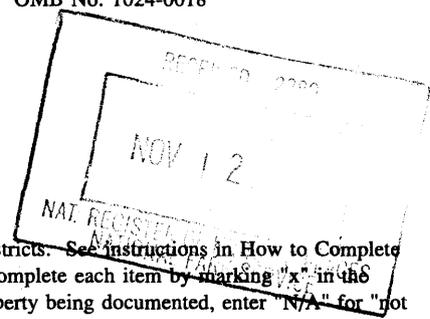


1340

United States Department of the Interior  
National Park Service

### NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

#### 1. Name of Property

historic name Station 13 Minneapolis Fire Department (MFD)

other names/site number \_\_\_\_\_

#### 2. Location

street & number 4201 Cedar Avenue S. not for publication N/A

city or town Minneapolis vicinity \_\_\_\_\_

state Minnesota code MN county Hennepin code 053

zip code 55407

#### 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant locally statewide nationally (See continuation sheet for additional comments.)

11/5/03  
Date

Signature of certifying official Ian R. Stewart  
Deputy State Historic Preservation Officer, Minnesota Historical Society

State or Federal agency and bureau \_\_\_\_\_  
In my opinion, the property meets does not meet the National Register criteria.  
(See continuation sheet for additional comments.)

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

removed from the National Register

other (explain): \_\_\_\_\_

Date of Action

Edson H. Beall 12/23/03

**5. Classification**

**Ownership of Property** (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property** (Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

Contributing	Noncontributing
<u>1</u>	<u>    </u> buildings
<u>    </u>	<u>    </u> sites
<u>    </u>	<u>1</u> structures
<u>    </u>	<u>    </u> objects
<u>1</u>	<u>1</u> Total

**Number of contributing resources previously listed in the National Register** 0

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

**6. Function or Use**

**Historic Functions** (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Fire Station</u>
_____	_____
_____	_____
_____	_____
_____	_____

**Current Functions** (Enter categories from instructions)

Cat: <u>Vacant/Not in Use</u>	Sub: _____
_____	_____
_____	_____
_____	_____
_____	_____

**7. Description**

<b>Architectural Classification</b>	<b>Materials</b>
<u>Late 19<sup>th</sup> and Early 20<sup>th</sup></u>	foundation <u>Concrete</u>
<u>Century American Movements</u>	roof <u>Composition</u>
<u>Bungalow/Craftsman</u>	walls <u>Brick</u>
	<u>Stucco</u>
	other _____

**Narrative Description** (Describe the historic and current condition of the property on one or more continuation sheets.)

**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.) N/A

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

**Areas of Significance** (Enter categories from instructions)

Community Planning and Development

**Period of Significance**  
1923

**Significant Dates**  
1923

**Significant Person** (Complete if Criterion B is marked above)  
N/A

**Cultural Affiliation**  
N/A

**Architect/Builder**  
Collins and Kennison  
Collins, Loren F. (engineer) and Kennison, Herbert A. (architect)

**Narrative Statement of Significance**  
(Explain the significance of the property on one or more continuation sheet)

**9. Major Bibliographical References**

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

- 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

- Primary Location of Additional Data**
- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other

Name of repository: \_\_\_\_\_

Station 13 Minneapolis Fire Department  
Name of Property

Hennepin County MN  
County and State

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### 10. Geographical Data

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Acreage of Property Less than one acre

UTM References St. Paul West, Minn. 1967, revised 1993 (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1.	<u>15</u>	<u>480550</u>	<u>4974670</u>

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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### 11. Form Prepared By

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name/title Carole S. Zellie  
organization Landscape Research date May 1, 2003  
street & number 1466 Hythe Street telephone 651-641-1230  
city or town St. Paul state MN zip code 55108

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### Additional Documentation

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Submit the following items with the completed form:

**Continuation Sheets**

**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.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

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### Property Owner

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(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. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 7 Page 1

Station 13 MFD  
Minneapolis, Hennepin County, Minnesota

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**7. DESCRIPTION**

Station 13 Minneapolis Fire Department (MFD) is a one-and one-half story fire station located at 4201 Cedar Avenue S. at the southeastern corner of E. 42<sup>nd</sup> Street and Cedar Avenue S. This corner is part of a small commercial district in a residential area north of Lake Hiawatha and the Hiawatha Municipal Golf Course. An alley runs along the east property line, and an apartment building is located immediately to the south.

