Significance

1934-1953

Significant Dates

1935

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

See Continuation Sheet

Period of Significance (justification)

The period of significance for the Redwood Falls Retaining Wall Roadside Development Project begins in 1934 when construction of the Roadside Development Project began, and ends in 1953 when the intersection was "modernized" with modest widening of the east and west legs of Mill Street (Hwy 71) and replacement of the project's ornamental streetlights.

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Criteria Considerations (explanation, if necessary)

Not applicable.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Redwood Falls Retaining Wall Roadside Development Project, built in 1934-1936, meets Registration Requirement 2 (Significance to the History of Roadside Development) in the registration requirements for Waysides and Overlooks in Section F of the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941." The property is eligible for the National Register under Criterion A (significance to the broad patterns of history) as an excellent example of the accomplishments of the Minnesota Department of Highways' first large-scale program to construct roadside development properties along the state's newly-established trunk highway system. The property is a fine illustration of how the highway department's Roadside Development Division fulfilled its early goals of improving highway safety, increasing highway aesthetics, and encouraging automobile tourism. The period of significance begins in 1934 when construction of the Redwood Falls Roadside Development Project began, and ends in 1953 when the intersection was modernized with street widening and replacement of the original streetlights. The property is significant on a statewide level. The areas of significance are Politics/Government and Landscape Architecture.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

See Continuation Sheet.

Developmental history/additional historic context information (if appropriate)

See Continuation Sheet.

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NARRATIVE STATEMENT OF SIGNIFICANCE AND DEVELOPMENTAL HISTORY

Architect/Builder, Continued

Nichols, Arthur Richardson (Landscape Architect)
Olson, Harold E. (Roadside Development Engineer)
Federal Emergency Relief Administration (Builder)
Public Works Administration (Builder)
Woodrich Construction Company (Builder)
Minnesota Department of Highways (Builder)

Significance and Developmental History

The National Register eligibility of the Redwood Falls Retaining Wall Roadside Development Project was evaluated using the registration requirements in the Multiple Property Documentation Form (MPDF) entitled "Federal Relief Construction in Minnesota, 1933-1941" under the subsection "Waysides and Overlooks," which encompasses Minnesota Department of Highways (MHD) roadside development properties. According to the MPDF:

Many MHD federal relief-built roadside development properties are significant for both their historical associations and their design or construction quality. The properties are associated with the development of the field of roadside development in the U.S. and in Minnesota, and with the formation and early work of the MHD Roadside Development Division. They represent fruitful partnerships between the MHD and various federal relief agencies that built necessary roadway facilities while at the same time providing critically-needed jobs for Minnesota's unemployed. Many of the properties are excellent examples of the National Park Service Rustic Style, a design tradition that respects and capitalizes on a site's natural assets while creating man-made features that blend unobtrusively with the environment. Many of the sites were designed by either landscape architects from the National Park Service's state parks assistance program or by A. R. Nichols, one of Minnesota's most prominent landscape architects (Anderson 1990/1993/2002: F.41).

The Redwood Falls Retaining Wall Roadside Development Project meets the MPDF's "Waysides and Overlooks" Registration Requirement 2 (Significance to the History of Roadside Development) by being one of the first roadside development properties built by the MHD. Registration Requirement 2 states: "The roadside development property must be associated with an event, trend, or project that is particularly significant to the history of roadside development work in Minnesota or nationwide. For example, a property may be eligible if it is associated with the earliest roadside development activities in the state or represents a particularly important accomplishment of the MHD Roadside Development Division" (Anderson 1990/1993/2002: F.41).

Historical Integrity

The historical physical integrity of the Redwood Falls Retaining Wall Roadside Development Project was assessed using the guidelines established in the "Waysides and Overlooks" subsection of the MPDF. According to the guidelines, "To be eligible for the National Register, a roadside development property must be sufficiently intact to continue to convey its historic character and design intent." The document states, "A property need not retain integrity in all seven areas – Location, Design, Setting, Materials, Workmanship, Feeling, and Association – to be eligible for the National Register" (Anderson 1990/1993/2002: F.42-F.43).

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The Redwood Falls property retains good integrity of Location, Setting, Materials, Workmanship, Feeling, and Association, according to guidelines. While the integrity of Design has been compromised by removal of the above-ground portion of the eastern wall section, by the loss of ornamental lamp standards, and by the loss of original plantings (changes to street widths and sidewalks have been fairly minor), the property still meets the MPDF integrity guidelines. Under "Integrity of Design, Materials, and Workmanship," the guidelines state that alterations should be "modest in scale and should not obscure the property's major design or structural characteristics" and that "The character-defining features that comprise the property should be without major alteration. The features must still be able to convey their historic character and design intent." Regarding vegetation, the guidelines state, "Character-defining vegetation need not be entirely intact for a property to retain Integrity of Design, Materials, and Workmanship." The document explains that, because vegetation is particularly sensitive to natural forces such as age and disease, "Changes to vegetation and similar landscape features are often expected, and are sometimes considered reversible in the same way that the physical condition of a building may be reversible." Regarding integrity of Feeling and Association, the document states, "To retain Integrity of Feeling, a property must retain enough of its historic physical characteristics that a visitor can still perceive or feel a sense of the property's historic character. To retain Integrity of Association, a property must retain enough of its historic physical characteristics to maintain a perceptible link with the events, trends, needs, or social or artistic forces that created and shaped it" (Anderson 1990/1993/2002: F.43-F.44).