The flat site has two mature conifers that flank the wide engine driveway at the west elevation and a third mature conifer approximately ten feet from the station. These trees may appear in a 1936 view of the building. The Cedar Avenue frontage is devoted to a lawn, while the rear of the site is paved. A non-contributing six-foot modern board fence shields the rear of the site from the public way. Fencing is not shown on the earliest available photograph (1936) of the site.

**Exterior**

The station was completed in 1923 and was designed by the Minneapolis firm of Collins and Kennison. The one and one-half story exterior is executed in the Arts and Crafts Style; in massing, scale and detail the station is reminiscent of residential bungalows from the 1920s. The 60 x 82-foot building has an irregular L-plan with a poured concrete foundation and a deep polychrome brick-faced watertable. The exterior walls are clad in smooth-finish, off-white stucco. Wood trim at the eaves and openings is painted light gray. The intersecting gable roofs are covered with light gray asphalt shingles. The roofline has a continuous course of wood brackets under the deep eaves and at the shed dormer.

The main, west-facing façade faces Cedar Avenue. A low, pedimented gable trimmed with a simple, wide bargeboard surmounts the recessed, centrally-located apparatus entry. The entry has a simple wood surround and double bi-fold doors with four single-paned lights. The doors are not historic. A shed-roofed dormer with three multi-paned windows projects from the roof slope above a pedimented gable. Two projecting bays flank the entry; the roofline above each is accented with heavy brackets and knee braces. A pair of double-hung windows is placed in each bay; each contains three-over-one sash. A concrete plaque below the windows identifies the station, date, and the building designer. Windows in each of the end bays contain six-over-one sash.

The north elevation faces 42<sup>nd</sup> Street. The main entry is centrally located under a low sloping roof supported by two pairs of heavy, stucco-finished brackets. A small double-hung window is placed between each pair of brackets. Two gables frame the low sloping roof. One contains an

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Station 13 MFD  
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arched window with triple casements, the other a red brick chimney. Each gable end has a flat bargeboard, brackets, and prominent knee braces.

The entry has a single-leaf door framed by glazed sidelights and surmounted by a glazed transom. Low brick walls capped with concrete sills frame the concrete steps. A narrow concrete stair to the basement is located west of the entry.

The east elevation faces the alley. There is a single service entry flanked by double-hung windows and surmounted by a glazed transom. An arched window with triple casements occupies the gable end. The hose tower is located in the ell where the two main gabled roofs are joined and is capped by a flat roof.

The south elevation has four pairs of double-hung windows and a single service entry. Another arched window with triple casements occupies the south-facing gable end.

**Interior**

The station has a poured concrete basement day lit with large basement windows filled with fixed, multi-paned sash. A concrete-walled hose tower at the east wall extends to the attic level. The large central room has a poured concrete floor and walls, and five concrete mushroom columns support the reinforced concrete first floor.

The first floor is arranged around the central engine house. Walls throughout are plastered and many are finished with matte-glazed red tile wainscoting. The projecting bays flanking the engine house contain an office and the dispatch room. Other small rooms are partitioned on the south wall and adjacent to the rear entry. On the north wall, sleeping, dining, and kitchen rooms are arranged along a long hall. Floors are concrete, or covered in linoleum or vinyl.

The hall opens to a spacious entry foyer opposite a basement stair, and to a large meeting room in the northwest corner. This well-lit room has a cove molding at the ceiling and a large dark brown brick fireplace on the north wall. The floor is covered in linoleum or vinyl of unknown date. The fireplace has a corbelled mantel below a recessed brick panel and is flanked by double-hung windows and a built-in bookcase to the right. The double doors that open to this room from the hall and certain other doors on the first floor appear to be the original, dark-stained units.

The station attic is reached by a stair in the southwest corner of the building. The attic is unfinished, with wide plank wood floors and exposed rafters and framing.