In summary, despite alterations, the Redwood Falls property is able to clearly convey its character-defining features, original function, the quality of its design and workmanship, and significant associations with its New Deal origins.

Background Information and Development of the Site

Redwood Falls is the seat of Redwood County, the largest county in southwestern Minnesota. The community was settled by Euro-Americans in 1864 and 1865 near the confluence of the Redwood and Minnesota Rivers. In 1872 a federal land office opened in Redwood Falls, attracting new settlers and encouraging commercial development. A village government formed in 1876 and the first railroad arrived in 1878. Redwood Falls became a successful agricultural service center catering to the area's farm population, many of whom were of German, Scandinavian, and Old Stock American descent. Since at least the turn of the 19th century, Redwood Falls has called itself the "Scenic City" because of its beautiful site on the steep, wooded hillsides of the Redwood River valley.

Redwood County's early roads were improved with public funds beginning in the 1870s. In 1871 the county's first major bridge was built – a wooden structure that crossed the Redwood River on Redwood Falls' Bridge Street northwest of the nominated property. (In 1934 present-day Bridge 5133 became the fourth bridge at this crossing.) The road that crossed the bridge became part of Minnesota's trunk highway system when that system was established in 1921. It was first called Minnesota Highway 14. Highway 14 spanned southern Minnesota from Ivanhoe near the South Dakota border to Red Wing at the Wisconsin border. Highway 14 was the first highway in Redwood County to receive pavement when, in 1931, a 12-mile segment from Redwood Falls to the town of Franklin was paved with concrete.

Present-day Highway 71 (Mill Street) also became part of Minnesota's new trunk highway system in 1921 and was first called Minnesota Highway 4. Highway 4 was a north-south route through the western third of the state extending from the town of Jackson near the Iowa border to International Falls on the border with Canada. The highway became a U.S. highway called U.S. Highway 71 when the federal system was established in 1926. U.S. Highway 71 extended from Louisiana to Canada. The Redwood County segment of the highway was paved in the 1930s.

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In 1934 the MHD renumbered most state highways after several years of confusion during which some routes had both a state and federal number – and the numbers differed. Minnesota Highway 4 was thus renumbered Minnesota Highway 71 to correspond with its federal number. Minnesota Highway 14 became Minnesota Highway 19 during the renumbering project.

Depression-Relief Programs

Redwood County's economy was almost exclusively based on farming. The local area, like most of agricultural Minnesota, entered financial depression in the 1920s when farm prices collapsed after record-high profits and production during World War I. The bleak situation was exacerbated by the nationwide Depression of the 1930s and the multiyear drought that began in 1933. In 1932 Redwood County land values dropped 25 percent and the same year banks foreclosed on 126 farms in the county. In 1932 and 1933 seven banks in Redwood County failed. Local poverty and joblessness grew, but in 1933 the Redwood County Commissioners laid off their only social worker, unable to pay her salary. The local Red Cross laid off its welfare staff the same year for the same reason. Local government and charities distributed food, clothing, seed, and cash, and the county hired a limited number of needy men to cut wood and build roads. It was within this context that newly-elected President Franklin D. Roosevelt launched his "New Deal" of federal assistance programs in March of 1933.

The Redwood Falls Retaining Wall Roadside Development Project was funded largely by two New Deal programs, the Federal Emergency Relief Administration (FERA) and the Public Works Administration (PWA). The FERA, established in May 1933, was the agency that employed most federal relief workers in Minnesota during the first two years of the New Deal. FERA funds were funneled to state and local agencies which undertook work projects. In Minnesota, FERA funds were channeled through the State Emergency Relief Administration (SERA) which, during the summer of 1934, distributed some form of relief to 20% of the state population. The FERA had a least one subagency, the Civil Works Administration (CWA), that operated for four months during the winter of 1933-1934. (Carroll Van West (1994) indicates the National Recovery Work Relief program or NRWR, which funded some Minnesota road construction, also fell within the FERA.) Federal funds covered most of the cost of an FERA construction project, requiring only a modest state or local match. FERA projects were generally small in scale but labor-intensive to provide employment for a large number of unskilled workers. In June 1934, 34,000 households in Minnesota had at least one person employed on an FERA project. In October 1934, 300 workers in Redwood County were employed on 20 FERA/SERA projects, with many more projects being planned. During the second half of 1935, FERA projects nationwide were transferred to the newly-established Works Progress Administration (WPA), the largest and most well-known of the New Deal jobs programs. The FERA ended in December 1935.

About one-quarter of the cost of the Redwood Falls Roadside Development Project was funded by the Public Works Administration or PWA. The money was probably used to hire Woodrich Construction Company of Minneapolis, a private contractor that helped demolish the old pavement and laid the intersection's new concrete streets. Established in June of 1933, the PWA generally focused on large-scale public infrastructure projects like dams and schools. The PWA helped stimulate the economy in part by steering money to the construction industry and to suppliers of building materials. PWA funds were often used to hire private contractors who, in turn, hired workers. Unlike FERA laborers, workers paid with PWA funds did not need to qualify for relief, and they were more likely to be skilled in their fields.

Unemployed Redwood County residents applied for federal relief jobs at the National Reemployment Office in Redwood Falls, managed during the mid-1930s by a local man, G. R. Engeman. Most National Reemployment Offices were operated by local governments (often counties) to take applications from the needy, certify their eligibility for particular federal programs, and assign laborers to work relief crews. In May 1935 Redwood Falls' Reemployment Office moved from cramped quarters in the county courthouse to occupying the entire second floor of a downtown commercial building ("In New" 1935).

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One of Redwood County's first work relief programs was a CWA project that began in November 1933 when 100 men were hired to surface rural roads with gravel and to improve a public park in the town of Lamberton. Each worker could earn a maximum of \$100 (equal to about \$1,650 in 2010 dollars). The need for jobs was overwhelming – by December 1933 more than 1,000 people in the county had applied for a CWA job (Webb and Swedberg 1964: 217).

Between 1933 and 1943 New Deal construction workers made a substantial impact on Redwood County's built environment. In Redwood Falls alone they paved streets and highways, laid sidewalks and curbs, built sewer lines and a sewage treatment plant, remodeled public buildings, established recreational facilities, and extensively improved Alexander Ramsey Park. According to local historians Wayne Webb and J. I. Swedberg, "The help these programs generated, [and] the enthusiasm with which they were tackled, bound together people in a way that was equaled only in the mobilization during the first months of World War II. The enthusiasm did wear off in time, as government control became a way of life, but its kindling was the bright spot in the dark days of the Depression" (Webb and Swedberg 1964: 214-216).

Construction of the Project

The Redwood Falls Retaining Wall Roadside Development Project was planned to coincide with the completion of Bridge 5133, also a federal relief project, which was built to carry Highway 19 (Bridge Street) over the Redwood River. Construction of the bridge required a slight realignment of the highway and the MHD took the opportunity to redesign a dangerous intersection and create an attractive link between downtown and the city's riverbank amenities. Early newspaper articles refer to the undertaking as a parkway project, a bridge approach, and a city gateway, as well as a highway landscaping or beautification project. It was originally planned that a roadside development project would also be built at the western end of the bridge, but that project was never realized. (Some time after 1965 the city developed a park on the river's western bank near the western end of the bridge.)

Bridge 5133 was a concrete arch bridge built in 1934 by contractor William O'Neil and Son of Faribault assisted by 75 to 100 local men paid with FERA funds. The new bridge was about twice as wide as the 1913 bridge it was built to supercede. A few years before Bridge 5133 was built, in 1931-1932, Bridge and Mill Streets' gravel surfaces were paved with concrete.

The Redwood Falls Retaining Wall project was built between the late fall of 1934 and the summer of 1936. Like most MHD roadside development projects of the period, the project was designed in the National Park Service Rustic Style. This style of landscape architecture was popular for New Deal park development nationwide and strove to carefully blend manmade structures with the natural environment through appropriate massing, materials, textures, colors, and a hand-built (as opposed to machine-made) character, as well as through the naturalistic arrangement of plants. New Deal projects often combined Rustic Style design with the goal of building long-lasting, low-maintenance structures using economical building materials, labor-intensive methods, and good craftsmanship.

Part of the land needed to build the Roadside Development Project was already owned by either the MHD or the City of Redwood Falls. The remainder was private property which was purchased by the MHD in 1934. To clear space for the intersection, four houses and several outbuildings needed to be removed and two gas stations relocated. In October and November of 1934, while the bridge was near completion, federal relief workers and the O'Neil company graded the bridge approaches. The bridge was open to traffic through the winter of 1934-1935, with the bulk of the roadside development project expected to begin in the spring. According to a November 1934 article in the *Redwood County Sun*, "In the spring, landscaping of the land lying between Highway 19 and 71 will take place. The parkway, in the form of a "V" between the two approaches, will be planted with flowers and shrubbery and a stone wall will be erected in the interests of scenic beauty" ("Bridge Grading" 1934).

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In February of 1935 the *Redwood Gazette* reported that work on the new intersection was set to begin the last week in February with a crew of 30 men. The force would soon be doubled to 60 men working in "half-week shifts of 30 [men]." According to the article, "The majority of the laborers are [expected to be] Redwood Falls men on relief rolls." Workers would be supervised by L. R. Brisson of St. Paul, an MHD project engineer. In describing the undertaking the *Gazette* explained, "The Y will begin where the alley at present crosses Mill Street between Bridge and Second Streets, with the branches extending to the bridge in one case and to Bridge Street near Washington in the other. A boulevard [parcel "D" on the sketch map] will be developed in the center of Mill Street from Second to the junction of the Y branches. The Louis Gaedy house on Mill Street will be moved to make way for the new pavement" ("Parkway Work" 1935).

In April 1935 the *Redwood Gazette* reported that, with removal of the Gaedy house, "the way has been cleared for the completion of the bed for the highway pavement in the new bridge park development project" ("Way Cleared" 1935). In May 1935 a private contractor, Woodrich Construction of Minneapolis, finished removing existing pavement and MHD engineers laid out the intersection. Relief workers moved several fire hydrants and catch basins.