Station 13 MFD retains a high level of historic integrity, and the station and its site appear to have had only minimal alteration since construction.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Station 13 MFD  
Minneapolis, Hennepin County, Minnesota

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### 8. STATEMENT OF SIGNIFICANCE

Station 13 Minneapolis Fire Department (MFD), built in 1923, is eligible for the National Register under Criterion A (significance to the broad patterns of our history) in the area of Community Planning and Development. Completed at a time when the city was experiencing significant population growth and new building construction, fire protection was a critical part of the modern era of city planning. The creation of a domestically-scaled, Arts and Crafts Style fire station compatible with the surrounding neighborhood housing stock signaled the influence of progressive planning at the city's expanding edges, and reflects a contemporary national trend.

Station 13 MFD is of local significance and is supported by the statewide historic context "Urban Centers, 1870-1940," and the Minneapolis Heritage Preservation Commission's historic contexts "Civic, 1872-present," and "Neighborhood Commercial Centers."

#### Fire Protection

Minneapolis as an intelligent, progressive city has many things to be proud of, but no one thing is of greater importance or more highly appreciated than the fire department.

*History of Fire and Police Departments of Minneapolis* (1890), 181.

The construction of Station 13 followed nearly seventy-five years of organized fire protection in Minneapolis. In 1851, the Village of St. Anthony founded a short-lived volunteer fire department. Minneapolis, on the west side of the river, depended on the services of St. Anthony until 1868.<sup>1</sup> After the two municipalities were joined in 1872, they retained separate volunteer organizations. In 1879, a part-time paid fire department was organized by the City of Minneapolis, followed by a full-time department in 1884. By 1885 the staff numbered 105.

The city's population increased from 46,887 in 1880 to 164,738 in 1890, and the department was challenged by a large volume of new building construction, expanded city limits, and an inadequate public water system. Between 1884 and 1895, the department constructed fourteen new stations to meet the city's needs.

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<sup>1</sup> Marion D. Shutter, ed. *History of Minneapolis: Gateway to the Northwest* (Chicago: S.J. Clarke, 1923). 126-27. See also A. C. Costello, *History of Fire and Police Departments of Minneapolis* (Minneapolis: Relief Association Publishing Co., 1890), 40.

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Station 13 MFD  
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The adoption of building codes in 1884 addressed some of the worst fire hazards, but conflagrations often dominated the news.<sup>2</sup> Fires in the lumber and flour mills were among the most devastating, but many downtown commercial blocks were also lost. The popularity of balloon-framed wood houses, especially those on closely-built lots, contributed to hundreds of residential fires each year.

Planning the distribution of stations as the city grew was an ongoing task for the Minneapolis Fire Department. By 1891, none of the city's twenty-four stations were farther south than Hose Company 17 at 36<sup>th</sup> and Chicago avenues.<sup>3</sup>

New fire codes implemented between 1903 and 1911 required upgrades in manpower, stations, and equipment. Four bond issues were passed between 1911 and 1913 to fund new equipment, and to address the change to motorized equipment.<sup>4</sup> The introduction of motorized equipment in 1910 gradually resulted in the reconfiguration of the service area of stations, since call times were decreased. Both pumps and hoses could be mounted on a single truck, also impacting the design of stations. (Station 28, built in 1914 at 2724 W. 43<sup>rd</sup> Street [NRHP] was the city's first to be designed solely for motorized vehicles.)<sup>5</sup>

Although at the city's southern "frontier," Station 13 was a replacement rather than an expansion station, and involved the closing of its central city predecessor located between W. 25<sup>th</sup> and 26<sup>th</sup> streets on 17<sup>th</sup> Avenue S. Originally organized in 1887 as Hose Company 13, this company acquired a motorized hose wagon in 1912, and then reverted to horse drawn wagon in 1917, and then back to a motorized hose wagon in 1924.<sup>6</sup>

The new Station 13 was an important improvement for the area south of 36<sup>th</sup> Street, and opened just as several public schools and other facilities were completed. The Standish Elementary School (1920-23), Roosevelt High School (1922) and Roosevelt Library (1925: NRHP) were built in the area's first years of settlement, and in the 1920s and 1930s, the Minnehaha Parkway,

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<sup>2</sup> Richard Heath, *Mill City Firefighters: The First Hundred Years, 1879-1979* (Minneapolis: Extra Alarm Assoc.,) 1981, 24.