In May 1935 relief workers relocated two gas stations that had been standing within the proposed new intersection. A new site for each station was incorporated into the intersection design and built and landscaped as part of the roadside development project. The first was a Standard Oil station at the southeastern corner of Bridge and Mill Streets that needed to be moved to create the project's largest island (parcel "A" on sketch map). The Standard station was moved about 200' east to a newly-created triangular lot on the east leg of the intersection's "Y" (directly east of parcel "E" on the map). According to the *Redwood County Sun*, "The station will also be turned to a northwest angle so that it will receive the benefit of the traffic from Bridge Street and the new pavement" ("Work Begins" 1935).

The second gas station was a Sinclair station – only a few years old – at the southeastern corner of Minnesota Street and the original alignment of Bridge Street (Highway 19). It faced north toward Bridge Street and the 1913 bridge. After learning that plans to build a new bridge would require realigning the highway, the station owner filed claims against the state and city arguing that moving the highway would maroon his business with little traffic. In 1934 the owner was awarded damages, but the state and city were expected to appeal in court in April 1934. The dispute had evidently been settled by May 1935 when the *Redwood Gazette* reported, "The station will be turned around [at public expense] so that it faces the new highway instead of [old] Bridge Street and will be moved a short distance to the north and raised to the approximate level of the [new] highway. The lot will be filled in and landscaped to add greatly to the attractiveness of the station and make it fit into the parkway project" ("Sinclair Station Improvement" 1935). The earthen fill used to raise the elevation of the Sinclair station lot was taken from the new lot created for the Standard station, which needed to be lowered and leveled because of its location along the slope. The Sinclair building was moved in May 1935. The federal relief crew also moved the gas pumps and built a 90'-long granite retaining wall (Photo 2) along the western edge of the property that matched the project's much larger retaining wall. Each gas station was given a modern circulation plan with two entrance drives on Highway 19 separated by a grassy, oval island.

Construction of the 420'-long stone retaining wall began near the end of May 1935 and lasted about six weeks. At the end of June, Woodrich Construction was almost done laying concrete on the new streets, and relief workers were finishing the intersection's thousands of feet of concrete curb and sidewalk.

The new bridge was dedicated on July 4th, 1935, but the roadside development project had been delayed by rain and wasn't quite complete. Several top MHD officials attended the bridge ceremony including O. L. Kipp (MHD Chief Engineer), S. Rex Green (Engineer of Lands and Right of Way), and H. E. Chard (Division Engineer). (Kipp had been county highway engineer for Redwood County earlier in his career in 1914-1915.) The day of the dedication the *Gazette* wrote the following, obviously based on interviews with MHD officials:

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Redwood Falls' new bridge, with the grading, paving, and roadside development (or beautification) work carried on in connection with the project, provides an excellent example of the expenditure of federal funds for the dual purpose of creating employment and providing a permanent public improvement. The project is an outstanding one among the many constructed by the Minnesota Highway Department with emergency federal funds. The new concrete bridge was designed for fast modern traffic and heavy loads. . . . In line with policies of the federal government to encourage roadside development and to provide hand labor employment for many men, a supplementary project was set up involving \$26,000 of federal funds, of which \$7,000 was from the Public Works Administration and \$18,000 from the Emergency Relief Administration. The total cost of the combined projects, on this basis, is about \$148,000 of federal funds. Supervision and administration and some equipment costs were paid in addition by the highway department with state funds" ("\$148,000" 1935).

In July 1935 traffic began to flow through the intersection. On July 11, the *Gazette* reported that the 60-man crew was being cut to about 12 men who were laying the final curb and gutter and grading the last of the boulevards ("Parkway Open" 1935). Near the end of July the gas stations reopened and relief workers installed about one dozen ornamental streetlights throughout the project (Fig. 7). Delivery of the iron railing for the long retaining wall was being delayed several weeks by a workers' strike at Flour City Ornamental Iron Works in Minneapolis.

In August 1935 the *Gazette* reported, "The project is now practically complete, except ornamental iron railings between the pilasters . . . and more landscaping and beautification. It is expected that the [timber utility] poles which mar the beauty of the project will be removed, probably next year, and shrubs, trees, and hedges will add much to the scene" ("Parkway Adds" 1935).

Early the following summer, laborers were assembled to plant 50 trees and 470 shrubs throughout the intersection and seed it with grass. The two gas station lots were included in the planting. Landscape architect A. R. Nichols is believed to have made his last visit to the site two years later in the spring of 1938 when he photographed the completed project (Figs. 3-5).

Significance to the History of Roadside Development

The Redwood Falls Retaining Wall Roadside Development Project, built in 1934-1936, was among the first set of roadside development properties built by the MHD. The MHD formed its Roadside Development Division in 1932, four years after the federal government first allowed federal highway funds to be used for roadside planting, and one year before the federal government required that a minimum of one-half of one percent of all federal highway funds be spent on roadside development. (This requirement was increased to one percent the following year.)

Minnesota, like the rest of the country, was experiencing huge increases in the number of automobiles and trucks using the roads. Development of the newly-established state highway system was critical to the state's agricultural and industrial development and to the emerging automobile tourism industry. At the same time there was increasing concern with traffic safety. As the number of cars rose and their speeds increased, so did the number of crashes. In 1928 the MHD helped organize the Minnesota Safety Council, an organization devoted to improving safety on highways and in the workplace. In 1934 the MHD was a leader in Minnesota's first Governor's Safety Conference, an event attended by 800 representatives from state and local government, automobile clubs, railroad and bus companies, and business and civic groups.

In the 1930s road and bridge construction, safety improvements, and roadside development work were stimulated by a large infusion of federal funds. These New Deal-funded projects, like the Redwood Falls retaining wall project, formed the backbone of the new state highway improvements.

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The Redwood Falls project is somewhat unique compared to other MHD roadside development work of the period, however. Most MHD roadside development properties of this scale increased highway safety and function by creating a wayside rest or scenic overlook – that is, a pull-off spot (safer than a busy shoulder) that gave tired drivers a place to stop or created a safe vantage point from which to admire a scenic view. Travelers could stretch their legs, have lunch, or read a historic marker. In contrast to these types of properties, the Redwood Falls project was built in an urban setting and had no parking area, picnic tables, or foot trails. Instead it fell into a category of roadside development properties – which included bridge approaches, retaining walls, and state border entry markers – that improved highway safety and aesthetics but weren't rest areas.

The Redwood Falls Retaining Wall Roadside Development Project was the product of a successful decade-long relationship between the MHD and New Deal work relief agencies. During the 1930s and early 1940s the MHD Roadside Development Division, led by Harold E. Olson, worked with the New Deal's FERA, PWA, CWA, CCC (Civilian Conservation Corps), WPA (Works Progress Administration), and NYA (National Youth Administration) to improve trunk highways across the state. FERA laborers helped build at least three of Olson's projects: the Redwood Falls property (1934-1936) and two in southeastern Minnesota's Fillmore County – Inspiration Point Wayside Rest, built in 1934, and Preston Overlook, a scenic overlook built in 1937 (listed on the National Register in 2003).

In a 1938 summary of New Deal-funded work to date, the MHD reported that "Much favorable comment has been had with reference to what is termed the quality of workmanship and the substantial character of the public works undertaken and accomplished by the Federal-State Work Relief Programs." The MHD also noted "there has been a minimum of sacrifice of economy and, in the main, a work of lasting and enduring nature has resulted" ("An Appraisal" 1938).

Arthur R. Nichols

Arthur R. Nichols (1880-1970) was a prominent Minnesota landscape architect who served from 1932 to about 1942 as the first Consulting Landscape Architect for the MHD and its Roadside Development Division. During his tenure Nichols designed dozens of roadside development properties for the state highway system in his characteristic, classically-inspired interpretation of the National Park Service Rustic Style.

Nichols was originally from Massachusetts. He was trained as both a civil engineer and a landscape architect, unlike many landscape architects of his generation whose backgrounds were in estate and garden planning. Nichols studied engineering, architecture, and landscape design at the Massachusetts Institute of Technology (MIT) and in 1902 was the first person to graduate from MIT's newly-created landscape architecture program. During his early career he prepared plans for Monument Valley Park in Colorado Springs while working in the office of New York landscape architect Charles W. Leavitt, Jr. Nichols and a fellow Leavitt designer, Anthony Morell (1875-1924), were sent by Leavitt to Duluth, Minnesota, to work on Leavitt's landscape for Chester A. Congdon's mansion "Glensheen." In 1909 Nichols and Morell left the Leavitt office and moved to Minnesota where they formed a design partnership. The pair worked together until Morell's early death in 1924, after which Nichols continued the firm.

Morell and Nichols, as the firm was known, designed parks, parkways, and urban plans for Duluth, Minneapolis, Stillwater, Lake City, Thief River Falls, Albert Lea, and other cities. In 1926 the firm designed scenic roads in Glacier National Park in Montana, as well as plans for the grounds of the popular Glacier Park Hotel. For private clients Morell and Nichols designed estates, gardens, cemeteries, colleges, and country clubs.

Over a long career Nichols became one of Minnesota's most prolific landscape architects and a leader in establishing the profession in the state. As consulting landscape architect for the State Board of Control and for the University of Minnesota, he worked closely with State Architect Clarence Johnston, Sr., on the design of

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dozens of state hospitals, prisons, schools, and colleges. During the Depression when private work was particularly scarce, Nichols consulted for the MHD Roadside Development Division for about a decade. In 1939 he was major author of the State of Minnesota's first comprehensive state park plan, a New-Deal funded document called the *Minnesota State Park and Recreational Area Plan*. After World War II Nichols designed postwar improvements for many state parks. In 1944-1950 he redesigned the Minnesota State Capitol Approach, one of his last large projects. In 1960 Nichols retired at the age of 80.

Harold E. Olson

Harold E. Olson had been an engineer for the state highway department for 10 years when, in 1932, he was asked to organize the MHD's new Roadside Development Division. Olson led the division for the next 30 years. During the Depression he arranged numerous partnerships between the MHD and New Deal agencies. He worked closely with local governments and with other state and federal agencies such as the National Park Service, the U.S. Department of Agriculture, the U.S. Forest Service, and the Minnesota Department of Conservation (now Department of Natural Resources).

Olson was active in the roadside development movement nationally and, like Nichols, wrote and spoke on the topic. He served as the Roadside Development Division's primary liaison to private and public agencies and business and civic groups concerned with engineering, highway design, safety, commerce, conservation, park development, and tourism. In 1938 Olson and Nichols were leaders in the multi-state effort to establish the Mississippi River Parkway, now called the Great River Road, a scenic highway that follows the Mississippi River from its headwaters in northern Minnesota to the Gulf of Mexico.

Olson retired from the Roadside Development Division in 1963 but continued to work for the MHD until January 1968. (The dates of Olson's birth and death have not been established.)