<sup>3</sup> Engine 17 was organized as 17 in Station "Q" at Chicago Ave. and 35<sup>th</sup> St.. Designated Engine 17 in 1891; in 1941 occupied new Station 17 at Elliot Ave. and 35<sup>th</sup> St.; see Heath, 211.

<sup>4</sup> Heath, 77-83.

<sup>5</sup> Susan Granger, Station 28 Minneapolis Fire Department (Lake Harriet Station), National Register of Historic Places Nomination, 1993. On file, State Historic Preservation Office.

<sup>6</sup> Heath, 211.

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Nokomis and Hiawatha Lake portions of the Grand Rounds were completed, further encouraging residential development.<sup>7</sup>

According to historian Richard Heath, "the major economies that motor apparatus made possible—closing of stations and companies—caused significant change in fire department organization after 1920."<sup>8</sup> Due in part to budget constraints, the transition to motorized trucks took place over about fifteen years between 1910 and 1925, with horses phased out in halting stages.<sup>9</sup> The use of motorized trucks allowed new spatial arrangements for shops and repair within the facility, while removing the burden of livestock: tack rooms, stalls, and feed rooms were eliminated.<sup>10</sup>

By 1923, the Minneapolis Fire Department had 528 firemen, as well as twenty-eight stations or engine houses, and approximately one thousand alarm boxes. The equipment included twenty-four steam engines, twenty hose wagons, eleven hook and ladder trucks, five chemical engines, six fuel wagons, and automobiles for the chief and marshals.<sup>11</sup>

With nearly 5,000 new residential units erected between 1919 and 1922, fire department administrators had reason to anticipate the need for service far from the city center. A map of "Principal Zones of Real Estate and Building Activity" for 1921-22 indicated that the southern edge of the city near Minnehaha Parkway and especially west of Lake Hiawatha was developing rapidly.<sup>12</sup> Motorized fire apparatus could now give quick response times; with no major expansions of city boundaries, many existing stations were judged to be well-placed to serve most residential neighborhoods. Advanced fire equipment and training, including the beginning of emergency medical training, were introduced.<sup>13</sup>

Although situated in a newly developing area, Station 13 is not strictly representative of new fire service like the expansion stations in Linden Hills (Station 28) and Johnson Street N.E. (Station 29). As a replacement of an earlier hose company closer to downtown,<sup>14</sup> it is illustrative of

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<sup>7</sup> Theodore Wirth, *Minneapolis Park System 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 99; 268.

<sup>8</sup> Heath, 101.

<sup>9</sup> Heath, 100, 106. Fire departments were reluctant to abandon horses entirely because of their efficiency in deep snow.

<sup>10</sup> Granger, Section 8, p. 8.

<sup>11</sup> Shutter, 128.

<sup>12</sup> "Principal Zones of Real Estate and Building Activity," *Minneapolis Journal*, 28 May 1922, Real Estate and Homes Section, 5.

<sup>13</sup> Heath, 109-112.

<sup>14</sup> Heath, 89.

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how, in the late teens and early 1920s, fire department administrators were “less anxious to add new stations than to improve distribution of companies among existing stations.”<sup>15</sup>

According to Heath, in 1919, residents in the area around Cedar Ave. and W. 42<sup>nd</sup> St. had begun to “press strongly” for a neighborhood station.<sup>16</sup> Concurrently, Seventh and Eleventh Ward residents around Hose Company 13 protested that service times to their locale would be greatly increased with the loss of the old station.<sup>17</sup>

Although the fire department felt that a modern station with motorized equipment would still serve the old neighborhood, arguing “the district can be served as efficiently by other stations with motorized apparatus,” residents were concerned that a Milwaukee Road railroad grade crossing often blocked traffic and could keep fire trucks from reaching the area.<sup>18</sup> (The controversial issue of grade crossing had been addressed in 1912-1916 along 29<sup>th</sup> Street S. with a major grade separation project, but the Milwaukee Road’s other grade crossings were still under discussion.)