Conclusion

In summary, the Redwood Falls Roadside Development Project, built in 1934-1936, is significant as a excellent example of the Minnesota Department of Highways' earliest roadside development properties. These early state highway improvements increased highway safety and aesthetics at a time when Minnesota's state highway system was being initially developed. Most, like the Redwood Falls property, were designed by A. R. Nichols (with Harold E. Olson) in the National Park Service Rustic Style and were built by local unemployed men whose wages were paid by federal agencies organized as part of the Roosevelt administration's nationwide Depression-relief program known as the New Deal.

Redwood Falls Retaining Wall Roadside Development Project
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Redwood Co., MN
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

See Continuation Sheet.

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 # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☒ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Site Development Unit of the Minnesota
Name of repository: Department of Transportation (MnDOT), St. Paul

Historic Resources Survey Number (if assigned): RW-RFC-032

10. Geographical Data

Acreage of Property approx. 3 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>331592</u> Easting	<u>4934166</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

See Continuation Sheet.

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the nominated property is shown by the dashed black line on the accompanying map entitled "Redwood Falls Retaining Wall Roadside Development Project, Redwood Co., MN." This map was prepared using Minnesota Department of Transportation (MnDOT) right-of-way maps and a MnDOT aerial photo taken in 1998.

Most of the boundary line follows MnDOT right-of-way lines for Minnesota Highways 19 and 71. The western boundary of the nominated property is aligned with the eastern curb of Minnesota Street. The eastern boundary is aligned with the western line of Lot 2, Block 16, Original Plat of Redwood Falls. The northern boundary of the nominated property incorporates two parcels of land owned by the City of Redwood Falls (both in 1934 and today) that were included in the roadside development project. The first is a 14' by 92' rectangle at the northeastern corner of Bridge and Minnesota Streets that contains the 90'-long stone retaining wall immediately west of a former Sinclair gas station (which was located north of Lot 6, Block 17, Original Plat of Redwood Falls). The second parcel, east of the former Sinclair gas station, is a polygon north of Lots 4-5, Block 17, Original Plat of Redwood Falls, whose sides measure about 121' (north), 118' (south), 22' (east), and 47' (west).

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Boundary Justification (Explain why the boundaries were selected.)

The boundary of the nominated property generally conforms to the historical boundary of the Roadside Development Project as it was originally designed and built. Most of the land was owned by the Minnesota Department of Highways and the City of Redwood Falls. Excluded from the nominated property are two altered gas station lots created and landscaped as part of the project but not publicly-owned.

11. Form Prepared By

name/title Susan Granger and Scott Kelly
organization Gemini Research date February 2012
street & number 15 East 9th Street telephone 320-589-3846
city or town Morris state MN zip code 56267
e-mail gemres@info-link.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Redwood Falls Retaining Wall Roadside Development Project
City or Vicinity: Redwood Falls
County: Redwood County
State: MN
Name of Photographer: Scott Kelly
Date of Photographs: November 2011
Location of Original Digital Files: State Historic Preservation Office, 345 W. Kellogg Blvd., St. Paul, MN 55102
Number of Photographs: 6

Redwood Falls Retaining Wall Roadside Development Project
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Photo #1

Left to right: Bridge Street (Hwy 19); principal retaining wall and parcel labeled "A" on sketch map; western leg of Mill Street (Hwy 71); parcel labeled "C" on sketch map with concrete retaining wall; project-built alley; camera facing east.

Photo #2

Left to right: 90'-long stone wall retaining the west edge of former Sinclair gas station lot (note 1930s station building has been replaced but station access drives separated by turf island remain); parcel labeled "B" on sketch map with mature pines; camera facing northeast.

Photo #3

Left to right: principal stone retaining wall (near its staircase), sidewalk, new protective guardrail, western leg of Mill Street; crabapple and mature Colorado spruce at rear; camera facing northeast.

Photo #4

Left to right: restored principal retaining wall with recently-seeded grass; storm-damaged green ash; crabapple; Bridge Street; camera facing west.

Photo #5

Left to right: curb of eastern leg of Mill Street; section of principal wall removed to ground level after being hit by a truck in the 1980s; rectangular lookout bay and flagpole (at rear); green ash and Colorado spruce; camera facing southwest.

Photo #6

Left to right: Bridge Street (foreground); principal retaining wall and parcel labeled "A" on sketch map; western leg of Mill Street; parcel labeled "C" on sketch map; camera facing southeast.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Name of multiple listing (if applicable)

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- Figure 2. "After" photograph of approximately the same spot in A. R. Nichols' album of Minnesota Department of Highways Roadside Development work, facing southeast, taken May 6, 1936, probably by A. R. Nichols, for the MHD (A. R. Nichols photo album, vol. 5, MnDOT Site Development Unit).
- Figure 3. Detail of the 420'-long principal retaining wall with iron railing, staircase, and young Pfitzer junipers and eastern red cedars, facing southwest, taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).
- Figure 4. The principal island and retaining wall with Highway 19 (Bridge Street) in the foreground and the eastern leg of Highway 71 (Mill Street) at left, facing southwest, taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).
- Figure 5. Center of the principal retaining wall with flagpole and recently-installed plants; Highway 19 (Bridge Street) in the foreground, facing southwest, taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).
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Name of Property

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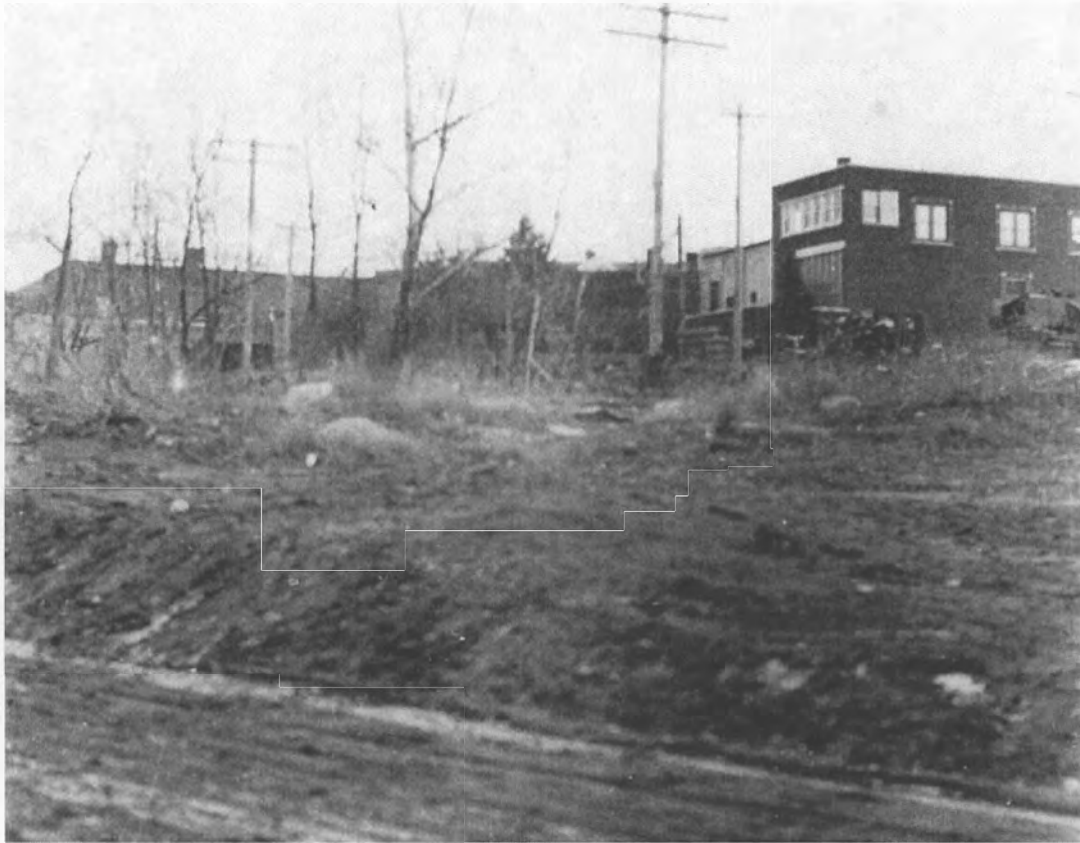


Figure 1: "Before" photograph of the site with Bridge Street in the foreground and downtown Redwood Falls at rear. The photo is mounted in A. R. Nichols' photo album of MHD Roadside Development work. Facing southeast; taken March 12, 1935, probably by A. R. Nichols, for the MHD (A. R. Nichols photo album, vol. 5, MnDOT Site Development Unit).

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Figure 2: "After" photograph of approximately the same spot in A. R. Nichols' album of MHD Roadside Development work. Facing southeast; taken May 6, 1936, probably by A. R. Nichols, for the MHD (A. R. Nichols photo album, vol. 5, MnDOT Site Development Unit).

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Figure 3: Detail of the 420'-long principal retaining wall with iron railing, staircase, and young Pfitzer junipers and eastern red cedars. Facing southwest; taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).

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Figure 4: The principal island and retaining wall with Highway 19 (Bridge Street) in the foreground and the eastern leg of Highway 71 (Mill Street) at left. Plantings include mugo pine and Pfitzer juniper shrubs near the lamp at left and Colorado spruce and American elm trees near the center of the island. Facing southwest; taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).