The new Station 13 was planned as a single-house station, accommodating one fire engine, and was erected at a cost of \$32,000. At construction, it was one of twenty-seven Minneapolis stations and one of four near the city’s southern edge.<sup>19</sup> The station could offer protection to the Hiawatha industrial area to the east, as well as the still lightly-built surrounding residential area.<sup>20</sup> Although Minneapolis continued to suffer huge industrial fires in the 1920s—most notably the Albert Dickenson Elevator blaze near University Ave. S.E.—this generation of fire fighters was the product of improved training and department organization.<sup>21</sup> General alarms, where all companies in the city were called, were greatly reduced with the use of motorized apparatus and an improved city water supply.

Over the next decades, older stations were replaced as funds allowed, and companies were relocated when new sites could provide better service. Of twenty-four stations in 1944, only

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<sup>15</sup> Heath, 102.

<sup>16</sup> Heath, 102.

<sup>17</sup> Heath, 102; “Citizens Protest Firehouse Closing,” *Minneapolis Journal* 6 Dec. 1922, 2. Despite a local tradition that seems to maintain that the construction of Station 13 was lobbied by area residents who specified the Arts and Crafts Style, no specific newspaper or other supporting documentation has been identified.

<sup>18</sup> “Citizens Protest Firehouse Closing,” *Minneapolis Journal* 6 Dec. 1922, 2.

<sup>19</sup> See Heath, “Stations and Companies as of 1/1/24,” 108.

<sup>20</sup> Adrian Huyck, *The Adrian Huyck Notebook: Minneapolis Fire Department, 1857- 1965* (Minneapolis: Extra Alarm Association, 1992). See National Board of Fire Underwriters “Memorandum Re: Minneapolis, Minnesota Notes on Fire Stations, 1944,” n.p.

<sup>21</sup> Huyck, n.p., for records of fires.

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seven remained from the period 1887 to 1900. Seven were built between 1901 and 1919, and six including Station 13 were built in the 1920s and 1930s.

Station 13 was closed in 1979 as part of the Fire Department's modernization and expansion. It subsequently housed an emergency medical technician (EMT) unit. Now vacant, it is only one of a few remaining stations that pre-date World War II.

### **The Bungalow Fire Station**

The Arts and Crafts bungalow-inspired design of Station 13 was a departure from all of the city's precedents for this building type, and remains a unique local example. Beginning with the first volunteer stations erected in St. Anthony and Minneapolis, most were two-story structures with a dormitory on the second floor. A few early examples such as Station 11 at 28 Second St. S.E. (1878, razed), had elaborate Italianate facades, but utilitarian, flat-roofed buildings with a requisite bell or hose tower and single, double, or triple entries—depending on the engine, hose, or chemical company housed within—were standard by the end of the nineteenth century. With the gradual adoption of motorized vehicles and the elimination of horse stalls and bulky wagons, however, the fire station designer had more flexibility than ever before.

The designers of Station 13 integrated the building into what would be a low-rise residential area. The design was low and horizontal, with a front yard, and it did not immediately announce its fire station function to the passerby. Concealed features such as the hose tower maintained the low profile. With the recessed apparatus doors almost hidden under a deep pediment, and the placement of the chimney against a well-trimmed gable, a cozy house rather than an often-noisy public safety building was suggested.

After about 1905, periodicals such as the *Fireman's Herald* and *Fire Service* illustrated the new trend for bungalow-styled fire stations. Historian Rebecca Zurier notes

Like single-family homes, these stations were set back from the street with a landscaped lawn and garden. Architects actually disguised some of the fire station's more obvious attributes: they put hose-drying areas into sunken shafts inside the station to eliminate the tower, and even toned down the signs or lettering that identified the building . . . . The small scale of the stations made interiors seem more like those of a private home than a cavernous hall.<sup>22</sup>

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<sup>22</sup> Rebecca Zurier, *The American Firehouse: An Architectural and Social History* (New York: Abbeville Press, 1982), 159.

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Zurier found that in addition to the more flexible layout allowed by the transition to motorized vehicles, early twentieth-century design reflected changes in firehouse scheduling, the addition of kitchens and comfortable lounging areas, and the expanding role of firemen as "neighbors."<sup>23</sup> At Station 13, the inclusion of a well-lit meeting room, with fireplace and bookcases, indicates that the building was fully programmed on the domestic model. Anecdotal reports about past uses of the station include stories about boxing matches in the basement and a variety of other community events at the facility.

### *The Minneapolis Bungalow*

Across the United States, a variety of Arts and Crafts and Period Revival style fire stations were built in suburban areas, especially where residents resisted a traditional design.<sup>24</sup> In Minneapolis, the design of Station 13 did not so much match adjacent buildings as anticipate the houses that would eventually be constructed.<sup>25</sup>

By 1923, many varieties of the Arts and Crafts bungalow had been tested in the Minneapolis market by builders and architects. The earliest bungalows date from the early twentieth century, and thousands can be found throughout the city. North of the station, they are concentrated along Cedar Avenue to the south in the Hiawatha-Nokomis neighborhoods (where Period Revival styles were also popular), and to the east in the Longfellow neighborhood. The bungalow was available through plan books in the most rudimentary forms from sources such as Sears Roebuck and Co., as well as custom-designed by Minneapolis architects such as John W. Lindstrom. In the early 1920s, nearly every real estate section of the *Minneapolis Journal* advertised bungalows with features such as a low-pitched gable roof, deep eaves, a front porch, simple geometric trim, and banded windows. Low-priced examples were priced at approximately \$5,000. At the interior, the compact plan offered cabinetry of maple or quarter-sawn oak.

### **Planning for Cedar Avenue Heights and City Growth**

What is now W. 42<sup>nd</sup> Street and Cedar Avenue S. was part of lands annexed by Minneapolis in 1887. Running south from near the Falls of St. Anthony, Cedar Avenue crossed the oldest settled areas of the city, and skirted the industrial corridor of Hiawatha Avenue past Layman's Cemetery and Powderhorn Lake. South of 36<sup>th</sup> Street, the city's residential character changed from densely-built late nineteenth-century buildings to a lower-rise and slightly more spacious landscape. The Cedar Avenue Heights Addition was platted by 1915, but few houses were built until after the extension of the electric streetcar to 42<sup>nd</sup> Street in ca. 1920. The acquisition of

<sup>23</sup> Zurier, 160-63.

<sup>24</sup> Zurier, 163-64.

<sup>25</sup> Borchert et. al., 82.

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Rice Lake (Hiawatha Lake) in 1923 and the creation of the surrounding park and municipal golf course also spurred growth.<sup>26</sup>

Minneapolis population increased from 202,718 to 380,582 between 1900 and 1920, and grew to 464,356 by 1930. This growth was fairly well distributed along the city's expanding streetcar routes, but by the time the 42<sup>nd</sup> St. area was built up, the automobile was becoming regarded as a necessity rather than a luxury by many, as the historic one-car garages behind the area's modest houses attest.

The 1920s were modern city planning's "first big decade," a period when the need for integration of real estate dealers' plans and local government received national attention.<sup>27</sup> In 1921, Secretary of Commerce Herbert Hoover appointed an Advisory Committee on Zoning, which published *the Standard State Zoning Enabling Act*. In 1928, its successor committee published the *Standard City Planning Enabling Act*. It outlined principles for local government in implementing a comprehensive urban land use plan. Minneapolis adopted its first zoning ordinance in 1924. Areas such as Cedar Avenue Heights were zoned primarily for single-family residential construction, while lots fronting streetcar routes and major arterials were zoned commercial.

New residential areas such as Cedar Avenue Heights were shaped by a number of federal initiatives and programs. Following World War I, the U.S. housing shortage resulted in 121 families in the U.S. for every 100 houses by 1920; an estimated sixty percent of the population were tenants.<sup>28</sup> Realtors became increasingly involved in lobbying for public policy changes, and a need for industry-wide real estate research. At the same time, proposals to create a system of modern mortgage lending were made in the U.S. House and Senate. Up to this time, in Minneapolis and St. Paul as in other cities, most financing for new housing was offered by the land sellers on short-term land contract.

In 1919 the national "Own Your Own Home" campaign was launched by the U.S. Department of Labor. Steadily advertised in the *Minneapolis Journal*, it was supported by real estate dealers, builders, architects, and building suppliers. Advertising slogans included invocations about the importance of thrift and the perils of renting, illustrating that ownership of a modest home was possible for many.

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<sup>26</sup> Wirth, 99.

<sup>27</sup> Marc A. Weiss, *The Rise of the Community Builders: The American Real Estate Industry and Urban Land Planning* (New York: Columbia University Press, 1987), 67.

<sup>28</sup> Pearl Davies, *Real Estate in American History* (Washington D.C.: Public Affairs Press, 1958), 138.

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In 1920, the Better Homes in America Movement was headed by Secretary of Commerce Herbert Hoover. According to President Calvin Coolidge, the movement provided "a channel through which men and women in each community can encourage the building, ornamenting and owning of private homes by the people at large." It operated through local demonstrations of "Better Homes" during "Better Homes Week" each year, and had many tie-ins with the Chamber of Commerce, Building and Loan associations, and womens' clubs.<sup>29</sup>

Consumer goods related to housing, including all of the new conveniences in refrigeration, cleaning, and landscaping, were heavily advertised in the early 1920s. The *Minneapolis Journal* built its annual "Journal House" and sponsored other programs that allowed the public to tour new modern construction.

In the early 1920s, a small commercial center with a drugstore and other shops was built on the other three corner lots of the W. 42<sup>nd</sup> Street intersection opposite the station.<sup>30</sup> Despite the volume of construction in the general vicinity, residential construction around Station 13 did not fill in until the 1930s, and west of Cedar Avenue many blocks were not built up until after World War II. With the strong promotion of home ownership and financing, many of the modest houses of this area could be purchased by workers at nearby industries along the Hiawatha corridor, such as Minneapolis Moline, and by office and store workers who relied on the streetcar to reach downtown employment.

*Collins and Kennison*

The innovative design of Station 13 MFD was created by the short-lived partnership of engineer Loren F. Collins (ca. 1888 -1923) and architect Herbert A. Kennison (1887-?). Their other projects are not known. Collins was part of Hartzell & Collins between 1915-1917, and then entered private practice before joining Herbert A. Kennison, possibly for this project.

Herbert A. Kennison, a graduate of Cornell University, arrived in Minneapolis in 1910 and worked for William C. Whitney until 1913, and then as the head of Harry W. Jones office until 1916. After a period in private practice, he became the chief engineer and designer for the Office of the State Architect of North Dakota in Fargo. Apart from Station 13, nothing is known of his completed works.<sup>31</sup>

<sup>29</sup> See *Minneapolis Journal* Real Estate Sections (Sunday) for April and May, 1923-1924 for a sampling of Better Homes in America advertising.

<sup>30</sup> For example, the one-story shop building at 1832 W. 42<sup>nd</sup> Street / 4155 Cedar Ave. S. was completed in 1923.

<sup>31</sup> Loren Collins and Herbert A. Kennison files, Northwest Architectural Archives, University of Minnesota. See also Minneapolis City Directories, ca. 1910-1924.

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**Summary**

Station 13 MFD is eligible for the National Register for its association with fire protection during the early modern era of city planning when Minneapolis was experiencing significant population growth and new building construction. The creation of a domestically scaled, bungalow station reflecting the Arts and Crafts Style, one very compatible with the surrounding neighborhood housing stock, signaled the influence of progressive planning at the city's expanding edges. The building retains a good level of historic integrity and has had few significant changes to the exterior or interior.

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**10. GEOGRAPHICAL DATA**

**Verbal Boundary Description**

Lots 29 and 30 and N 20 ft. of Lot 28, Block 4, Cedar Avenue Heights Addition to Minneapolis.

**Boundary Justification**

The boundary of the nominated property includes the parcel of land historically associated with Station 13 MFD.

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**10. GEOGRAPHICAL DATA**



**Station Number 13, 4201 Cedar Avenue, Minneapolis, Minnesota**

Photographer: A. F. Raymond

Photograph Collection 1936

Minnesota Historical Society Location MH5.9 MP8 r280

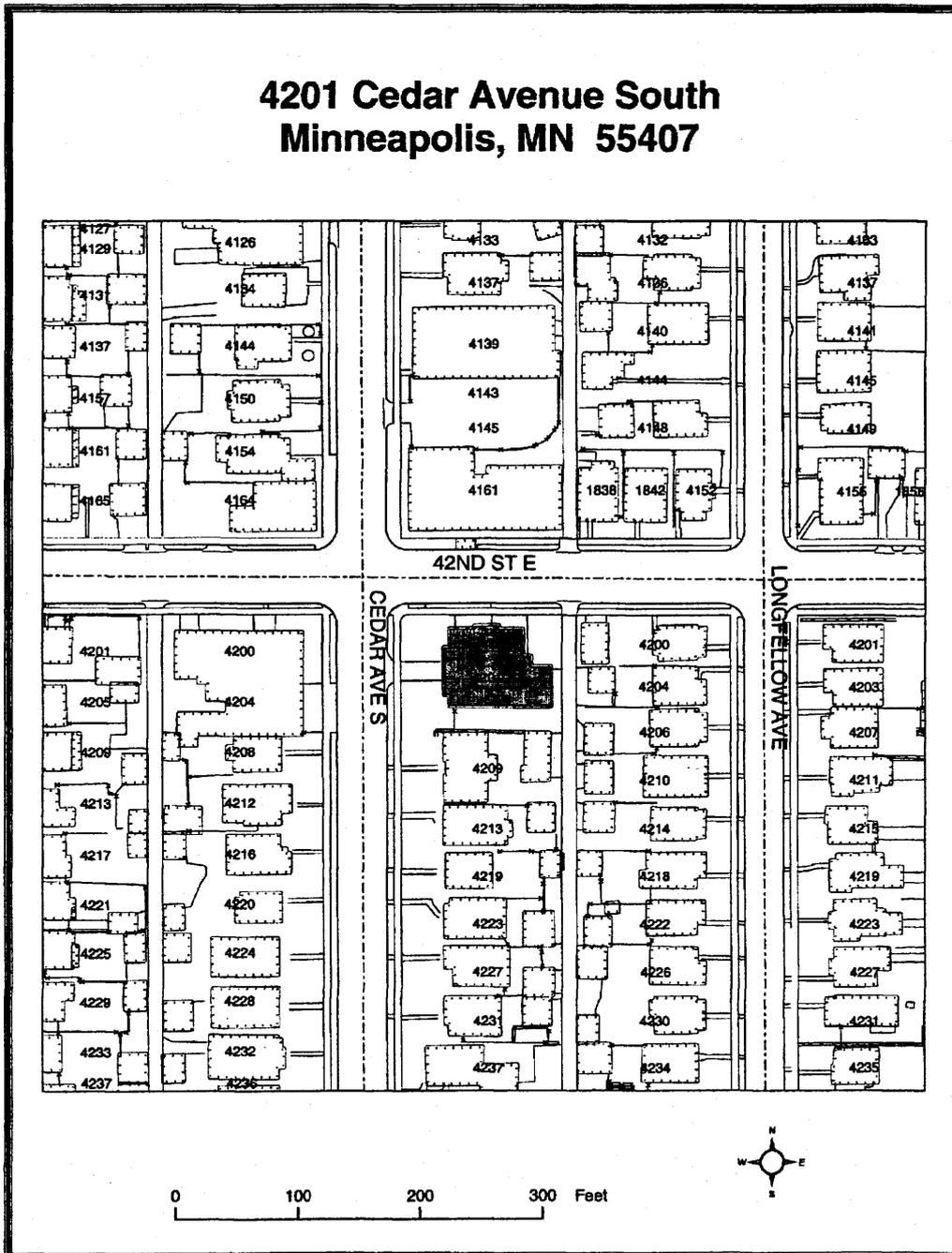
Negative no. 4279-A

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Station 13 Minneapolis Fire Department  
Source: Minneapolis Planning Department, 2003.