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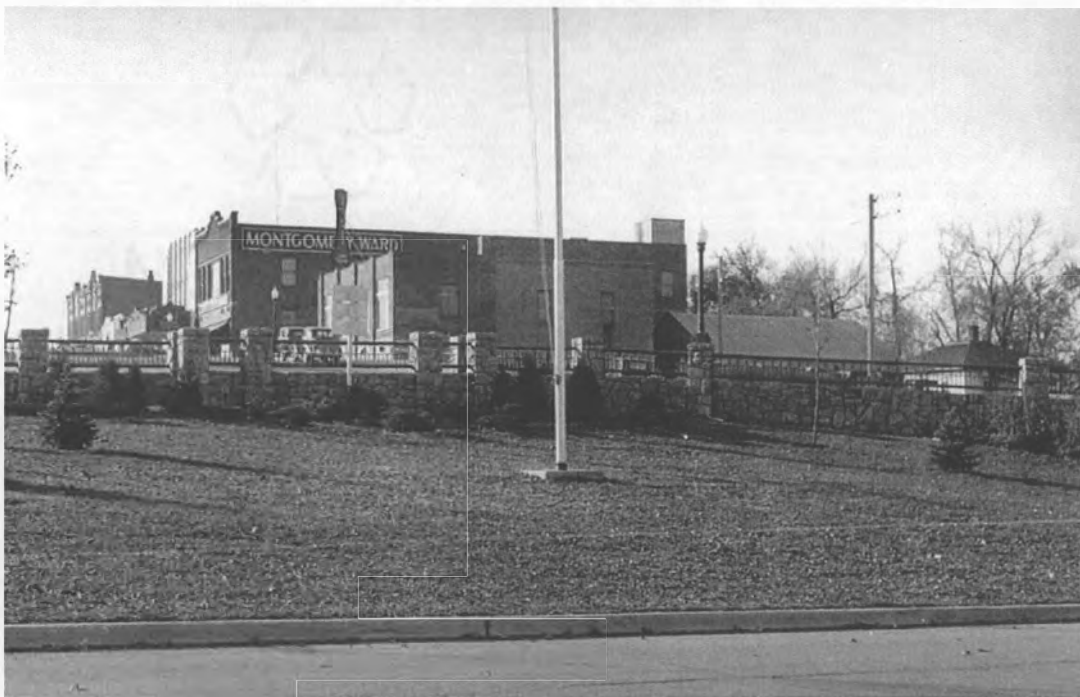


Figure 5: Center of the principal retaining wall with flagpole and recently-installed plants; Highway 19 (Bridge Street) in the foreground. Facing southwest; taken circa spring 1938 by A. R. Nichols for the MHD (Minnesota Historical Society).

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Figure 6: Detail of a commercial postcard view of Bridge 5133 and the Roadside Development Project from the west. The 90'-long stone retaining wall and the Sinclair gas station can be seen at the end of the bridge railing at center left. Also in view are the parcels labeled "B", "A", and "C" on the sketch map. Facing east; taken circa 1945 (historic postcard, MnDOT Site Development Unit).

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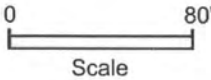


Figure 7: Detail of a commercial postcard of the bridge and Roadside Development Project from the northwest. Note the ornamental lamps. The southern end of the 90' stone retaining wall by the Sinclair station is hidden behind a tree at lower left. The shrubs along the northern side of the alley at center right (on parcel "C" on the sketch map) are Vanhoutte spirea (in bloom), mockorange, common lilac, and smooth hydrangea. Facing southeast; taken circa 1945 (historic postcard, MnDOT Site Development Unit).

Sketch Map
Redwood Falls Retaining Wall
Roadside Development Project
Redwood Co., MN



Fall 1998 MnDOT aerial



A-E Parcels referenced in nomination text

- Boundary of nominated property
- Camera facings

Prep by Gemini Reseach 2011

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Redwood Falls Retaining Wall Roadside Development Project
NAME:

MULTIPLE Federal Relief Construction in Minnesota MPS
NAME:

STATE & COUNTY: MINNESOTA, Redwood

DATE RECEIVED: 6/08/12 DATE OF PENDING LIST: 7/09/12
DATE OF 16TH DAY: 7/24/12 DATE OF 45TH DAY: 7/25/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000429

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT ☐ DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA A

REVIEWER [Signature]

DISCIPLINE Historic

TELEPHONE _____

DATE 7/25/12

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Redwood Falls Retaining Wall Roadside Development Project
Redwood County, MN
Photo 1

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Redwood Falls Retaining Wall Roadside Development Project
Redwood County, MN
Photo 2

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Redwood Falls Retaining Wall Roadside Development Project
Redwood County, MN
Photo 3

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Redwood Falls Retaining Wall Roadside Development Project

Redwood Cnty, MN

Photo 4

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Redwood Falls Retaining Wall Roadside Development Project

Redwood County, MN

Photo 5

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Redwood Falls Retaining Wall Roadside Development Project

Redwood County, MN

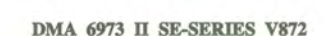
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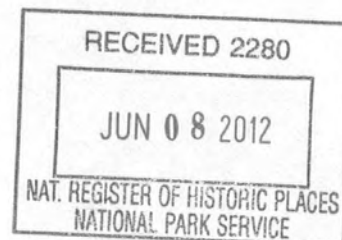
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State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651/259-3451



TO: Carol Shull, Keeper
National Register of Historic Places

FROM: Denis P. Gardner

DATE: May 31, 2012

NAME OF PROPERTY: Redwood Falls Retaining Wall Roadside Development Project

COUNTY AND STATE: Redwood County, Minnesota

SUBJECT: National Register:
☒ Nomination
☐ Multiple Property Documentation Form
☐ Request for determination of eligibility
☐ Request for removal (Reference No.)
☐ Nomination resubmission
☐ Boundary increase/decrease (Reference No.)
☐ Additional documentation (Reference No.)

DOCUMENTATION:

- ☒ Original National Register of Historic Places Registration Form
- ☐ Multiple Property Documentation Form
- ☒ Continuation Sheets
- ☐ Removal Documentation
- ☒ Photographs
- ☒ CD w/ image files
- ☒ Original USGS Map
- ☒ Sketch map(s)
- ☐ Correspondence
 - ☐ Owner Objection
 - The enclosed owner objections
 - Do ☐ Do not ☐ constitute a majority of property owners

STAFF COMMENTS: