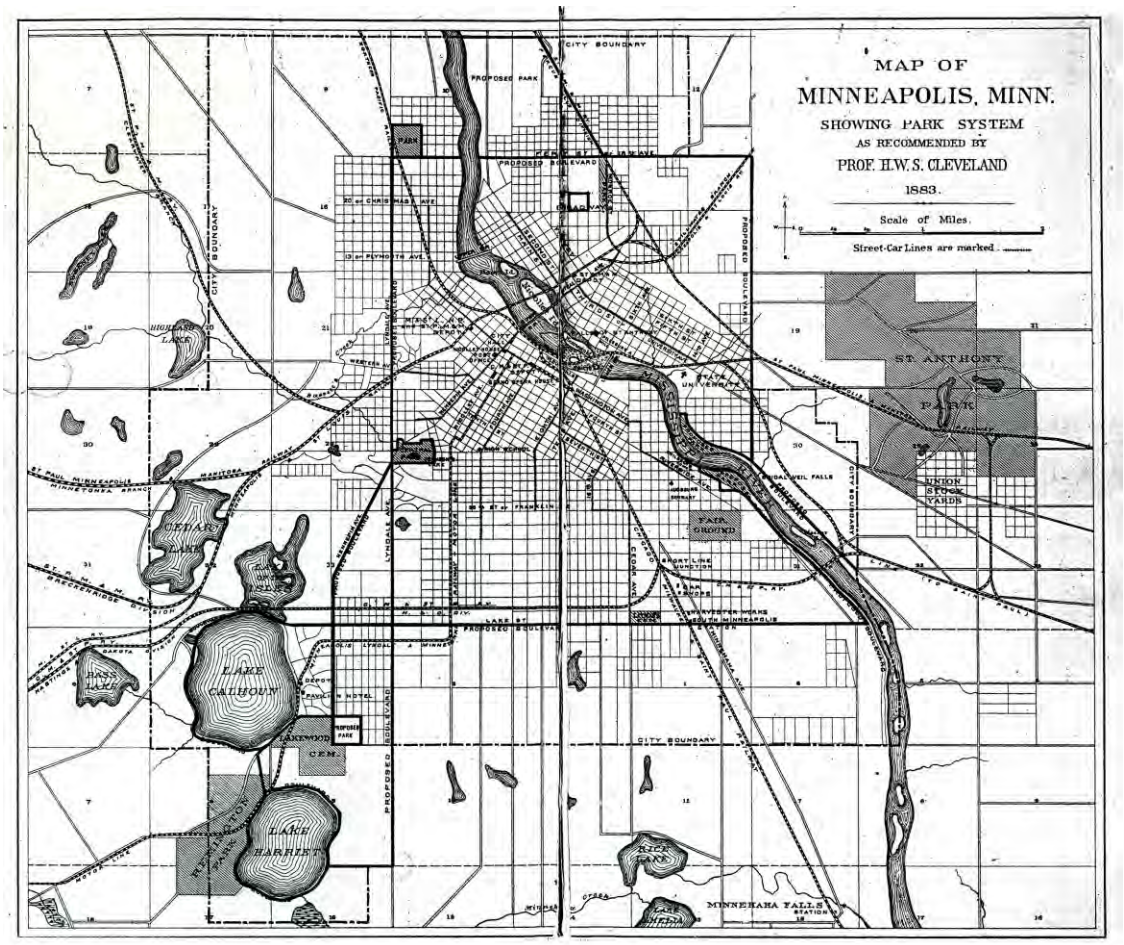


Map of Minneapolis showing H. W. S. Cleveland's proposal for the city's park system, 1883

MAKING THE GRAND ROUNDS:
A HISTORICAL SURVEY OF THE MINNEAPOLIS PARK AND PARKWAY SYSTEM

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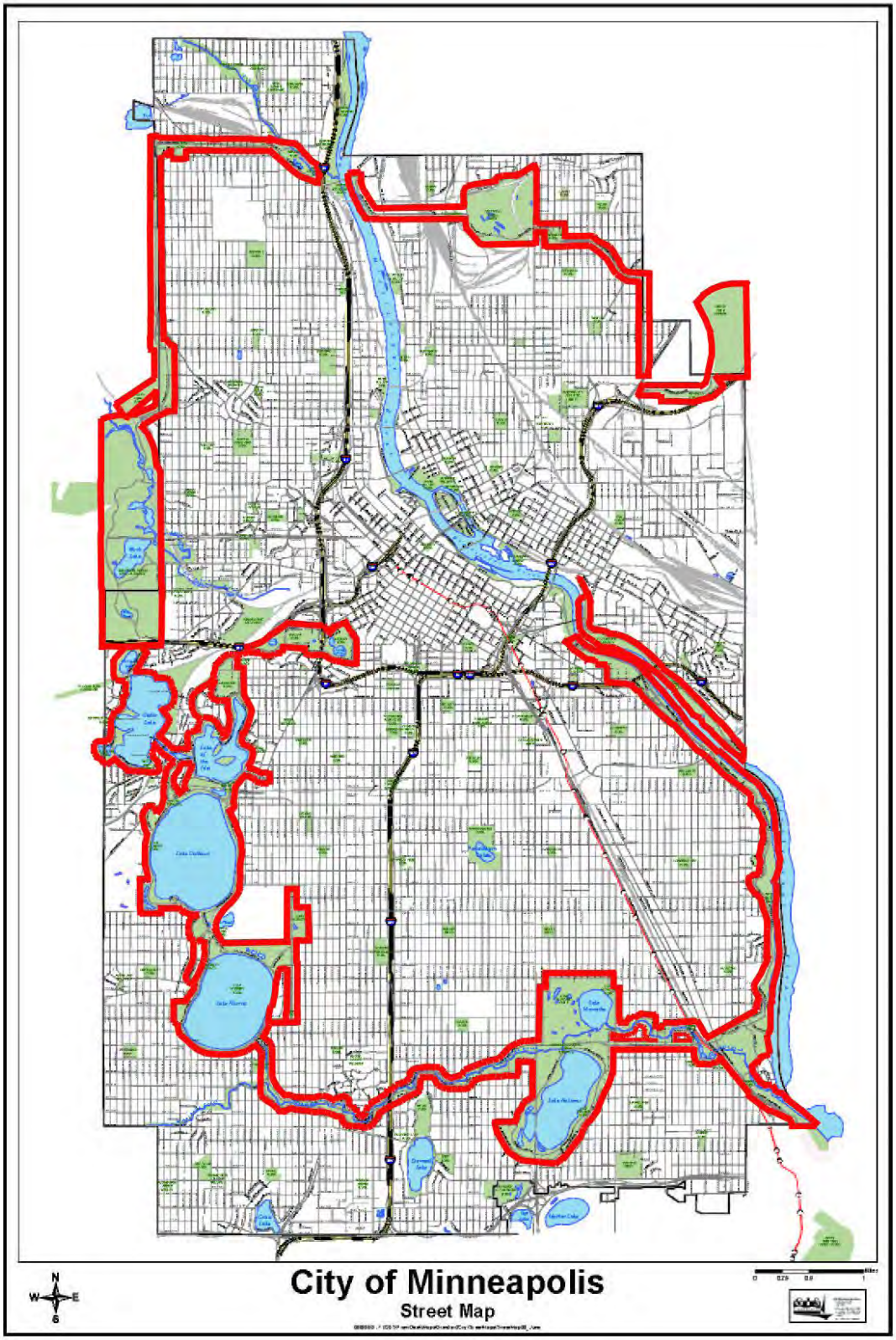
MARCH 2010

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The Grand Rounds from the period of significance (1883 to 1942) in relation to Minneapolis in 2009.

PROJECT ADMINISTRATION

This project was commissioned by the Minnesota State Historic Preservation Office (SHPO) and funded by a Preserve America grant from the National Park Service. Contacts for the Minnesota State Historic Preservation Office were Britta Bloomberg, Deputy State Historic Preservation Officer; Tom Cinadr, data administrator; Dennis Gimmestad, compliance officer; and Susan Roth, National Register historian.

Hess, Roise and Company is a Minneapolis-based historical consulting firm specializing in cultural resource surveys, National Register nominations, documentation studies, preservation planning, archival research, and historical publications and exhibits. The company has been involved in a variety of historical and determination of eligibility studies for components of the Grand Rounds during the past ten years. Marjorie Pearson, Ph.D., vice president of the firm, acted as principal investigator for the project. Both she and historian Stephanie Atwood worked on field survey, photography, site research, general background research, and site evaluation. Historian Elizabeth Gales developed the database to generate the inventory forms and to coordinate with the overall SHPO data base. Researcher Penny Petersen assisted with research and data entry. Dr. Pearson authored the following report.

This project has been financed in part with Federal funds from the National Park Service, U.S. Department of Interior. However, the contents or opinions contained in this publication do not necessarily reflect the views or policies of the Department of the Interior. Nor does mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

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OBJECTIVES AND METHODOLOGY

Objectives

The project has had three major objectives; the first two are covered by this survey report.

1. To document systematically the landscape elements and character-defining features of the proposed Grand Rounds Historic District and its distinct historic segments: Kenwood Parkway; Chain of Lakes; Minnehaha; Mississippi River; Northeast; Victory Memorial; and Theodore Wirth. Although information had been compiled for many sections of the system, the data was not uniform, and some sections were not covered at all. The first phase of the project has produced inventory forms and a survey report.

2. To assess the significance of this H. W. S. Cleveland-inspired landscape within a national context of parkways of the period. While the Minneapolis park system is recognized at a local and regional level, it has never been fully explored within a larger national context. This evaluation is included in the survey report.

3. To prepare a National Register of Historic Places nomination for the Grand Rounds Historic District. While the district has been determined eligible for listing, boundaries have never been clearly defined for all segments nor have all elements been evaluated for their contributing or noncontributing status to the district as a whole. The nomination documentation will further enhance the interpretation and protection of this uniquely designed historic landscape.

Methodology

Documentation and Survey

Historical Research. A significant amount of primary and secondary source information had been gathered by Hess Roise and other cultural resource consultants pertaining to various segments of the Grand Rounds. This information, which is available in Hess Roise and SHPO files, has been reviewed and compiled as part of this project. Particular attention was focused on the *Annual Reports* and *Proceedings* of the Minneapolis Board of Park Commissioners. The indexes of the *Minneapolis Journal* and the subject clippings files in the local history collection of the Hennepin County Central Library in Minneapolis were examined for the various segments of the Grand Rounds. The online historical and recent editions of the *Minneapolis Tribune* and the *New York Times* were also reviewed for relevant articles. In addition, we undertook general and site-specific research at the Minneapolis Park and Recreation Board, the Minnesota Historical Society reference library, the University of Minnesota libraries, and the Hennepin History Museum. This research was carried out between October 2008 and March 2009.

The research has been used to help in the identification and analysis of the landscape elements and character-defining features; to assess changes over time; and to develop an overall historic context for this survey report and the National Register nomination. Research files are being compiled as part of the process and will be submitted to the SHPO at the end of the project.

Fieldwork and Photography. Prior to undertaking fieldwork, we compiled historic plans of various segments of the Grand Rounds from the *Annual Reports* for comparison of current conditions. We also used the digital resources of Google Maps, Virtual Earth, and Hennepin County property records linked to Virtual Earth to analyze existing conditions. We toured the segments of the Grand Rounds system, recording our observations about the landscape elements and character-defining features and locating them on field maps with GPS coordinates. We took several thousand color digital photographs to aid our assessment of the various features and components of the Grand Rounds and to illustrate our survey report. This work was carried out in October and November 2008. Supplemental photography was done in May, June, and July 2009.

Inventory Forms. Inventory forms have been prepared based on the seven historic segments of the Grand Rounds; major components within each segment; and major individual elements within the major components. The data fields were developed in conjunction with the SHPO data administrator. Inventory numbers were assigned by SHPO. We completed inventory forms for each resource surveyed based on field notes, survey photographs, and historical research files. Information from previously completed inventory forms was compared to current conditions. Original inventory numbers have been retained. Pertinent information was entered into a computerized database. Inventoried resources have been analyzed for integrity in relation to the proposed historic district. Completed forms have been generated from the database.

Historic Contexts. The Grand Rounds of the Minneapolis Park System falls within the statewide historic context, "Urban Centers, 1870 to 1940." Many components of the system were affected by the statewide subject context "Federal Relief Construction (1933 to 1941)." The Grand Rounds are covered by the local historic contexts of "North Minneapolis," "Northeast Minneapolis" (both Landscape Research, 1998) and "South Minneapolis" (Hess Roise, 2000). Charlene Roise and Dennis Gardner of Hess Roise prepared "Making the City Itself a Work of Art: An Historical Context for the Grand Rounds, Minneapolis" in 1999, which has provided a foundation for our work on this project.[1]

While this project references previous studies, additional research and analysis places the Grand Rounds within a national context of historic landscape architecture and park planning so the national significance of the resource can be properly assessed.

Survey Report

The survey report consists of the following components:

- Overall description of project and process, including goals and survey methodology.
- Description of the Grand Rounds and its component resources and an assessment of the integrity of the various components.
- Historic context and significance statement that sets the Grand Rounds within a national context of parkways developed during the period of significance. The period of

[1] Charlene K. Roise and Denis Gardner, Making the City Itself a Work of Art: An Historical Context for the Grand Rounds, Minneapolis," 1999, report prepared by Hess, Roise and Company for Minneapolis Park and Recreation Board.

significance is discussed in greater detail and the discussion of significance is related to National Register criteria.
- Recommendations
- Bibliography
- Appendices: Research design, list of inventoried resources

Expected Results

It is expected that the documentation and research phase of the project will provide a comprehensive overview and analysis of the Grand Rounds and its segments. This report and the related inventory forms will serve as a basis for preparing the Grand Rounds Historic District National Register of Historic Places nomination.

Analyzing the component parts, landscape elements, and character-defining features of the Grand Rounds will enhance our understanding of its overall significance and provide guidance for management decisions as the system continues to evolve in the twenty-first century. Listing the Grand Rounds Historic District in the National Register will raise awareness of its national significance and reinforce the importance of respecting the historic characteristics of this beloved resource.

THE GRAND ROUNDS

Introduction

The Grand Rounds unifies and connects the Minneapolis park system as it extends throughout the city of Minneapolis. When Horace William Shaler Cleveland proposed a system of parks and boulevards to the Minneapolis Board of Park Commissioners (MBPC) in 1883, he focused attention on natural features—the Mississippi River and Lakes Harriet and Calhoun, which would be linked by scenic boulevards, and several smaller parks. The Special Committee on Park Enlargement, headed by William W. Folwell, made its report in 1891; it envisioned a more expansive system that Folwell christened the Grand Rounds. By that time, Loring Park was well developed with Kenwood Parkway leading to scenic drives around Lake of the Isles, Lake Calhoun, and Lake Harriet, and extending to Minnehaha Boulevard (later parkway) along Minnehaha Creek as far east as Cedar Avenue. Riverside Park and Minnehaha Park had been acquired on the west bank of the river, and a small part of Glenwood Park (later Theodore Wirth Park) was being developed.[2]

When Theodore Wirth arrived in Minneapolis as superintendent in 1906, the park board had about 1,800 acres of land under its jurisdiction. By the time he retired in 1935, the number of acres had grown to about 5,200. While initial park development had been focused on the southwestern part of the city, one of Wirth‘s goals was to extend the Grand Rounds northward through acquisition of land north and west of Cedar Lake, the construction of Cedar Lake Boulevard, and the creation of Glenwood Parkway and Glenwood-Camden Parkway. The latter was christened Victory Memorial Drive in 1921 in honor of those residents of Hennepin County who had died in World War I. Saint Anthony Boulevard, beginning at the Camden Bridge on the east side of the Mississippi River, extending through Columbia Park, and terminating at East Hennepin Avenue, was begun in 1917, but was not officially opened until 1924.

The decade of the 1930s provided both great pressures and great opportunities for the Minneapolis park system, as federal work relief programs were implemented. Wirth‘s successor, Christian A. Bossen, utilized the federal funding of the Public Works Administration and the Works Progress Administration throughout the system for expansion and improvements.

Today, the Minneapolis Park and Recreation Board (MPRB) divides the historic Grand Rounds into six geographically based segments. (A seventh segment that extends along the banks of the Mississippi River through downtown Minneapolis has been developed over the past twenty years.) This report follows that precedent, but uses seven segments to account for the historic development of the Grand Rounds system. Each segment is further divided into sub-segments that include the parkways and boulevards as well as the parks they link. The segments are Kenwood Parkway, Chain of Lakes, Minnehaha, Mississippi River, Northeast, Victory Memorial, and Theodore Wirth. The segments will be discussed in that order in the following report.

[2] Maps that illustrate the early progress of the system are in Theodore Wirth, *Minneapolis Park System 1883–1944* (Minneapolis: Board of Park Commissioners, 1945), 332–333.

Kenwood Segment



This segment of the Grand Rounds begins at Loring Park, one of the first Minneapolis parks designed by Cleveland, and ends at Lake of the Isles Parkway. Kenwood Parkway, the first independent parkway and the first to be constructed, is the connecting feature.

Loring Park Sub-Segment

Loring Park (33.94 acres) (HE-MPC-01786)

While not the oldest surviving park in Minneapolis (that distinction belongs to Murphy Square), Loring Park was the first of Cleveland's park designs for the MBPC to be constructed. Begun in 1884, it was named Central Park, partly for its location at the geographic center of the city (today at the southwest edge of downtown Minneapolis), and partly in allusion to New York City's Central Park. Unlike New York's park with extensive and varied landscape encompassing 843 acres, the Minneapolis park is much more modest at 34 acres. Cleveland's plan called for a series of curving paths designed around a natural lake, known as Johnson's Lake, which would be enlarged with the conversion of a bog to an arm of the lake. Charles M. Loring, first president of the Board of Park Commissioners, supervised much of the park construction and consulted with Cleveland (who was still living in Chicago) on revisions to the plan, based on site conditions during construction. The park was renamed in honor of Loring, often called the father of the

Minneapolis park system, in 1890, and land was acquired to expand the park eastward to Willow Street in the same year. The lake was soon a very popular recreation spot for boating in the summer and ice skating in the winter.[3]

The overall plan is roughly pentagonal in shape, bounded by the parallel Hennepin and Lyndale Avenues on the west (flanking the depressed roadway of Interstate 94), West Fifteenth Street (renamed from West Sixteenth Street) on the south, Willow Street (originally West Fifteenth Street) on the east and northeast, and Harmon Place on the northwest. It has seen many changes, but the basic form of Cleveland's plan remains largely intact. The lake with its arm extending to the northwest is still the most prominent feature and is called Loring Pond (HE-MPC-01789).

The park has three notable buildings. The Park Pavilion (HE-MPC-00532), located on the east side of the lake, was donated in 1906 by Charles Loring and intended to provide shelter in the winter for skaters and in the summer for boaters and picnickers. Built in the Spanish Colonial Revival style by R. B. Pelton, it has been enlarged twice in a style that complements the original design, most recently in 2001–2002 by Miller Dunwiddie Architecture. A plaque on the building portico reads, "Shelter erected by Chas. M. Loring for the Children, R. B. Pelton Builder."[4]

The former Superintendent's Office (HE-MPC-00573) was originally built in 1889 east of Loring Pond, close to West Fifteenth Street (this site may have been on today's Willow Street before it was renamed.) The building served as the office for Superintendent William Morse Berry during his tenure with the MBPC. It has been relocated three times, first further into the park, then back towards West Fifteenth Street, and more recently to the north side of the pond, its current location. It is close to the office building, then used for storage and maintenance, shown on a "Plan for the Improvement of Loring Park" published in the 1911 annual report. Designed by Francis Willford Fitzpatrick, the Shingle Style appearance of the building was modified as it was moved around the park. It was restored to its original exterior appearance by Miller Dunwiddie Architecture in 1998–1999, when it was moved to its current location and converted to the Loring Park Performance Place.[5]

The Maintenance Building (HE-MPC-01781) was originally built in 1916 as a comfort station with restrooms for men and women. It was designed in the Spanish Colonial Revival style by architects Chapman and Magney. It is located on the arm of the pond and holds equipment and tools for park and pond maintenance.[6]

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[3] Wirth, *Minneapolis Park System*, 43, 46, 63; Lance M. Neckar, "Fast-Tracking Culture and Landscape: Horace William Shaler Cleveland and the Garden in the Midwest," 88–90, in *Regional Garden Design in the United States*, ed. Therese O'Malley and Marc Treib (Washington, D. C.: Dumbarton Oaks Research Library and Collection, 1995).

[4] Minneapolis Board of Park Commissioners (hereafter MBPC), *Fifty-second Annual Report, 1934*; MBPC, *Parks, Parkways, and Playgrounds* (Minneapolis: Board of Park Commissioners, 1942); Minneapolis Park and Recreation Board (hereafter MPRB), *Annual Report, 2002*, 49, 51.

[5] Minneapolis Building Permit B18616 (dated May 7, 1889); MBPC, *Twenty-ninth Annual Report, 1911*, 101; Wirth, *Minneapolis Park System*, 70, 78; Miller Dunwiddie Architecture, "Projects," http://www.millerdunwiddie.com/project_superintendent.html.

[6] Minneapolis Building Permit B124422 (dated September 9, 1916).

The park contains two major sculptures and several commemorative boulders. The Ole Bull statue (HE-MPC-01780) faces Harmon Place. Designed by H. J. Fjelde in 1897 and cast in bronze, it commemorates a famous Norwegian violinist. The statue was restored in 2000. The Berger Fountain (HE-MPC-01787), nicknamed the Dandelion Fountain because of its form, faces Willow Street at Yale Place. Donated by then Park Commissioner Benjamin Berger and installed in 1975, the design is by Australian sculptor Robert Woodward with the base by Liebenberg Smiley Glotter Associates. The fountain was restored in 2008 and the fountain plaza redesigned by Leonard Parker Architects. A group of commemorative boulders (HE-MPC-01784) are clustered off the West Fourteenth Street entrance to the park, overlooking the park pavilion. Most of these were accompanied originally by elm trees, which do not survive. The Loring Boulder (HE-MPC-01785) bears a bronze tablet honoring Charles Loring. It was relocated from Godfrey Parkway to the terrace of the pavilion in December 2006.[7]

A variety of recreational facilities (HE-MPC-01790) have been installed in the park over the years, including tennis courts, basketball courts, shuffleboard courts, an outdoor performance space, and horseshoe pits. A new playground was installed off Willow Street in 2000. The wading pool (HE-MPC-01792), north of the park pavilion was installed in 1940. A section of the park was taken for the widening of Hennepin and Lyndale Avenues as part of the construction of Interstate 94 in the 1970s. Two related sculptural pieces, both designed by Siah Armanjani, were installed on the west side of the park in conjunction with the Minneapolis Sculpture Garden. The Whitney Gazebo (HE-MPC-01908) west of the lake dates from 1993. The Whitney Bridge (HE-MPC-01791) spanning Hennepin and Lyndale Avenues and Interstate 94 was installed in 1988.[8]

The local community formed the Friends of Loring Park and allocated Neighborhood Revitalization Program funds to rehabilitate the park in the late 1990s following plans prepared by Balmori Associates and Brauer and Associates. The pond was drained, cleaned, and refilled as part of a park board shoreline rehabilitation program, and a viewing pier was added. The pedestrian bridge across the pond was replaced in 2006. Among the added features is the Garden of the Seasons, located between the two sections of the pond, approximately the site of Cleveland‘s formal garden.[9]

Because of its age and its location, Loring Park is the most urbanized component of the Grand Rounds, and it would seem that was very much Cleveland‘s original intention. One contemporary critic states that Loring Park "epitomizes Cleveland‘s belief that parks are about 'beauty, democracy and recreation.'"[10] As such, it was a deliberate contrast to the "wildness" of Minnehaha Park. Changes to Loring Park, especially the construction of Interstate 94, have affected its historic character by cutting it off from the Parade and Kenwood Parkway to the west. Many later features and elements have been installed in the park, and the history integrity has been heavily affected by the alterations to historic material, such as the Pavilion, the Superintendent‘s office, and the recreational areas—changes which are magnified in such a small, dense area and alter the identity of a park that the MBPC never clearly defined.

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[7] Diane Moe, telephone conversation with Stephanie K. Atwood, November 5, 2009.
[8] Walker Art Center, "Minneapolis Sculpture Garden – Artwork," http://www.garden.walkerart.org/artwork.wac.
[9] Alan Tate, *Great City Parks* (London and New York: Spon Press, 2001), 186–187; David Anger, ―Center City Green," *Minnesota Architecture* 25 (March–April 1999): 36–37.
[10] Anger, "Center City Green," 37.

Regardless, the park retains its overall character and has integrity of location, setting, and association.



Loring Park, ca. 1895
Minnesota Historical Society Collections



Loring Park, view to southeast from bridge, 2008
Penny Petersen, photographer



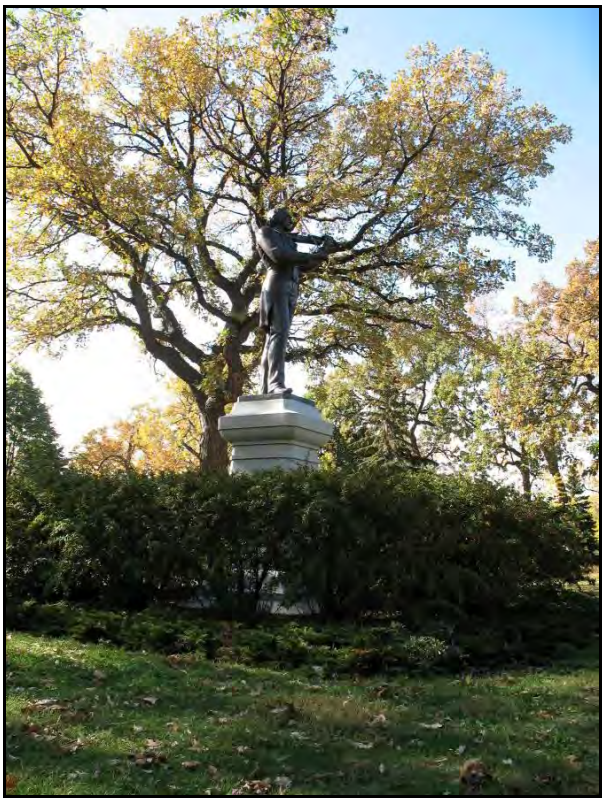
Group of people in Loring Park, 1898
Thomas F. Cann, photographer—Minnesota Historical Society Collections



Loring Park, 2008
Penny Petersen, photographer



Ole Bull statue in Loring Park, ca. 1900
Minnesota Historical Society Collections



Ole Bull statue in Loring Park, 2008
Penny Petersen, photographer



Loring Park Pavilion, ca. 1906–1907
Sweet, photographer—Minnesota Historical Society Collections



Loring Park Pavilion, 2008
Penny Petersen, photographer

The Parade Sub-Segment

The Parade (45.77 acres) (HE-MPC-01782)

The Parade is an irregularly shaped parcel, bounded by Lyndale Avenue/Hennepin Avenue on the east, Dunwoody Boulevard and Interstate 394 on the north, Kenwood Parkway on the west and part of the south, and Vineland Place on part of the south.

The western section of the Parade, a ten-acre parcel that encompasses Spring Lake (HE-MPC-01783), was acquired in 1893. The remainder of the Parade, extending eastward to Hennepin Avenue, south of Dunwoody Boulevard, and west of Loring Park, was acquired in several parcels in 1904 and 1905. Kenwood Parkway formed the southern boundary. Much of the property was swampland that required extensive filling and grading to be converted to park use. The landscaping visually connected the Parade with Loring Park on the east side of Hennepin Avenue. The area around Spring Lake has never been extensively redeveloped; today it is a bird sanctuary. The other areas of the Parade have seen a wide variety of civic and recreational uses over the years.[11]

Today the section of the Parade west of Hennepin Avenue between Dunwoody Boulevard and Vineland Place is occupied by the Minneapolis Sculpture Garden (HE-MPC-01793), built on the site of the Armory Gardens, which Theodore Wirth used for popular seasonal floral displays. The Sculpture Garden opened in 1988 and was expanded in 1992. The first section was designed by Edward Larrabee Barnes Associates with landscape architect Peter Rothschild of Quennell Rothschild and Associates. The expansion was by Michael Van Valkenburgh Associates. The Cowles Conservatory (HE-MPC-01788), designed by Barnes Associates, is prominently located in the sculpture garden. While the sculpture garden property and the conservatory are owned by the MPRB, the sculpture installed in the garden is part of the collection of the Walker Art Center, located south of Vineland Place. Some of the pieces, such as *Spoonbridge and Cherry* (Claes Oldenburg and Coosje van Bruggen, 1988), were designed specifically for the site.

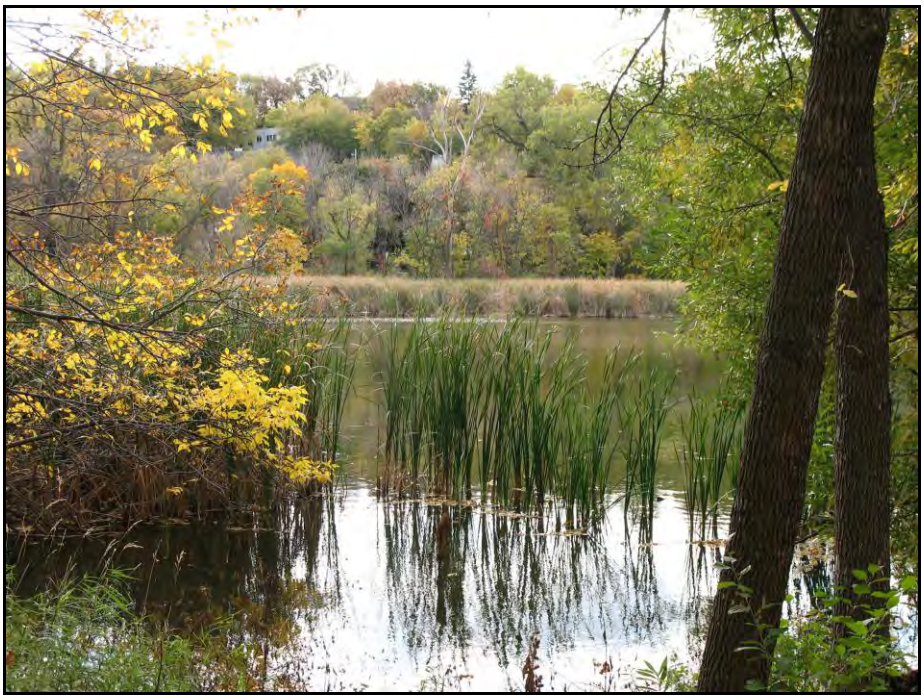
West of the sculpture garden are parking lots and an athletic complex (HE-MPC-01795) for baseball and soccer with a stadium from 1992 that replaced one from the 1950s, a continuation of the recreational uses that have been in place since 1908. The Parade Ice Garden (HE-HPC-06473) is an indoor ice arena built in 1989 as part of the Parade Ice Center, enlarging an earlier structure.

The area of the Parade around Spring Lake is the only section that retains its historic character and its integrity of location, setting, feeling, and association from the period of significance. The other sections of the Parade retain their integrity of location and to a certain extent their integrity of association, but have been extensively changed over a period of many years. There is little extant material indicative of the Parade‘s long history as part of the Grand Rounds. Many of the most striking changes have occurred after the period of significance.

[11] Wirth, *Minneapolis Park System*, 64, 71–72, 103.



The Parade, view to south, 2008
Marjorie Pearson, photographer



Spring Lake, view to southwest, 2008
Marjorie Pearson, photographer

Kenwood Parkway Sub-Segment

Kenwood Parkway (21.67 acres, 1.68 Miles) (HE-HPC-01796)
Kenwood Parkway was one of the first parkways constructed as part of the park system while Cleveland was working for the MBPC. It was designed to lead up Lowry Hill from Hennepin Avenue and then curve down to Lake of the Isles. Work was begun in 1887 and completed in 1889 under the direction of Superintendent William Morse Berry. At that time, the 1.68 mile drive was called Kenwood Boulevard, but it was officially renamed Kenwood Parkway in December 1890.

Today Kenwood Parkway begins west of Vineland Place on the south side of the Parade; it extends west as far as the intersection of Morgan Avenue and Mount Curve Avenue, then curves to the southwest, skirting the north side of Kenwood Park, and continues south to Lake of the Isles Parkway by the northwest arm of the lake. As the roadway skirts the section of the Parade adjacent to Spring Lake, it is split in two, flanking a center median. Unlike the roads of many other parkways in the system, most of Kenwood Parkway has not been narrowed. The main roadway is 40 feet wide, flanked by grass-planted boulevards with many surviving large trees. The boulevards and sidewalks are all within the jurisdiction of the MPRB. Prior to 1957, the road surface was oiled gravel without curbs. The road was paved and curbs installed in that year.

Two small service buildings (HE-MPC-01799) are located on the parkway at the west end of Spring Lake, near the intersection of Waverly Place. A booster pumping station, built in conjunction with the Kenwood Water Tower (HE-MPC-06475), 1724 Kenwood Parkway, is set in the hillside of the median strip. The stucco building with a shingled roof with exposed rafter ends and overhanging monitor was built in 1913 and enlarged in 1917. The more recent building, dating from around 1990, is of brick with a hipped slate roof with extended eaves and is located on the north side of the parkway.[12]

Kenwood Parkway retains its historic form and character and has integrity of location, design, setting, feeling, and association.

[12] Ibid., 138–139.



Kenwood Parkway, 1905
Sweet, photographer—Minnesota Historical Society Collections



Kenwood Parkway, 2008
Marjorie Pearson, photographer



Kenwood Parkway postcard, ca. 1905
Minnesota Historical Society Collections



Kenwood Parkway, 2008
Marjorie Pearson, photographer

Kenwood Park (32.94 acres) (HE-MPC-01797)
Kenwood Park is one of the early neighborhood parks added to the park system after Theodore Wirth became the parks superintendent. While the land was acquired in 1907, the park was developed over many years, primarily for a variety of recreational uses. Because of its location, the park is an integral part of the Grand Rounds. The site extends south, steeply downhill from Kenwood Parkway towards Franklin Avenue and Lake of the Isles, and is bounded by Logan Avenue South on the east and Oliver Avenue South on the west. The site is bisected by Douglas Avenue. The upper portion of the park, north of Douglas Avenue, is steep and wooded.

The lower portion, while still hilly and dotted with trees, incorporates a variety of recreational features. The playground (HE-MPC-01798) at the southwest corner was installed in 1996. The athletic field (HE-MPC-01800) includes three ball fields that were redone in 2006, located near Douglas Avenue, and tennis courts on the east side of the park that were rebuilt in 2007. Tennis courts were first located in Kenwood Park in 1913. Picnic tables are scattered among the trees. The bridle path that was installed in 1914 across the upper section of the park leading to Lake of the Isles has long since been removed.[13]

Overall, Kenwood Park retains its historic form and character and has integrity of location, setting, feeling, and association, although the existing recreational features postdate the period of significance.

[13] For a more detailed description and history of Kenwood Park, see Charlene K. Roise, Abigail Christman, Cynthia deMiranda, and Denis Gardner, "Lake of the Isles and Kenwood Park: An Assessment of Significance," 1999, report prepared by Hess, Roise and Company for MPRB.



Kenwood Park, view to west from Morgan Avenue South, 2008
Marjorie Pearson, photographer



Tennis court at Kenwood Park, view to east, 2008
Stephanie Atwood, photographer

Chain of Lakes Segment



This segment extends from the overpass over Interstate 394 to the north end of Minnehaha Parkway on the south side of Lake Harriet. It incorporates four of the major lakes in the Minneapolis park system, the surrounding parkland, and the parkways that link and surround the lakes, as well as several related park and roadway features. Portions of this segment were envisioned in the original Cleveland plan and development began soon after the establishment of the MBPC.

Cedar Lake Sub-Segment

Cedar Lake Parkway (originally Cedar Lake Boulevard) (48.5 acres; 1.65 miles) (HE-MPC-01833)

Cedar Lake Boulevard was named in 1909 but not put into service until 1914. It was developed as part of Wirth's plan to improve the roadway connections and create navigable waterways among the lakes in southwest Minneapolis. The road was further improved in 1923, and the railroad grade crossing southeast of Cedar Lake was improved in 1929.[14]

The parkway begins at the Interstate 394 overpass, passes along the east side of Brownie Lake, and then continues along the west and south sides of Cedar Lake to the intersection with Dean Parkway east of Xerxes Avenue and Benton Boulevard. The roadway is generally curvilinear, following the shores of the two lakes, with landscaped boulevards and parkland flanking the road. Landscaped islands and medians are incorporated into the design. The grade gradually descends as the parkway moves southward. The boulevards, sidewalks, and parkland are all under the jurisdiction of the MPRB. A few 1927 light standards remain at some of the street intersections along the southern part of the parkway.

The parkway road was repaved and narrowed with parking bays in 1973 in accordance with recommendations of the Eckbo, Dean, Austin, Williams parkway study and the Citizens Parkway Committee. New bicycle and pedestrians paths, along with new path lighting of vertical standards with cube lamps, were installed at the same time. A small rest area was created at the north end of the parkway, at its intersection with Cedar Lake Road. It retains the wood benches and wood bollards with linked chains that were introduced at that time. Similar wood bollards with chains remain at some edges along the paths.[15]

The Cedar Lake Parkway Bridge (HE-MPC-01819) over the channel between Cedar Lake and Brownie Lake, the Cedar Lake Trail, and the railroad right-of-way is a 2004 replacement for an earlier (1916) Great Northern concrete-arch bridge. The current bridge has a concrete deck and reinforced concrete girders set on concrete posts and beams. The concrete parapet walls are topped by decorative iron railings. The walls of the crossover under the bridge contain panels illustrating the earlier bridge and telling its history. This interpretation was carried out as mitigation for the demolition of the earlier, National Register-eligible bridge.[16]

Cedar Lake Parkway retains its historic form and character; it has integrity of location, design, setting, feeling, and association.

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[14] Wirth, *Minneapolis Park System*, 96, 140.

[15] The schedule for parkway improvements was announced in the *Minneapolis Tribune*, January 6, 1972.

[16] Charlene K. Roise, "The Cedar Lake Parkway Bridge in the Context of the Grand Rounds, Minneapolis," 2000, report prepared by Hess, Roise and Company for MPRB.



Cedar Lake Parkway, view to north at northwest corner of Cedar Lake, 2008
Stephanie Atwood, photographer



Cedar Lake Parkway at Cedar Point Beach parking lot, view to south, 2008
Stephanie Atwood, photographer

Brownie Lake (27.66 acres including 9.59 acres of water) (HE-MPC-01818)
Brownie Lake and a much larger piece of surrounding parkland were originally incorporated into Glenwood (Theodore Wirth) Park in 1908. The construction of Interstate 394 south of Wayzata Boulevard severed the connection between Wirth Park and Brownie Lake. The navigable channel linking Brownie Lake and Cedar Lake was created by dredging in 1914. When the channel was completed, the level of the lake dropped by ten feet. The MBPC sold thirty-two acres of the parkland west of the lake to the Prudential Insurance Company in 1952 for the site of its new suburban campus. Today the remaining parkland and the lake itself are well below the grade of Cedar Lake Parkway. The lake is not accessible to motorized vehicles and the landscaping is generally wooded. The area is treated as a bird sanctuary. The lakeshore has been the subject of recent wetland restoration efforts.[17]

Although the site of Brownie Lake has been greatly reduced, the remaining acreage including the lake retains its historic character. It has integrity of location, setting, feeling, and association.



Brownie Lake, 2008
Stephanie Atwood, photographer

Cedar Lake (189 acres; now 288 acres including 178 acres of water) (HE-MPC-01820)
Today's Cedar Lake was identified as Lake Leavenworth on the 1839 map of the Fort Snelling Military Reservation. The land along the west and south shores of Cedar Lake, named after the red cedars that lined the shore, began to be acquired by the MBPC in 1908. Most of the cedars had disappeared by that time. Under Wirth's direction, a massive dredging operation was undertaken between 1911 and 1915 to make the lake navigable and link it by channels to

[17] Wirth, *Minneapolis Park System*, 92, 96, 140, 174.

Brownie Lake to the north and to the Kenilworth Lagoon leading to the main section of Lake of the Isles to the southeast. The concrete culvert under the Cedar Lake Parkway Bridge along the channel that leads from Brownie Lake is stamped with the date "1938." When the channel was completed, the water level of the lake was lowered by five feet, and two peninsulas called Finlander‘s Point and Cedar Point were created. The dredged materials were also used to create a meadow at the southwest corner of the lake which extends west of the parkway road for approximately two blocks. Today the peninsulas contain Cedar Lake Point Beach, off West Twenty-first Street, and Lower Point with recreational lake access off West Twenty-fifth Street. Both peninsulas have related picnic grounds. The West Twenty-fifth Street point also has a fishing pier and boat and canoe launch. South Beach is located at the southeast section of the lake by Burnham Road. Much of the meadow, west of the parkway, has been allowed to revert to wetlands as part of a Shoreline Habitat Restoration Area. The western block is located in Saint Louis Park, just west of the Minneapolis city limit.[18]

Overall, Cedar Lake including the related parkland retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Cedar Lake, ca. 1890
Minnesota Historical Society Collections

[18] David A. Lanegran and Ernest R. Sandeen, *The Lake District of Minneapolis: A History of the Calhoun-Isles Community* (Saint Paul: Living History Museum, 1979), 10–11; Wirth, *Minneapolis Park System*, 96, 140. The MPRB did not acquire the land along the north and east shores of Cedar Lake until the 1950s and later.



Cedar Lake, ca. 1905.
Taylor, photographer—Minnesota Historical Society Collections



Cedar Lake, 2008
Stephanie Atwood, photographer



Looking across Cedar Lake toward Kenwood, 1896
Taylor and Norstrom, photographer—Minnesota Historical Society Collections



Cedar Lake, 2008
Stephanie Atwood, photographer

Lake of the Isles Sub-Segment

Lake of the Isles Parkway (originally Lake of the Isles Boulevard) (3.6 miles) (HE-MPC-01825)

While a parkway around Lake of the Isles was not indicated on Cleveland's original plan, the MBPC began to consider the creation of a parkway around Lake of the Isles shortly after its formation in 1883. Land for the creation of the parkway was acquired in 1886 and the roadway was completed around the lake in 1888, even though it had no connections with other park boulevards beyond city streets. Wirth pointed out that the original roadway was at the grade of the shoreline, about one foot above the water level, and subject to frequent flooding. When the parkway was reconstructed as part of the lakes improvement project between 1908 and 1911 under Wirth's direction, the grade was raised to eleven feet above the level of the lake.[19]

The parkway follows the irregular form of the lake with its two arms. The outer edge of the parkway includes a landscaped boulevard. The boulevards and sidewalks are all under MPRB jurisdiction. The roadway incorporates a picturesque bridge (Park Board Bridge No. 4) (HE-MPC-06901) over the Kenilworth Lagoon. Designed by William Pierce Cowles and Cecil Bayless Chapman, it was installed in 1913. A similar bridge (Park Board Bridge No. 3) (HE-MPC-06900), also designed by Cowles and Chapman, was installed in 1911 over the channel between Lake of the Isles and Lake Calhoun.[20]

After the MPRB adopted the parkway rehabilitation plan proposed by Eckbo Dean Austin and Williams in 1971 and the recommendations of the Citizens Parkway Committee, Lake of the Isles Parkway was redone in 1977–1978. The roadway was narrowed, parking bays were installed, and the traffic direction was changed from two-way to one-way counter-clockwise. New cross-arm light standards with globe lamps were installed at the intersections. In addition, bicycle and pedestrian paths with new vertical lighting standards with cube lamps were also installed. Some of the paths were edged by wood bollards with linked chains.[21]

The Peavey Fountain (HE-MPC-01826), installed in 1891, is prominently located at the intersection of Lake of the Isles Parkway and Kenwood Parkway. A boulder with a plaque commemorating Fort Snelling (HE-MPC-01821), installed in 1934, is located at the west end of Park Bridge No. 3 over the Lake Calhoun-Lake of the Isles channel.

Overall, Lake of the Isles Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[19] Wirth, *Minneapolis Park System*, 90–91, 122–124.
[20] Ibid., 92–95, 140.
[21] C. Ben Wright, "Minneapolis Parks and Recreation: A History of the Park and Recreation Board Since World War II," unpublished typescript, [1979], 152–153.



Lake of the Isles Boulevard, ca. 1910
Minnesota Historical Society Collections



Lake of the Isles Parkway, 2008
Stephanie Atwood, photographer



Peavey Fountain on Lake of the Isles Boulevard, ca. 1905
Sweet, photographer—Minnesota Historical Society Collections



Peavey Fountain, 2008
Stephanie Atwood, photographer

Lake of the Isles (208.36 acres including the acreage encompassing the parkway and Kenilworth Lagoon) (HE-MPC-01824)
Lake of the Isles is depicted as one of the prominent water features on Cleveland's plan for the Minneapolis park system, but it was not connected by roadway or waterway to either Cedar Lake to the northwest or Lake Calhoun to the south. The lake was shallow and swampy with two islands on the south shore and two islands near the eastern arm. Land around the two south islands was filled in, in part to accommodate the tracks of the Chicago, Milwaukee and Saint Paul Railway in 1884. The MBPC began to work extensively in and around the lake soon thereafter with dredging and filling to extend the eastern arm towards Franklin Avenue and create parkland along the eastern shore. This work was begun under Cleveland and Superintendent William Berry.

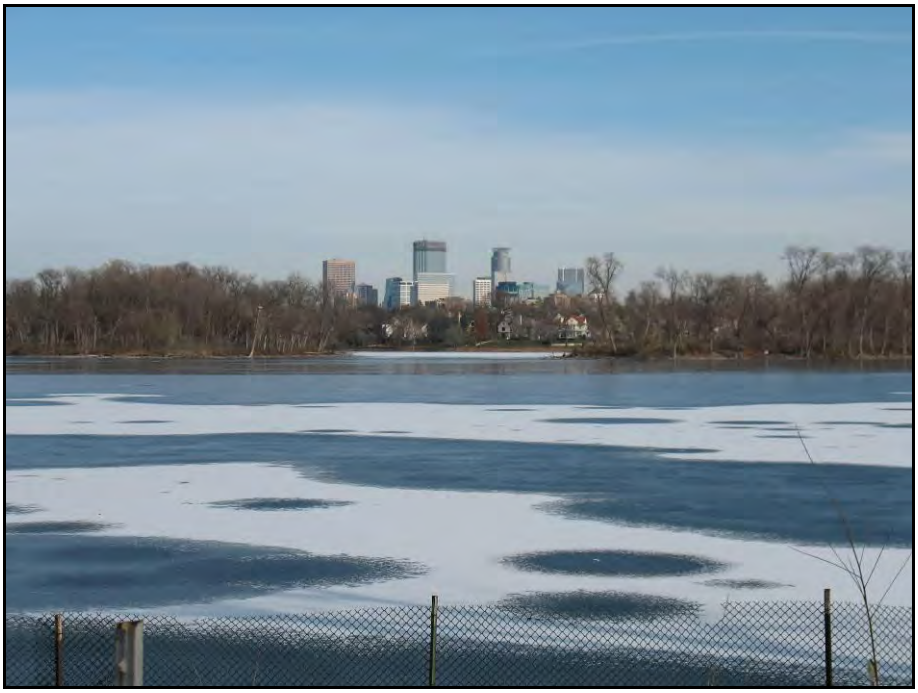
When Wirth took over in 1906, he launched the massive program to connect Lake of the Isles with Cedar Lake to the northwest via the Kenilworth Lagoon (HE-MPC-01822). A bridge on Burnham Road (HE-MPC-01832), a railroad bridge (HE-MPC-01850), and a pedestrian bridge (HE-MPC-01851) along the Kenilworth line cross over the body of water. Lake of the Isles was also connected to Lake Calhoun to the south through the Lake Calhoun-Lake of the Isles channel (HE-MPC-01823). The work, carried out between 1907 and 1911, created a navigable waterway. This feat was marked by a week-long civic celebration in July 1911. The two remaining lake islands (Mike's and Raspberry) were also enlarged and raised in height with dredged material. As part of the project, new concrete railroad bridges were installed. Park Board Bridge No. 2 (HE-MPC-01835) extends over the Lake Calhoun-Lake of the Isles channel. The other railroad bridge (HE-MPC-05335) extends over the paired roadways of Knox Avenue and East Lake Calhoun Parkway, which joins Lake of the Isles Parkway north of the bridge. Another bridge on Lake Street (HE-MPC-06896), also known as Park Board Bridge No. 1, was also built over the channel. The design by architects H. Lincoln Rogers and Guy Vroman of New York won first prize in a MBPC competition for the new bridges.[22] Both of the railroad bridges, which are now part of the Midtown Greenway, are scheduled for rehabilitation beginning in 2009.

Boating, canoeing, and other water sports remain popular on Lake of the Isles; boat docks are located on the northwest arm and the southwest shore. Wintertime ice skating is accommodated by a temporary warming house on the eastern shoreline. During Wirth's tenure, much of the parkland around the lake was redone as grassy lawn, dotted with trees and shrubbery, almost to the edge of the lake. Eventually water runoff from the surrounding streets and pollution caused erosion of the shore banks and filling in of the edges as well as water quality problems. As a result, the MPRB began a program of shoreline restoration and stabilization in 2001 around the entire lake that was largely completed in 2006. Additional work has been undertaken to replace paths, control access to the shoreline with small viewing platforms, restore upland plantings, and promote passive recreation, under a master plan developed by landscape architects Sanders Wacker Bergly.[23] Overall, Lake of the Isles retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[22] Wirth, *Minneapolis Park System*, 86–95; MBPC, *Twenty-eighth Annual Report*, *1910*, *Twenty-ninth Annual Report*, *1911*, *Thirtieth Annual Report*, *1912*, and *Thirty-first Annual Report*, *1913*. See also Roise, et al., "Lake of the Isles and Kenwood Park: An Assessment of Significance," 1999.
[23] See Lake of the Isles Project, MPRB, www.minneapolisparks.org.



Lake of the Isles, 1910
Charles J. Hibbard, photographer—
Minnesota Historical Society Collections



Lake of the Isles, 2008
Stephanie Atwood, photographer



Road, Lake of the Isles, ca. 1908
Guy M. Baltuff, photographer—Minnesota Historical Society Collections



Pedestrian path along Lake of the Isles, 2008
Stephanie Atwood, photographer



Postcard of Kenilworth/Lake of the Isles-Cedar canal bridge, ca. 1920
Minnesota Historical Society Collections



Kenilworth Bridge, 2008
Stephanie Atwood, photographer



Kenilworth Lagoon, 1936
Minnesota Historical Society Collections



Kenilworth Lagoon, 2008
Stephanie Atwood, photographer

Dean Parkway Sub-Segment

Dean Parkway (originally Dean Boulevard) (13.02 acres, 0.6 miles) (HE-MPC-08727)
Joseph Dean and others donated land to the MBPC in 1887 that extended from the southwest side of Lake of the Isles to the north shore of Lake Calhoun, stipulating that a roadway should be completed within the year. Subsequently Dean and the others granted the MBPC an extension of time to do the work. Construction began in 1892 to build roadways flanking the outer edges of the tract of land. The Chicago, Milwaukee and Saint Paul Railway was extended on a viaduct above the boulevard. The roadway narrows to pass under the current concrete railroad bridge (HE-MPC-05341), constructed in 1912, which replaced the original 1896 steel bridge. (The 1912 bridge, now part of the Midtown Greenway, is scheduled for rehabilitation, beginning in 2009.) According to Wirth, the original land was quite swampy. The land was filled in and raised in grade with dredged materials from Lake Calhoun in 1915; it was landscaped with grass and trees, and sidewalks were installed in 1916. A section of roadway, previously a city street, was extended southeast from Burnham Road over the railroad tracks and made a part of the parkway system in 1929 to connect Dean Boulevard with Cedar Lake Boulevard.[24]

The section of the parkway from Cedar Lake Parkway to Lake Street takes the form of a broad park median flanked by curvilinear roadways. The median is planted with grass and trees and crossed by pedestrian and bicycle paths. The parkway curves to the east along the south side of the Kenilworth Lagoon before it joins West Lake of the Isles Parkway. The boulevards and sidewalks flanking the roadways are under the jurisdiction of the MPRB. The roadways were narrowed and parking bays installed when Dean Parkway was redone in 1972 after the MPRB adopted the recommendations of the Eckbo, Dean, Austin, and Williams parkway rehabilitation plan and the Citizens Parkway Committee. New vertical light standards with cube lamps were installed along the outer edges of the roadway.[25]

Overall, Dean Parkway retains its historic form and character. It retains integrity of location, design, setting, feeling, and association.

[24] Wirth, *Minneapolis Park System*, 126; MBPC, *Forty-seventh Annual Report, 1929*.
[25] *Minneapolis Tribune*, January 6, 1972.



Dean Boulevard at Lake Street, 1926
Hibbard Studio, photographer,—Minnesota Historical Society Collections



Dean Parkway, 2008
Stephanie Atwood, photographer

The Mall Sub-Segment

The Mall (4.76 acres, 0.3 miles) (HE-MPC-01827)

The Mall is a four-block long landscaped median that is located just south of the right-of-way of the Chicago, Milwaukee and Saint Paul Railway line. It had its origins when industrial expansion was proposed along the railroad line in 1911. Local residential property owners protested and urged the MBPC to acquire the land south of the railroad and north of Lake Street between Hennepin Avenue and James Avenue to create a gateway to the lake parks. Using the Elwell Law for funding, the MBPC acquired a block-wide strip of land in 1912. Construction began in 1913.[26]

Two roadways flank a fifty-foot wide landscaped median which extends between Knox Avenue South and Hennepin Avenue. The median is intersected by James, Irving, and Humboldt Avenues. A pedestrian path with a bituminous surface extends down the middle of the median. Trees and shrubs are planted along the boulevard on the north side of the north road to screen the view of the railroad tracks. While the two roadways originally led onto Hennepin Avenue, access was closed off when the new Walker Library was constructed on Hennepin in 1981. New sidewalks and curbs, along with parking bays, were installed in 1989. The lighting, with globe lights on cross-arm standards at the intersections, was redone at the same time. The boulevards and sidewalks flanking the roadways are all under the jurisdiction of the MPRB.

Overall, The Mall retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[26] Wirth, *Minneapolis Park System*, 110; MBPC, *Thirtieth Annual Report, 1912* and *Thirty-first Annual Report, 1913*.



The Mall between Knox and Hennepin avenues, June 7, 1945
Norton and Peel, photographer—Minnesota Historical Society Collections



The Mall, 2008
Stephanie Atwood, photographer



Railroad bridge over Knox Avenue; view to north along South Knox Avenue across the intersection with The Mall, ca. 1935
Minnesota Historical Society Collections



Railroad bridge at Knox Avenue near The Mall, 2008
Stephanie Atwood, photographer

Lake Calhoun Sub-Segment

Lake Calhoun Parkway (originally Calhoun Boulevard) (3 miles) (HE-MPC-01834)
The parkway, which is divided into East Lake Calhoun Parkway and West Lake Calhoun Parkway, encircles Lake Calhoun except for the section of roadway on the east side between West Thirty-sixth Street and William Berry Parkway, which is part of Richfield Road, and a section on the north side which is part of Lake Street. East Lake Calhoun Parkway extends north of Lake Street along the Lake Calhoun-Lake of the Isles Channel, then parallels Knox Avenue as it goes under the concrete railroad bridge and joins Lake of the Isles Parkway north of the bridge.

While Cleveland envisioned a drive around Lake Calhoun in one of his earliest plans, the MBPC acquired the land over a long period of time, from 1885 to 1909, and gradually built the roadway and created the adjacent boulevards and parkland by grading and filling. The first section of the road was built along the east side of the lake from Lake Street as far south as West Thirty-third Street, and was called Calhoun Terrace. The east side roadway to West Thirty-sixth Street was completed in 1887. Land along the south, west, and north shores was not acquired until 1907 and 1909. Wirth then began to supervise a massive dredging and filling operation of the swampland so the road could be extended. The first phase of work was done between 1911 and 1914. The grade of the boulevard on the east side between West Thirty-fourth Street and West Thirty-sixth Street was raised and then paved in 1913. Another phase was undertaken between 1922 and 1925 to complete the paved roadway on the south and west shores. After the MBPC adopted a new type of lighting standard for parkway intersections in 1927, these standards were installed along the parkway. Many of these survive, although the original lamps have been replaced by modern globes.[27]

The parkway was the subject of extensive reworking in 1972 as a result of the Eckbo Dean Austin Williams parkway study and the recommendations of the Citizens Parkway Committee. The roadway was narrowed, parking bays were installed on the outer edges of the roadways, and turning from the parkway onto side streets was controlled. Wood railings and vertical light standards with cube lamps have been installed along the lake side of the roadway. Pedestrian paths and bicycle trails have been installed and redone, most recently in 1997.

Overall, Lake Calhoun Parkway retains its historic form and character. It retains its integrity of location, design, setting, feeling, and association.

[27] Wirth, *Minneapolis Park System*, 84–86, 119–122.



Lake Calhoun, 1883
Minnesota Historical Society Collections



Lake Calhoun, 2008
Stephanie Atwood, photographer



West Calhoun Parkway view to northeast, 2008
Stephanie Atwood, photographer

Lake Calhoun (518.9 acres, including the acreage of the parkway) (HE-MPC-01811)
Not only is Lake Calhoun one of the oldest and most popular lakes for recreation in Minneapolis, it was the site of much earlier American Indian and European settlements. The lake was a source of ice for commercial uses; ice houses were sited along the north shore of the lake until the MBPC acquired the land in 1907. Before Wirth began extending the parkway and undertaking related improvements, the lake level was relatively low and much of the shoreline was swampy. As the result of dredging operations between 1911 and 1914, the lake was deepened. The Lake Calhoun-Lake of the Isles channel, which was completed in 1911, created a continuous waterway. The feat was marked by a weeklong civic celebration in July 1911. Material dredged from the lake in the first phase and then between 1922 and 1925 was used to fill in swampland and create additional parkland for landscaped lawns, beaches, and picnic areas. The area for ball fields at the northwest corner of the lake was created in 1935 by filling in a swampy meadow. Extensive work was done along the lake shorelines, including the installation of stone and concrete walls, between 1937 and 1941 under public works programs.[28]

Lake Calhoun has three swimming beaches (HE-MPC-01848). The beach on the north shore was established quite early. Architect C. B. Chapman designed a bathhouse on the north shore, built in 1912. The monolithic concrete building was modified over the years, and was quite deteriorated by the time it was demolished in 1986. The East Beach at Thirty-second Street and the Thomas Street beach were created in 1925 as a result of the dredging and filling operations. A bathhouse, called the Lake Calhoun Pavilion (HE-MPC-06328), was built in 1930. The stucco

[28] Wirth, *Minneapolis Park System*, 84–86, 119–122. See also Lanegran and Sandeen, *The Lake District of Minneapolis*, Chapter 4.

Spanish Colonial Revival style building with a tiled hipped roof and arched openings was severely damaged in a fire in 1977 and finally rehabilitated in 1988–1989. Most recently it has been leased to a private party for use as a restaurant called the Tin Fish. A small service building of stucco and a boat storage and rental building are located near the pavilion. All are north of the Thirty-second Street Beach. The playground at the beach was redone in 2000.[29]

Lake Calhoun is the site of several commemorative markers and other commemorative objects. The Marine Corps Tablet (HE-MPC-01849), the Naval Memorial Tablet (HE-MPC-01847), and the World War I Memorial Mast (HE-MPC-06329) are near the intersection of Lake Street and East Lake Calhoun Parkway. The Pond Brothers boulder (HE-MPC-01845) and the Dakota Boulder (HE-MPC-01846) are on the east shore near Thirty-fifth and Thirty-sixth Streets.[30]

Quite a bit of park rehabilitation work was begun in 1997 including wetlands restoration, which is ongoing. The West Calhoun Wetlands Restoration project is at the southwest corner of the park in the blocks bounded by West Thirty-sixth Street, Xerxes Avenue, West Thirty-eighth Street, and Zenith Avenue.

Overall, Lake Calhoun Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[29] MPRB, *Annual Report, 2000*, 36.
[30] MBPC, *Parks, Parkways, and Playgrounds of Minneapolis,* 15, 46.



North shore of Lake Calhoun from Minikahda grounds, ca. 1898
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Lake Calhoun, 2008
Stephanie Atwood, photographer



View of the north shore of Lake Calhoun from Lake Street, 1902
Minnesota Historical Society Collections



Lake Calhoun by channel with pedestrian and bicycle paths, 2008
Stephanie Atwood, photographer



Parking lot at Lake Calhoun‘s North Beach, 1923
Minnesota Historical Society Collections



Lake Calhoun‘s North Beach, 2008
Stephanie Atwood, photographer

William Berry Park Sub-Segment

William Berry Park (originally Interlachen Park) (25.5 acres) (HE-MPC-01828)
William Berry Park is situated in the section of land between Lake Calhoun and Lake Harriet that abuts the west property line of Lakewood Cemetery and extends west to Richfield Road. The land for Interlachen Park, as William Berry Park was originally known, was acquired by the MBPC in 1889 and 1890, and the park was initially developed by Berry when he was parks superintendent. The roadway, now William Berry Parkway (HE-MPC-01830), that connects Lake Calhoun Parkway and Lake Harriet Parkway was called Shady Lane when constructed in 1890. Sidewalks were installed and trees planted along the roadway in 1908. The section of the park southwest of the roadway is hilly and wooded.

The roadway leads to the impressive Interlachen Bridge (NRHP) (HE-MPC-06637) that crosses the Como-Harriet Streetcar tracks. The bridge, designed by William S. Hewett, was built in 1897–1899 using the Melan system of reinforced concrete. It is faced with limestone and sandstone blocks. The streetcar tracks continue north and northeast along the east side of Richfield Road, terminating south of West Thirty-sixth Street.

A stream flowing from the southeast corner of Lake Calhoun is channeled under the parkway and emerges in Berry Park, then continues on to Lake Harriet. Although similar streams had been dredged and widened into channels to create navigable connections between the lakes to the north, Wirth explained that the seven-foot difference in elevation between the two lakes made such a connection infeasible.[31]

William Morse Berry served as first superintendent of the Park Board from April 1, 1885, to January 22, 1906. In recognition for his years of service, Interlachen was named William Berry Park on June 7, 1916. The William Berry Boulder (HE-MPC-01829) at the north entrance to the parkway commemorates this event. The roadway was improved in 1923 when Lake Calhoun Parkway was expanded.[32]

The course of the roadway was partially re-routed in 1978 to improve the traffic flow from Lake Calhoun to Lake Harriet. Then in 1986, a portion of the parkway was realigned to meet Lake Harriet Parkway as it was re-routed around the new pavilion. Tall cross-arm light standards with globe lights are at the intersections of the parkways.[33]

Overall, William Berry Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[31] Wirth, *Minneapolis Park System*, 92.
[32] Ibid., 172; MBPC, *Eighth Annual Report, 1890*, 205.
[33] Wright, "Minneapolis Parks and Recreation," 153, 160–161.



Interlachen Drive (present-day William Berry Parkway) with Lake Harriet in background, 1900
Minnesota Historical Society Collections



William Berry Parkway, 2008
Stephanie Atwood, photographer

Linden Hills Boulevard Sub-Segment

Linden Hills Boulevard (5.7 acres, 1 mile) (HE-MPC-01843)
Linden Hills Boulevard is a MPRB parkway that retains the boulevard designation. It extends southward from William Berry Park to West Forty-third Street where it turns east towards Queen Avenue and a concrete bridge (1905, NRHP) (HE-MPC-06330) over the Como-Harriet Streetcar tracks and connects with Lake Harriet Parkway.

The land was donated to the MBPC in 1888 by Henry B. Beard and others. The following year a forty-foot wide roadway flanked by sidewalks and planted boulevard strips was created under Superintendent Berry's direction to create a link between Lake Calhoun and Lake Harriet. It was called Park Boulevard, until the name was officially changed to Linden Hills Boulevard in 1912. That same year, the road was narrowed to thirty-two feet to widen the boulevard strips, and curbs and sidewalks were installed under Wirth's direction. In 1993, the roadway was again narrowed and parking bays were created. The vertical light standards with globe lights were installed at that time. Taller cross-arm standards with globe lights are at the West Forty-second Street intersection. The boulevards and sidewalks are all under the jurisdiction of the MPRB.[34]

Overall, Linden Hills Boulevard retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[34] Wirth, *Minneapolis Park System*, 124; MBPC, *Thirtieth Annual Report, 1912*, 38.



View to north along the west side of Linden Hills Boulevard between Forty-second and Forty-third Streets West, 1921
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Linden Hills Boulevard, 2008
Stephanie Atwood, photographer

Lake Harriet Sub-Segment

Lake Harriet Parkway (originally Lake Harriet Boulevard) (2.9 miles) (HE-MPC-01840)
The parkway around Lake Harriet was one envisioned in Cleveland's original park plan and the route was specified by the MBPC in 1883. Because costs of acquisition were too great, the plan was abandoned the following year. Then Colonel William S. King donated most of the land surrounding the lake in 1885 and 1886 and work was begun on the encircling drive under Superintendent Berry's direction. Fill material was excavated from the lake and some of the banks were graded down. An upper drive was constructed on the east side of the lake between West Forty-third Street and Minnehaha Parkway in 1904. The lower drive along this section is at the level of the lakeshore.[35]

Wirth recorded that after the parkway was initially constructed, further improvements to the parkway and the road were only slowly implemented "because of the strong and persistent desire on the part of the residents of the Lake Harriet district to preserve the existing natural conditions of the lake area, as well as their opposition to special assessments."[36]

The treatment of the roadway around Lake Harriet remained controversial. When Robert Ruhe became the parks superintendent in 1966, he focused on traffic congestion, competing demands for use of the parkway, parking problems, and access to park amenities. The Eckbo Dean Austin Williams parkway study and the Citizens Parkway Committee report (both 1971) advocated a number of changes, including the introduction of one-way traffic around the lake. Local residents resisted the change until the tragic death of Susan Malkerson, wife of University of Minnesota professor Lester Malkerson, on April 18, 1972, after a collision with a bicyclist. The changes were implemented beginning the following year. The roadway was narrowed and parking bays were created. New bicycle and pedestrians paths were installed, along with vertical light standards with cube lights. Tall standards with cross-arms and globe lights were installed at the street intersections. The upper and lower drives were retained and improved on the east side of the lake. Vertical light standards with cube lights have been installed on the lake side of the upper drive. Further changes were made to the alignment of the parkway on the northwest side to improve traffic and access to parking when the current bandshell was built in the 1980s.[37]

Several features are associated with the parkway on the west side of the lake.

The Como-Harriet Streetcar Line (NRHP) (HE-MPC-06604), which predates the creation of the parkway and park around the lake, has been restored and now begins at a building south of West Forty-third Street that is used for trolley storage. The tracks currently extend as far north as William Berry Park along Richfield Road, opposite Lake Calhoun. The Twin City Rapid Transit Company shut down the trolley system in 1954. The present line was recreated by trolley advocates in 1970. A concrete underpass north of West Forty-second Street leads from Queen Avenue to the parkway.

The original Linden Hills Station was built in 1893 at West Forty-second Street. Designed by Harry Wild Jones, it was relocated to the boat docks in 1911 to serve as a ticket office for

[35] Wirth, *Minneapolis Park System*, 118.
[36] Ibid.
[37] Wright, "Minneapolis Parks and Recreation," 150, 159–160.

excursion boats. Then in 1912, a new station in the Swiss Chalet style, also by Jones, was constructed at the original location. This station was demolished after 1954. The Linden Hills Depot (HE-MPC-01844) currently on the site was built in 1990 as a recreation of the first Jones Shingle Style station design.

A commemorative marker is on a boulder (HE-MPC-01839) on the slope just north of the station. Installed in 1911, it is supposedly on the site of the Lake Harriet Mission School, founded in 1835 by Jedidiah Stevens and Samuel and Gideon Pond to instruct the local Dakota children. Overall, Lake Harriet Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Lake Harriet Parkway, view to south towards Lake Harriet, 2008
Stephanie Atwood, photographer

Lake Harriet (405.11 acres including 344 acres of water and the parkway) (HE-MPC-01837) Lake Harriet was named after Harriet Lovejoy, the third wife of Colonel Henry Leavenworth, who led an army contingent that arrived to establish a fort at the junction of the Mississippi and Minnesota Rivers in 1819. Like Lake Calhoun, the lake was an early recreation spot, even before it was acquired by the MBPC, thanks to the trolley line that led to the Linden Hills neighborhood on the west side of the lake. According to Wirth, although the land around the lake was acquired fairly quickly for the parkway, it took until 1898 to obtain property rights to all of the lake itself. Aside from some dredging to provide fill for the parkway road, very little was done to the lake except for the placement of stone riprap along the western shoreline from about West Forty-

second Street to West Forty-eighth Street. A concrete wall was built along much of the same shoreline as a WPA project in 1939.[38]

The northwest area of the park has seen a series of band shells and recreational facilities. The current bandshell (HE-MPC-01842), which evokes the Shingle Style in its design, dates from 1984–1985 and was designed by Milo Thompson of Bentow Rietz Thompson. The area around the band shell was rehabilitated with new terraces and landscaping in 2004. A new refectory building was constructed in 1990. A turreted open-air picnic shelter, built in 2007, is south of the refectory. The Lake Harriet Yacht Club Building and a boat rental kiosk are northeast of the band shell. North of the band shell are two Shingle Style restroom buildings (HE-MPC-05606), designed by Harry Wild Jones and built in 1892. The original men‘s restroom is now a park maintenance building. The original women‘s restroom was rehabilitated by Miller Dunwiddie Architecture in 2002 with the support of a private fund-raising effort dubbed "Spiff the Biffs."[39]

Lake Harriet has two beaches (HE-MPC-01841). The North Beach is northeast of the band shell. The stone retaining wall along the beach was replaced in 2002. The South Beach is west of the Minnehaha Parkway intersection. A large boat basin extends along the western shoreline from just west of the North Beach to approximately West Forty-third Street. Picnic grounds (HE-MPC-01836) are located north of the band shell area on a hilly wooded slope. The pedestrian paths through this area have been rebuilt and new lighting standards that evoke traditional forms have been installed.[40]

Beard‘s Plaisance and Picnic Grounds (HE-MPC-05752) is west of the parkway at West Forty-fifth Street and extends westward to Upton Avenue. The land was donated by Henry Beard in 1888. The site slopes dramatically upward from a low-lying section with tennis courts to a hilly picnic grounds. The octagonal open-air picnic pavilion (HE-MPC-01838), which dates from 1904, was designed by Harry Wild Jones.

Wooded triangles are at the intersection of Sheridan Avenue and West Forty-ninth Street and the intersection of Morgan Avenue with Lake Harriet Parkway.

Overall, Lake Harriet Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[38] Wirth, *Minneapolis Park System*, 83–84, 118–119.
[39] Linden Hills History Study Group, "Lake_Harriet_Tour.pdf," 2001, http://www.lindenhillshistory.org/uploads/Lake_Harriet_TOUR.pdf.
[40] MPRB, *Annual Report, 2002*, 40.



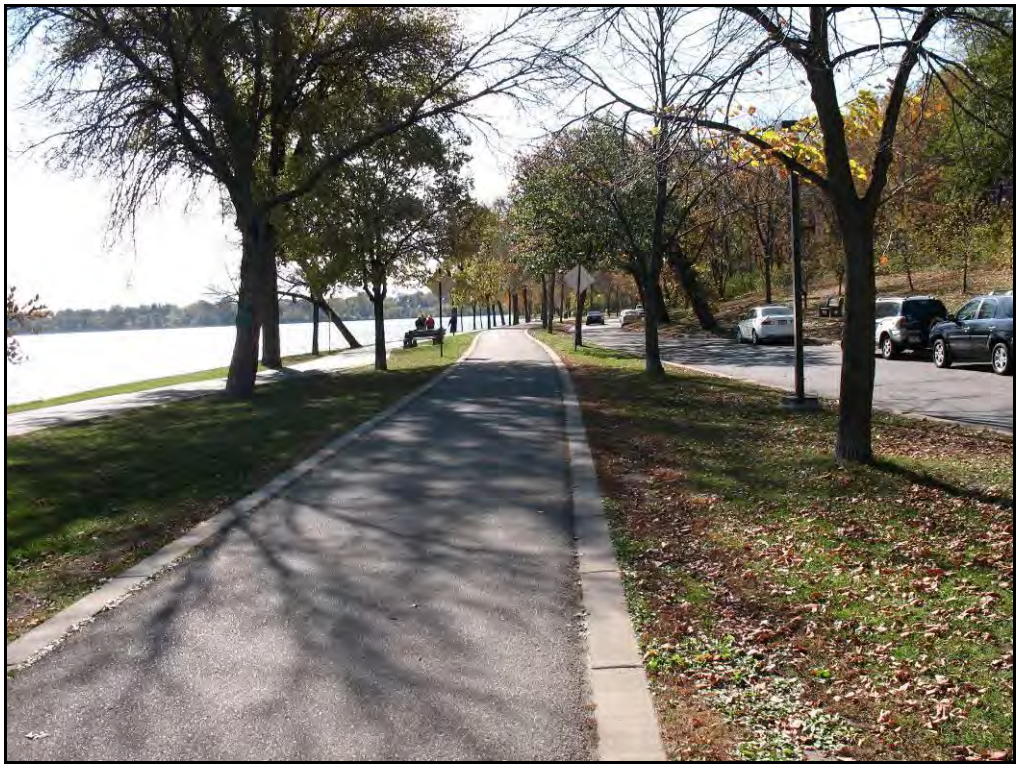
View of Lake Harriet, ca. 1887
Minnesota Historical Society Collections



Lake Harriet, 2008
Stephanie Atwood, photographer



Group of people at Lake Harriet, August 9, 1888
Minnesota Historical Society Collections



Lake Harriet, 2008
Stephanie Atwood, photographer



Crowd at a pavilion at Lake Harriet, ca. 1895
Minnesota Historical Society Collections



Lake Harriet Band Shell, 2008
Stephanie Atwood, photographer

Lydale Park Sub-Segment

Lyndale Park (61.26 acres) (HE-MPC-01815)

Lyndale Park is bordered by Lake Harriet Parkway on the south, Lakewood Cemetery on the north, William M. Berry Parkway on the west, and King's Highway on the east. The park is the result of two major land donations in 1890. The first came from the Lakewood Cemetery Association, which deeded thirty-five acres of swamp and woodland to the MBPC. Colonel William S. King, a major landowner in the Chain of Lakes district, gave thirty-five acres to the east of the first donation, with the provision that the new park be named Lyndale Park in honor of his father, the Reverend Lyndon King.[41]

Development on the site was sporadic due to financial constraints. Landscape architect Warren Manning was retained to do a plan for the park in 1899, but it was not executed. When Wirth took over as superintendent in 1906, he filled in the low-lying land and reclaimed it for recreational and horticultural purposes. He established the Municipal Rose Garden (HE-MPC-01817) in 1907, the second in the country. Wirth, a noted rosarian, had earlier developed the country's first municipal rose garden at Hartford, Connecticut. By 1910, the MBPC recognized the horticultural importance of the park and labeled all the plants, trees, and shrubs. Perennial gardens were planted beginning in 1924. Unlike the Rose Garden, which has always been a very important feature of Lyndale Park, these perennial gardens were abandoned in the 1960s. The perennial trial gardens in this area today are maintained by the Men's Garden Club of Minneapolis.[42]

Horticulturist Louis Boeglin created a rock garden in an area north of the rose garden, just south of Lakewood Cemetery, in 1929–1930 with Wirth's support. Alpine plants were placed among the randomly placed rocks. During the Depression and subsequent war years, the garden was neglected, and it was officially abandoned in 1946. A tornado came through the area in 1981, toppling many of the trees that had grown up on the site. This provided an opportunity for park horticulturist Mary Lerman to recreate the rock garden over a period of years. The design was produced by Betty Ann Addison of Rice Creek Gardens Nursery. Peace stones from Hiroshima and Nagasaki, Japan, were installed in 1985 and 1986. The peace pole from Chiba, Japan, was installed in 1989. The garden was officially renamed the Peace Garden (HE-MPC-01816) in 1998. The Spirit of Peace bronze sculpture was added in 2006. The peace bridge, located in the center of the garden adjacent to the peace stones in 1985, has been rebuilt and was dedicated on September 20, 2009.[43]

The Roberts Bird Sanctuary (HE-MPC-01812), occupying in a wooded wetlands north of Lake Harriet Parkway and west of the Peace Garden, was created in 1936 by Christian Bossen, who

[41] "Lake_Harriet_Tour.pdf," 13; MBPC, *Eighth Annual Report, 1890*, 7, and *Ninth Annual Report, 1891*, 3.

[42] Lance M. Neckar, "Warren H. Manning and His Minnesota Clients: Developing a Natural Practice in a Landscape of Resources, 18981919," in *Midwestern Landscape Architecture*, ed. William H. Tishler (Urbana and Chicago: University of Illinois Press, 2000), 148; Wirth, *Minneapolis Park System*, 209–212; Mary Maguire Lerman, "Lyndale Park Rose Garden: 80 Years of Roses," *Minnesota Horticulturist* 116 (June–July 1988): 10–11; *Lyndale Park: A Guide to the Perennial and Annual Display and Trial Gardens* (Minneapolis: Minneapolis Park and Recreation Board, 2006).

[43] Wirth, *Minneapolis Park System*, 212–215; MPRB, "Lyndale Park," http://www.minneapolisparks.org/default.asp?PageID=4&parkid=199; *Lyndale Park: A Guide to the Peace Garden* (Minneapolis: Minneapolis Park and Recreation Board, 2005); MPRB, "New Peace Bridge Completed; Dedication is Sept. 20," press release, August 31, 2009.

succeeded Wirth as superintendent of the park system. The area was renamed the Thomas Sadler Roberts Bird Sanctuary on June 4, 1947. Roberts, a physician and author of *The Birds of Minnesota*, was nationally recognized as an outstanding ornithologist. The area is fenced and access is through a turnstile at the west end and through a gated rustic shelter at the east end.

The nineteenth-century Heffelfinger Fountain (HE-MPC-01813) was originally at the Villa Montalto near Fiesole, Italy. Situated at the north end of the Rose Garden, it is the oldest artwork in the Minneapolis park system, although not the longest in place. Frank Totten Heffelfinger donated the fountain to the park on September 6, 1944. It was temporarily installed the following summer, permanently installed that fall, and officially dedicated on September 3, 1947. Theodore Wirth returned to Minneapolis from retirement in California for the occasion. The Rococo-style fountain is of bronze and marble and depicts cherubs and gargoyles frolicking with sea creatures.[44]

The Phelps Fountain (HE-MPC-01814), also known as the Turtle Fountain, is at the north end of the annual and perennial display garden, which was created in 1963 when the fountain was moved here. Designed by sculptor Charles Wells, the fountain was donated to the MBPC by park commissioner H. J. Phelps in 1915 and was originally located in Gateway Park in downtown Minneapolis. As part of the city‘s urban renewal efforts, the site of the fountain was acquired in 1962, necessitating the relocation of the fountain.[45]

A more recent sculptural addition to Lyndale Park are seven stone pedestals, "A Pathway to Peace," installed in 2003. The sculpture was sponsored by the East Harriet Farmstead Neighborhood and the City of Minneapolis Art in Public Places program. The sculpture has two additional pedestals, which are in Lyndale Farmstead[46]

The slope above the Rose Garden, edged to the east by King‘s Highway, was originally known as Pageant Hill. It provided seating for pageants and outdoor performances in the gardens below. Much of the slope has been planted as an arboretum beginning in 1982 following a plan by landscape architect Ray Marshall. Lilac gardens were recreated in 2009.[47]

Lyndale Park retains its historic form and its basic historic character as the site of gardens for horticultural displays and experiments. Although some of the sculptures and gardens postdate the period of significance, Lyndale Park retains its overall integrity of location, setting, feeling, and association.

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[44] Wirth, *Minneapolis Park System*, 341; "Dedication of the FTH Fountain," flyer dated September 3, 1947.
[45] MBPC, *Twenty-seventh Annual Report, 1909*, 4, *Thirty-second Annual Report, 1914*, 60, *Thirty-third Annual Report, 1915*, 29, *Seventy-second Annual Report, 1954*, 62, and *Eighty-second Annual Report, 1964*, 70; *Lyndale Park: Guide to Perennial and Annual Display and Trial Gardens.*
[46] *Lyndale Park: A Guide to the Peace Garden.*
[47] Ibid.: *Lyndale Park: A Guide to the Arboretum* (Minneapolis: Minneapolis Park and Recreation Board, 2006).



Lyndale Park rose gardens, June 1, 1955
Minneapolis Star Tribune, photographer—Minnesota Historical Society Collections



Lyndale Park rose gardens, 2008
Stephanie Atwood, photographer

King's Highway Sub-Segment

King's Highway (17.9 acres, 1.5 miles) (HE-MPC-01831)

King's Highway, an extension of Dupont Avenue South, runs from West Thirty-sixth Street to West Forty-sixth Street, then turns west to intersect with Lake Harriet Parkway. In 1890 Colonel William S. King donated thirty-five acres to the MBPC for part of Lyndale Park and corridor between West Thirty-eighth Street and West Forty-sixth Street south of Dupont Avenue for a parkway. Construction of what was called Dupont Parkway began in 1892 with two twenty-one-foot roadways flanking a twenty-eight-foot landscaped median. The planting plan was prepared by Cleveland. When construction was completed in 1893, it was renamed King's Highway.[48]

The extension on West Forty-sixth Street to Lake Harriet Parkway came in 1908 at the request of the adjacent property owners. Land for the section between Thirty-eighth and Thirty-sixth Streets was donated by the Lakewood Cemetery Association. The work was done on the west roadway in 1913 and the east roadway in 1919. Wirth designed a major upgrade for the entire parkway that was carried out between 1921 and 1924. More work was done in 1937 under the WPA, and the roads and landscaping were redone again in 1953. The east roadway was narrowed and parking bays created as part of the overall parkway reconstruction in the 1980s. New vertical light standards with cube lights along the edges of the central medians and taller cross-arm standards at the intersections were installed at the same time. The center medians hold a variety of plantings.[49]

Overall, King's Highway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[48] Wirth, *Minneapolis Park System*, 139.

[49] Ibid., 111, 139–140; Sidney Stolte, "The Story of the WPA in the Minneapolis Parks, Parkways and Playgrounds for 1937," 1938, 33, complied by Walter B. Dahlberg for Minneapolis Board of Park Commissioners; MBPC, *Seventy-first Annual Report,* 1953, 64.



Postcard of King's Highway, 1927
Minnesota Historical Society Collections



King‘s Highway, 2008
Stephanie Atwood, photographer

Lyndale Farmstead Sub-Segment

Lyndale Farmstead (17.2 acres) (HE-MPC-01810)

Lyndale Farmstead encompasses the four city blocks between Dupont and Bryant Avenues South and West Thirty-eighth and Fortieth Streets. The park site slopes dramatically downward twenty-five feet in elevation from east to west.

The property was originally the farm of Colonel King. His barns, which were near the northwest corner of the present park at the intersection of King's Highway and West Thirty-eighth Street, were leased by the MBPC for equipment storage in 1897-1898. The following year, the board purchased the buildings and a ten-acre parcel of land between King's Highway, Bryant Avenue, West Thirty-eighth Street, and West Thirty-ninth Street. When one of the barns was destroyed by fire in 1908, two years after Wirth began his tenure as superintendent, the MBPC hired architect Lowell A. Lamoreaux to prepare detailed plans for the construction of new warehouse and maintenance facilities. Wirth also persuaded the board to construct and expand the greenhouse facilities. The greenhouses were built in several stages between 1907 and 1912 and designed by Lord and Burnham.[50]

In 1908, the acreage was expanded to the south with the acquisition of the two blocks between Bryant Avenue South, King's Highway, West Thirty-ninth Street, and West Fortieth Street. With this acquisition, the board could construct the joint residence and administration building (NRHP) (HE-MPC-03316) that had been promised to Wirth when he was hired. Also designed by Lamoreaux, the stucco-clad building was constructed in 1910 and built into the sloping hill.[51]

After the surviving south barn was damaged by fire in 1920, another warehouse and shop building, designed by Magney and Tusler, was constructed in 1922. In 1925, the storage yards were enclosed by a stuccoed hollow-tile and brick wall, which still survives.[52]

All of the earlier park maintenance and storage buildings have been replaced by the Southside Operations Center (HE-MPC-01809), built in 1987. The northeast corner of the property is devoted to recreational purposes. Tennis courts are near West Thirty-eighth Street and Bryant Avenue. A playground and a recreation center (HE-MPC-01808), built in 1977, are on Bryant Avenue at West Thirty-ninth Street. The playground was rebuilt in 2002. Athletic fields are down the slope from the playground. The north and south corners of the park along Bryant Avenue contain two of the nine sculptures of "The Pathway to Peace," installed in 2003. The others are in Lyndale Park.

After the MBPC's acquisition of Lyndale Farmstead, it was used as a maintenance center for the park system. That function continues today, but the maintenance buildings have been replaced with modern structures. Regardless, most of Lyndale Farmstead Park still retains its historic form, as well as much of the landscaping planned by Wirth, the National Register-listed Wirth House and Administration Building, and the historic wall enclosing the storage yards. Overall, Lyndale Farmstead has integrity of location, setting, feeling, and association.

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[50] Wirth, *Minneapolis Park System*, 168–169, 209.

[51] Ibid., 169–170; Marjorie Pearson, "Theodore Wirth House/Administration Building National Register of Historic Places Registration Form." 2002, prepared by Hess, Roise and Company for the Minneapolis Parks Legacy Society.

[52] Wirth, *Minneapolis Park System*, 169–171.



Southwest corner of Lyndale Farmstead, view to south, 2008
Stephanie Atwood, photographer



West and south sides of Wirth House-Administrative Building, 2008
Stephanie Atwood, photographer

Minnehaha Segment



West (above) and east (below) sections of Minnehaha Segment



The Minnehaha segment extends from the southeast side of Lake Harriet to Minnehaha Park. It includes the entire extent of Minnehaha Parkway from its intersection with Lake Harriet Parkway to its intersection with Godfrey Parkway at the north edge of Minnehaha Park; the length of Minnehaha Creek along the parkway, as well as the Minnehaha Creek parkland between Hiawatha Park and Hiawatha Avenue; Lake Nokomis Park including the lake and Lake Nokomis Parkway; Hiawatha Park including Lake Hiawatha and the Hiawatha Golf Course; and Minnehaha Park and Godfrey Parkway. The Minnehaha segment contains some of the earliest sections of the park and parkway system as well as Hiawatha Park, which was not developed until 1924 and later. This segment also saw extensive rehabilitation between 1936 and 1942 with federal work relief programs.

Minnehaha Parkway Sub-Segment

Minnehaha Parkway (235 acres, 5.3 miles) (HE-MPC-05359)

The parkway was developed to connect Minnehaha Park, which the MBPC had acquired in 1889, with the Chain of Lakes, and from the beginning it was planned to follow the valley of Minnehaha Creek. Property owners began to donate land along the creek to the MBPC in 1889, and a parkway plan was developed by 1891. The section between Lake Harriet and Cedar Avenue, which was constructed between 1889 and 1891, was initially called Minnehaha Boulevard. The section to the east of Cedar Avenue, built between 1893 and 1899, diverged from the creek and extended due east to Minnehaha Park. The initial work along the parkway was carried out under Superintendent Berry. When Wirth took over as superintendent in 1906, he began an improvement campaign that was carried out over the next twenty years. Widened roadways with improved paving materials, new sidewalks and walking paths, and bridges over the creek were all part of Wirth‘s program. Because of the parkway‘s popularity for motoring, Wirth kept experimenting with macadam and tar road surfaces until arriving at a satisfactory solution in 1917. A major push between 1923 and 1926 produced six new bridges over the creek. When the MBPC adopted a new lighting standard for street intersections in 1927, Minnehaha Parkway was one of the first parkways to receive the new lights. Many of these still survive, although the original hanging lamps have been replaced by globe lights. In addition, Wirth recommended that parkland be acquired and developed along the creek north of the parkway from Lake Hiawatha to Hiawatha Avenue. The land was purchased in 1922, but the plans were not realized until 1929. Tennis courts were installed in several locations in 1932.[53]

Minnehaha Parkway extends approximately five miles between Lake Harriet and Hiawatha Avenue and follows the line of Minnehaha Creek (HE-MPC-01753) as far east as Cedar Avenue. Stone and concrete walls reinforce the creek‘s banks. Granite and limestone walls are prominent between Lyndale and Portland. In 1936, the creek bed was graded from Lake Harriet to Lyndale Avenue, and "eight hundred feet of rip-rap was installed at various points along the creek" including areas by Second, Stevens, and Luverne Avenues. Stone retaining walls built at Fifth Avenue South in 1936-1937 were modified by concrete walls in 1959. A reinforced-concrete wall was installed near Pleasant Avenue in 1960. Concrete walls by the Lake Nokomis and Lake Hiawatha outlets are remnants of dams. The parkland south of Lake Harriet is relatively flat and follows a channel that intersects with Minnehaha Creek, which flows from west to east, just south of Fiftieth Street. Walking and biking paths flank the channel and creek, with the parkway

[53] See Charlene K. Roise, "Minnehaha Parkway: An Assessment of Significance," 1999, report prepared by Hess, Roise and Company for the MPRB.

roads edging the parkland. A few blocks after the creek and channel merge, the valley becomes apparent. Pedestrian and bicycle paths (HE-MPC-01754) follow the creek, while the parkway roads follow the ridges above the creek valley. East of Cedar Avenue, the parkway takes the form of a linear boulevard, and north of Lake Nokomis the roadways are separated by a broad median until Hiawatha Avenue. As a result of the Eckbo, Dean, Austin, and Williams parkway study and the recommendations of the Citizens Parkway Committee, the roadways of Minnehaha Parkway were narrowed and repaved and parking bays added in 1972 and 1973. Dedicated bicycle trails were introduced at the same time.[54]

A wide variety of bridges cross the creek. Those for vehicular traffic were built between 1892 (Lyndale Avenue) and 2006 (Portland Avenue). Smaller bridges (HE-MPC-01755) carry pedestrian and bicycle traffic over the creek; most of these were rebuilt in 2002–2003. The bicycle and pedestrian paths along the creek were rebuilt and the creek shoreline stabilized in conjunction with the replacement of these smaller bridges.[55]

Bloomington Avenue Bridge (HE-MPC-04812) is a single-span reinforced-concrete deck girder with a false arch and concrete parapets. Designed by city bridge engineer Kristopher O. Oustad, it was built in 1925 to carry Bloomington Avenue across Minnehaha Creek. The metal railings are a recent addition.

Bridge No. 5765 (HE-MPC-01773) dates from 1925 and was built by the MBPC as part of Minnehaha Parkway, crossing Minnehaha Creek near Oakland Avenue. It is a skewed bridge with a concrete deck supported by concrete beams and has concrete railings with horizontal spans.

Bridge No. 9612 (HE-MPC-01778) carries Stevens Avenue South over Minnehaha Creek. The concrete bridge with stone facing was originally built in 1909 to carry Luverne Avenue, then was widened in 1926. The bridge was relocated in 1962 when the Interstate 35-W bridge was constructed. The bridge plaque indicates the 1962 date.

Bridge No. L5730 (HE-MPC-01777) dates from 1925 and was built by the MBPC as part of Minnehaha Parkway, crossing Minnehaha Creek near Harriet Avenue. It is a concrete girder bridge that is obscured by a false arch and has an open balustrade railing, flanked by paneled piers with pyramidal caps.

Bridge No. L5731 (HE-MPC-01776) dates from 1925 and was built by the MBPC as part of Minnehaha Parkway, crossing Minnehaha Creek near Grand Avenue. It is a concrete girder bridge with three horizontal concrete rails between concrete posts.

Bridge No. L5736 (HE-MPC-09008) was built in 1923 to carry Minnehaha Parkway over the Minnehaha Creek outlet at the northwest section of Lake Nokomis. It is a single-span concrete bridge with a false arch and concrete piers and openwork parapets.

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[54] Ibid. The quote on the rip-rap is from The Story of the W.P.A. and Other Federal Aid Projects," 1937, 57–58.
[55] Roise, "Minnehaha Parkway"; MPRB, *Annual Report, 2002*, 45.

Cedar Avenue Bridge over Minnehaha Creek (HE-MPC-01771) is a concrete bridge with cut-stone facing and metal railings. Built in 1984 as a replacement for an earlier bridge, it carries Cedar Avenue across Minnehaha Creek.

Chicago Avenue Bridge (HE-MPC-01772) is a concrete bridge with incised panels on the support piers and metal railings. Built in 1970 as a replacement for an earlier bridge, it carries Chicago Avenue across Minnehaha Creek.

Bridge No. L5732 (HE-MPC-01775) is located near Pleasant Avenue South and was built in 1925 to carry traffic across the creek. It is a sharply skewed single-span concrete deck girder with concrete parapets with recessed panels. The bridge now only carries pedestrian and bicycle traffic.

East Fiftieth Street Bridge (HE-MPC-01774) is a concrete-arch bridge that was built in 1936-1937 to carry East Fiftieth Street between Fourth and Fifth Avenues South to the parkway road south of the creek. The concrete has been faced with cut stone. The concrete piers have been stuccoed and are linked by horizontal metal railings.

Bridge No. 27A20 (HE-MPC-01758) carries Minnehaha Parkway over Minnehaha Creek and was built in 1994 as a replacement for a 1925 bridge. It is a concrete bridge with stone facing, concrete abutments, and decorative metal railings.

Lyndale Avenue Bridge (Bridge No. 90444) (HE-MPC-06897) is a stone-arch structure built in 1892 to carry Lyndale Avenue across Minnehaha Creek. While the stone structure is still apparent, the upper portions have the bridge have been extensively modified. Because of deterioration, the bridge is scheduled to be replaced in 2010.

Minnehaha Parkway Bridge at Longfellow Gardens (HE-MPC-01766) was built in 2000 as part of the Highway 55 reconstruction. The precast concrete bridge with stone facing on the abutments, concrete parapets, and metal railings, crosses Minnehaha Creek just west of Longfellow Gardens.

Nicollet Avenue Bridge (HE-MPC-06529) is a multi-span, open-spandrel, reinforced-concrete arch bridge, designed by city bridge engineer Kristopher O. Oustad and city engineer N. W. Elsberg. It was built in 1923, replacing an 1896 bridge carried Nicollet Avenue across Minnehaha Creek and linked the parkway roads on both sides.

Nokomis Avenue Bridge (HE-MPC-09000) dates from 1925 and was built to carry Nokomis Avenue across Minnehaha Creek. It is a concrete bridge with a false arch and has openwork concrete railings flanked by paneled concrete piers with pyramidal caps.

Portland Avenue Bridge (HE-MPC-09001) is a concrete-arch bridge with cut-stone facing, stone end piers, and metal railings. Built in 2006 as a replacement for a 1936 bridge, it carries Portland Avenue across Minnehaha Creek.

Bridge No. L6393 (HE-MPC-06062) was built in 1925–1926 to carry pedestrian traffic across the creek. It is a three-span truss bridge with false arches set on concrete abutments. The metal railings and wood deck are recent replacements. The bridge was closed because of instability in 2008 and is scheduled to be repaired and rehabilitated in 2010.

Bridge No. 938 27 (HE-MPC-01770) is a metal deck-arch bridge that carries pedestrians across Minnehaha Creek to East Forty-seventh Street. It may date from the 1930s when work was being done on this section of the parkland adjacent to Minnehaha Creek.

Thirty-fourth Avenue Bridge (HE-MPC-01769) is a concrete bridge with incised panels, stone-clad piers, and metal railings. Built in 1974 as a replacement for an earlier bridge, it carries Thirty-fourth Avenue South across Minnehaha Creek.

Twelfth Avenue Bridge (HE-MPC-05045) was built in 1930 to carry Twelfth Avenue South across Minnehaha Creek as a replacement for an earlier bridge. It is a single-span reinforced-concrete deck girder with a false arch and stone veneer.

Twenty-eighth Avenue Bridge (HE-MPC-04813) carries Twenty-eighth Avenue South across Minnehaha Creek east of Lake Hiawatha. It is a filled-spandrel, barrel-vaulted reinforced-concrete arch bridge with ornamental metal railings. Built about 1904, it is an early example of reinforced-concrete construction.

Overall, Minnehaha Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Minnehaha Parkway and pathway along Minnehaha Creek, ca. 1909
Minnesota Historical Society Collections



Minnehaha Parkway, 2008
Stephanie Atwood, photographer



Construction of a the East Fiftieth Street Bridge
across Minnehaha Creek, July 3, 1936
Minnesota Historical Society Collections



East Fiftieth Street Bridge across Minnehaha Creek, 2008
Stephanie Atwood, photographer

Lake Nokomis Sub-Segment

Lake Nokomis Park (405.6 acres including 210 acres of water and the parkway) (HE-MPC-01749)

Lake Nokomis Park extends south of Minnehaha Parkway to approximately East Fifty-sixth Street. While most of the park is between Cedar Avenue and Twenty-sixth Avenue South, while the southwest corner extends west to Edgewater Boulevard. The area south of East Fifty-fourth Street was originally located in the city of Richfield until it was annexed by Minneapolis in 1923. Lake Nokomis (HE-MPC-01731), originally Lake Amelia, occupies the majority of the park.

Charles Loring had recommended as early as 1892 that Lake Amelia and the land around it be acquired for park purposes. However, the purchases were not complete until 1907, after Theodore Wirth had taken over as superintendent. Work on the park did not begin in earnest until 1914. The name of the lake was changed from Amelia to Nokomis in 1910 at the recommendation of MBPC President Wilbur Decker.[56]

During the next fifteen years, Wirth oversaw dredging, filling, and grading to improve the conditions of the lake and the parkland around it. He created a swimming beach with a bathhouse on the west shore of the lake and picnic grounds (HE-MPC-01751) in the park's northeast corner near Woodlawn Avenue. Athletic fields (HE-MPC-01752) were added in 1924 on filled land northwest of the lake. Wirth and his engineers were also responsible for dams and other improvements to control the flow of water from Minnehaha Creek into the lake and further downstream to Minnehaha Falls. A great deal of work was undertaken in the park in the 1930s using WPA funding. This included digging up fifty acres of lawn that had been created from fill and reworking the subsurface and installing shore protection walls around the lake. The picnic grounds in the northeast corner of the park were redone. Picnic tables, sandboxes and other amenities were installed in the southwest corner between East Fifty-fourth and Fifty-fifth Streets at Edgewater Boulevard.[57]

Among the features of the park today are two swimming beaches (HE-MPC-01748) on the east and west sides of the lake, a 1966–1967 bathhouse, 1930 refreshment stand, and, near the northeast corner of the park, the Nokomis Community Center (HE-MPC-04183). Cedar Avenue crosses the southwest section of Lake Nokomis via a concrete bridge (HE-MPC-01767), built in 1989, that replaced an earlier bridge. A wetlands restoration project was undertaken at the southwest bay of the lake in 1996. Wetlands restoration work is ongoing around the lake except for the areas by the beaches. The creation of an oak savannah in the Nokomis Naturescape Garden on the hillside northeast of the lake was begun in 2008.[58]

Overall, Lake Nokomis Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

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[56] Wirth, *Minneapolis Park System*, 64, 96; MBPC, *Fortieth Annual Report, 1922*, 24, and *Forty-second Annual Report, 1924,* 36; "Lake Nokomis Will Be Calhoun's Rival," *Minneapolis Tribune*, February 16, 1914.
[57] Wirth, *Minneapolis Park System*, 241; MBPC, *Fifty-fourth Annual Report, 1936,* 105, and *Fifty-seventh Annual Report, 1939*, 88.
[58] MBPC, *Biennial Report, 1966–1967,* 13.



Brush clearing near Lake Nokomis, 1921
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Lake Nokomis, 2008
Stephanie Atwood, photographer



Lake Nokomis refectory and picnic shelter, 1936
Minnesota Historical Society Collections



Lake Nokomis refectory, 2008
Stephanie Atwood, photographer



Lake Nokomis, October 10, 1935
Norton and Peel, photographer— Minnesota Historical Society Collections



Lake Nokomis, 2008
Stephanie Atwood, photographer

Lake Nokomis Parkway (2.7 miles) (HE-MPC-1750)
Lake Nokomis Parkway diverges from Minnehaha Parkway at Twenty-second Avenue South and extends through the park and around the lake. The roadway was created as the park itself was developed in the 1920s. It incorporates an arched stone and concrete bridge (HE-MPC-09007), built in 1928, at the northwest corner that crosses the outlet to Minnehaha Creek. Following the Eckbo, Dean, Austin, and Williams study and the recommendations of the Citizens Parkway Committee, the parkway road was narrowed in width from thirty-two feet to twenty-four feet and repaved, and parking bays were installed along the outer roadway. New bicycle and pedestrian paths were developed at the same time.[59]

Overall, Lake Nokomis Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



East Lake Nokomis Parkways, view to southeast, 2008
Stephanie Atwood, photographer

Lake Hiawatha Park (233.72 acres) (HE-MPC-01746)
Lake Hiawatha Park is located north of Minnehaha Parkway and extends north to East Forty-third Street, west to Longfellow Avenue, and east to Twenty-sixth Avenue South. Access to the park is from the surrounding city streets rather than a parkway. A one-block landscaped median leads along East Forty-sixth Street to the golf course entrance at Longfellow Avenue.

[59] MBPC, *Forty-fourth Annual Report, 1926*, 38, *Forty-fifth Annual Report, 1927*, 22; *Forty-sixth Annual Report, 1928*, 75.

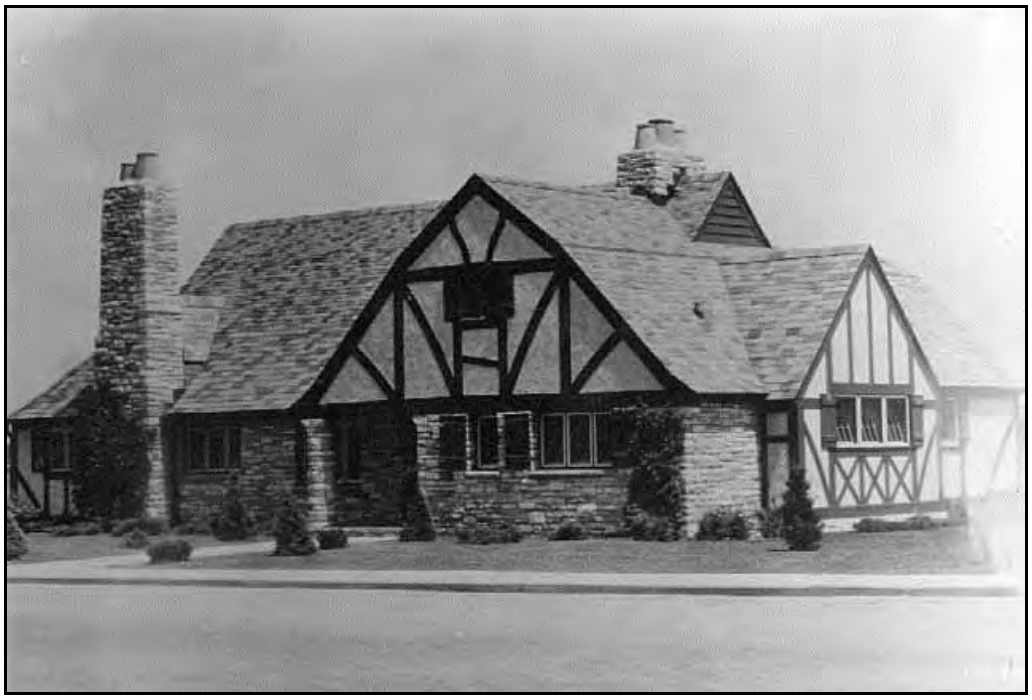
Lake Hiawatha Park was a relatively late addition to the park system in this section of Minneapolis, even though Wirth recommended the acquisition of what was then Rice Lake and the surrounding land at the same time as Lake Nokomis. The lake was shallow and the surrounding land was swampy, which necessitated extensive engineering work to create usable park land. The land was finally purchased in 1922, and the name of the lake was formally changed to Lake Hiawatha (HE-MPC-01745) in 1925. Wirth recommended that much of the park be developed as an eighteen-hole golf course (HE-MPC-01743) to take advantage of the sport's increasing popularity. Material dredged from the lake helped to form the course, which opened in 1934 as a grass course. Like all the MBPC golf courses, it was designed by William D. Clark. The golf clubhouse (HE-MPC-01744), designed in the style of an English Tudor cottage by Stravs, Dorr, Bersback and Chapin Associates, was built in 1932–1933. The golf course occupies much of the western half of the park and slopes down to the east from the clubhouse. The Golf Learning Center, which is on the west side of the golf course, was rehabilitated in 1999–2000.[60]

The lake has been periodically dredged and the shore protection walls rebuilt. A small swimming beach, first opened in 1931, is on the eastern shore line. The Spanish Colonial Revival style, brick and stucco Hiawatha Recreation Center (HE-MPC-04536) is at the northeast corner of the park. Designed by Harry Wild Jones, it opened in 1932 and was rehabilitated in 1977. Much of this section of the park has been rehabilitated since 2000. The playground south of the recreation center was redone in 2000. The lakeshore north and west of the beach is part of a shoreline habitat restoration project. Bicycle and pedestrian paths lead along the east side of the lake to join the paths at Minnehaha Parkway.[61]

The Hiawatha Park Maintenance Building (HE-MPC-01742) is at the southwest corner of the park by Longfellow Avenue, north of Minnehaha Parkway. It was designed by Harold H. Eads in a modest Colonial Revival style and built in 1932–1933.

Overall, Lake Hiawatha Park retains its historic form and character. It retains integrity of location, design, setting, feeling, and association.

[60] Wirth, *Minneapolis Park System*, 99, 254; MBPC, *Fiftieth Annual Report, 1932,* 65; *Fifty-first Annual Report, 1933,* 67.
[61] MPRB, *Annual Report, 2000*, 38.



Hiawatha Clubhouse, 1934
Minnesota Historical Society Collections



Hiawatha Clubhouse, 2008
Stephanie Atwood, photographer



Hiawatha Clubhouse, 1934
Minnesota Historical Society Collections



Hiawatha Clubhouse, 2008
Stephanie Atwood, photographer

Minnehaha Park Sub-Segment

Minnehaha Park (171.2 acres) (HE-MPC-01747)
Minnehaha Park is a wedge-shaped section of land in the southeast corner of the city, on the west bank of the Mississippi River. It is bounded by Godfrey Parkway on the north, Hiawatha Avenue on the west, and the Mississippi River and the Minnesota Veterans Home on the east.

Minnehaha Park, officially Minnehaha State Park, is one of the oldest components of the Minneapolis park system, as well as one of the most renowned, because it contains the world-famous Minnehaha Falls. Cleveland identified the land around the falls as a key feature of the scenic Mississippi River gorge and urged its acquisition for public park land. While the state legislature authorized the acquisition of the land around the falls in 1885, it did not appropriate funds. The MBPC purchased the site in 1889.[62]

Because of its location and topography, the park is organized into upper and lower sections. The upper section has a variety of recreational and educational features centered around the falls. The lower section consists of the glen and stream of Minnehaha Creek flowing down to the Mississippi River. Because of the ongoing popularity of the park and efforts to improve access, the park has seen a great deal of change over time. These changes have affected the integrity of the park.

Godfrey Parkway (HE-MPC-01756), originally Godfrey Road, extends for 0.5 miles along the north end of the park, linking Minnehaha Parkway and West River Parkway. The road was originally straight, but was reconfigured to a curving route along part of its length in conjunction with changes resulting from a master plan produced by landscape architects Sanders Wacker Bergly in 1992. It appears that the Loring Boulder was moved to Loring Park in conjunction with these changes. In addition, a new type of light standard was installed that was inspired by Prairie School design, which is not appropriate to the historic character of the park.

Landscaped parkland on the north side of the Godfrey Parkway roadway contains the Wabun Picnic Area (HE-MPC-01741). The Wabun Picnic Area at the northeast corner of the park is in two sections. The Upper Wabun area was created in 1957 on the site of a former tourist camp. It was renovated and reopened in 2008 with new formal landscaping and four hexagonal picnic shelters. The Lower Wabun picnic area, previously called Omemee, was created in the 1930s by federal relief work crews. Lower Wabun is undergoing rehabilitation beginning in August 2009. The WPA-era concrete picnic tables are to be removed, two new hexagonal shelters are to be installed, and the adjacent road will be moved. On the south side of the Godfrey Parkway roadway are additional picnic grounds.[63]

Also on the south side of the Godfrey Parkway roadway, east of the new Minnehaha Avenue traffic circle, is the stucco-clad Spanish Colonial Revival style pavilion (HE-MPC-01738), built in 1915, which now holds the Sea Salt Eatery. The bandshell (HE-MPC-01740) to the east of the pavilion was built in 1997.

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[62] Wirth, *Minneapolis Park System*, 1–2, 49–51.
[63] MPRB, "Minnehaha Park Renovation," press release, http://www.minneapolisparks.org/default.asp?PageID=1104; see "Minnehaha Park," http://minneapolisparks.org/default.asp?PageID=4&parkid=252.

Sections of the park extending to the south along Minnehaha Avenue contain a variety of historic elements and new features from the 1992 master plan. Minnehaha Avenue was rebuilt in 2000 and new bicycle and pedestrian paths were installed. New gardens with a pergola and concourse were installed in 1995. The Minnehaha Depot (NRHP) (HE-MPC-04266), also called the "Princess" depot, was built in 1875 by the Chicago, Milwaukee and Saint Paul Railroad to serve visitors to the falls. The Milwaukee Road RR Bridge (HE-MPC-01737) crosses Minnehaha Creek north of the depot. This bridge is adjacent to a bridge on Minnehaha Avenue (HE-MPC-04811) that also crosses the creek. The Gunnar Wennnerberg statue (HE-MPC-01732), honoring the Swedish statesman and poet, was sculpted by Carl Eldh and installed in 1915. To the south is the John Stevens House (HE-MPC-04264), which was moved from near Saint Anthony Falls to another location in the park in 1896 as the result of a campaign by the *Minneapolis Journal* to recognize the first white settler of Minneapolis. The house was moved to this site in 1985. The John Stevens statue (HE-MPC-01739), designed Jacob Fjelde and sculpted by John Gelert in 1912, was moved to the park in 1935. On the west side of Minnehaha Avenue are the renovated and relocated Longfellow House (HE-MPC-04265), built in 1906 by Robert F. Jones as a replica of the poet‘s house in Cambridge, Massachusetts, and the recreated Longfellow Gardens (HE-MPC-01735). The prairie garden on the slope overlooking the Minnehaha Creek lagoon contains a statue (HE-MPC-01736) of Henry Wadsworth Longfellow, cloaked in a Greek toga.[64]

Minnehaha Creek flows into the park north of the Minnehaha Depot and cascades over a bluff to form Minnehaha Falls (HE-MPC-04111). A statue (HE-MPC-01733) of Hiawatha carrying Minnehaha over the stream is in the creek above the falls. Jacob Fjelde created the sculpture in 1892, but it was not installed in the park until 1912.[65] A pedestrian bridge, rebuilt in the 1990s, passes over the creek above the falls. A plaza area above the falls contains a garden and retaining wall installed in 1996. Inscriptions from the Song of Hiawatha are on the wall surrounding the Chief Little Crow Fountain. On the retaining wall overlooking the falls, a plaque installed in 1953 explains the geology of the falls. A concrete sidewalk paver contains President Lyndon Johnson‘s footprints from his visit to the site on June 28, 1964.

Stone and concrete staircases lead down either side of the falls to the lower glen and the creek below. The creek meanders through the glen until it reaches the river, just south of the Minnesota Soldiers Home. The Minnesota Soldiers Home Bridge (HE-MPC-04286) crosses the glen at the upper level of the park. The WPA worked extensively along the falls and in the glen, adding the steps by the falls and another access point further south at East Fiftieth Street. The work crews also built a variety of stone bridges over the stream. Because of the popularity of the site, the falls and the stream have seen a great deal of rehabilitation work, most recently in 2009. As part of the 1969 Minnehaha Glen development project, a series of historical bronze markers were installed on boulders in the glen and at the top of the falls.

Minnehaha Park is the best known and most historic part of the Grand Rounds. At the same time, it is one of the components of the Grand Rounds that has seen the most change, which poses challenges to its integrity. While it has integrity of location and association, the integrity of

[64] Wirth, *Minneapolis Park System*, 49–62. See also Roise and Gardner, "Making the City Itself a Work of Art," 25; Jim Parsons, - Changing the Course of Minnehaha Park,” *Minneapolis Star Tribune*, April 3, 1994; MPRB, *Annual Report, 2000*, 38.
[65] Wirth, *Minneapolis Park System*, 59.

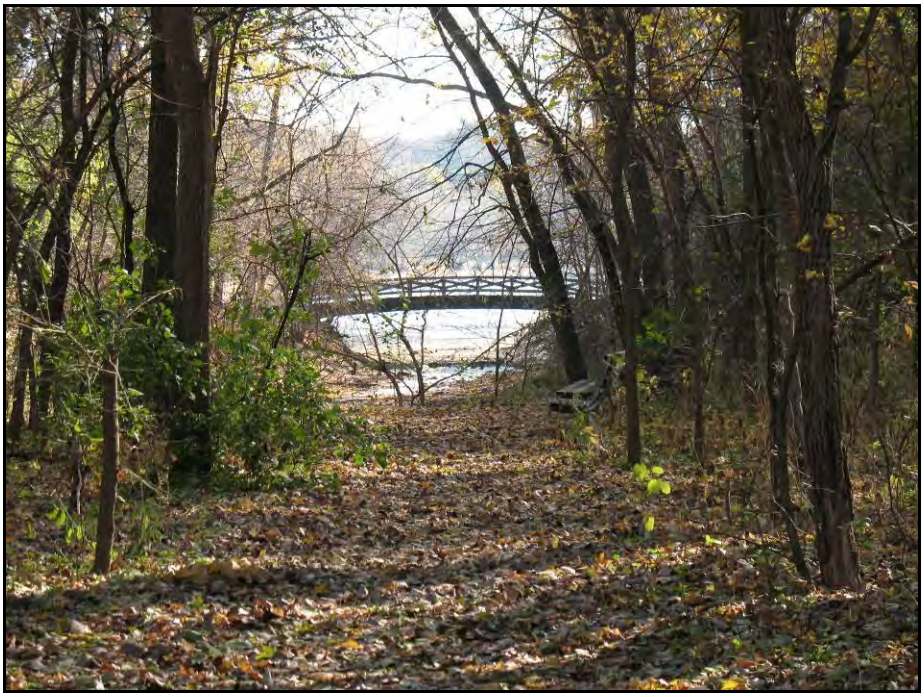
design, setting, and feeling have been altered. Landscape architect Charles Birnbaum has stated that "the new work alters or severs key spatial and visual relationships by 'plunking' down new features such as fountains, pergolas, plazas, and statuary. It uses off-the-shelf furnishings, which give 'a false sense of history.' . . . Perhaps most unfortunate, these new design solutions contradict Cleveland‘s own quest to avoid the 'introduction of cheap decorations' and in all situations place an increased maintenance burden on the park."[66]

The falls remain the focus of the park, and the nearby pavilion draws visitors to that area. However, the creation of the Highway 55 tunnel, the alterations to the Longfellow House and Gardens, and the upcoming alterations to the picnic grounds indicate that, outside of the falls, preservation of Minnehaha Park‘s historic elements have always taken a backburner to the demands of current visitor needs, as is the case in Loring Park.

[66] Charles A. Birnbaum, ed., with Jane Brown Gillette and Nancy Slade, *Preserving Modern Landscape Architecture II: Making Postwar Landscapes Visible* (Washington, D.C.: Cultural Landscape Foundation, National Park Service, and Wave Hill, 2004), 13.



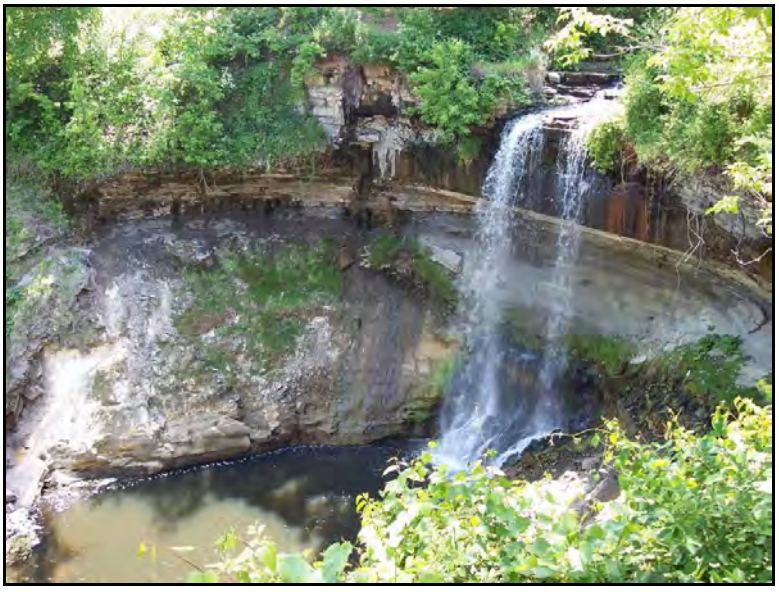
Mouth of Minnehaha Creek, 1906
Minnesota Historical Society Collections



Minnehaha Creek, 2008
Stephanie Atwood, photographer



Minnehaha Falls, ca. 1940
Minnesota Historical Society Collections



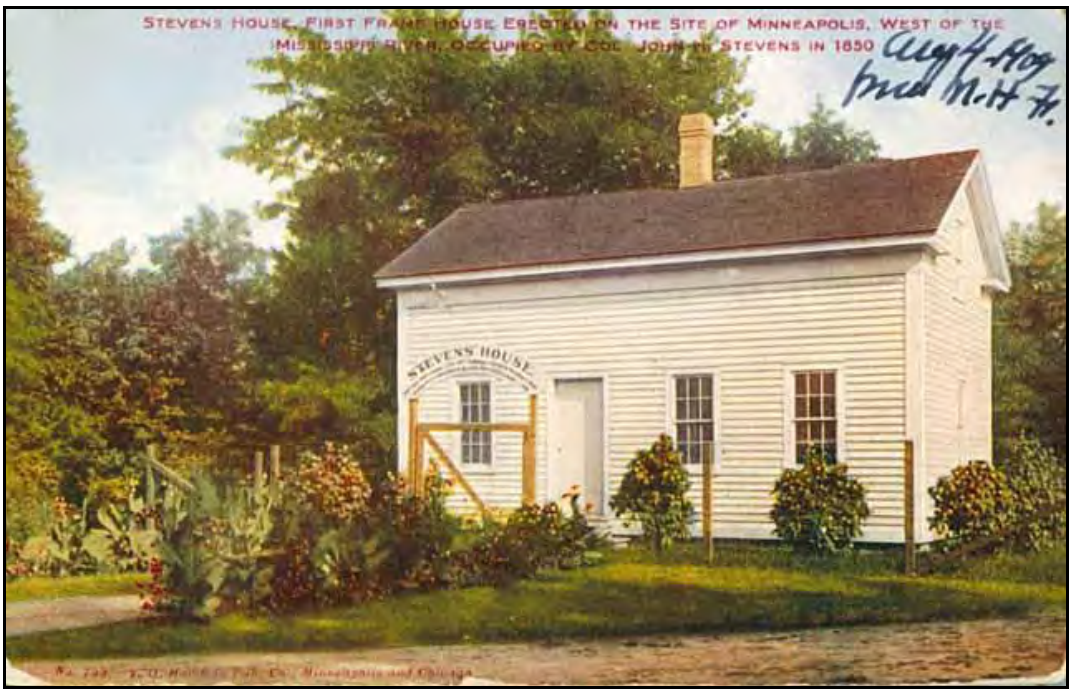
Minnehaha Falls, 2009
Stephanie Atwood, photographer



Hiawatha statue, Minnehaha Park, ca. 1925
Minnesota Historical Society Collections



Hiawatha-Minnehaha statue,
Minnehaha Park, 2008
Stephanie Atwood, photographer



John H. Stevens House, Minnehaha Park, ca. 1909
Minnesota Historical Society Collections



John H. Stevens House, 2008
Stephanie Atwood, photographer



Pavilion at Minnehaha Park, ca. 1907
Minnesota Historical Society Collections



Pavilion at Minnehaha Park, 2008
Stephanie Atwood, photographer



Gunnar Wennerberg statue,
Minnehaha Park, 1921
Charles J. Hibbard, photographer—
Minnesota Historical Society
Collections



Gunnar Wennerberg statue,
Minnehaha Park, 2008
Stephanie Atwood, photographer



WPA bridge in Minnehaha Park,
ca. 1940
Minnesota Historical Society Collections



WPA Bridge, 2008
Stephanie Atwood, photographer

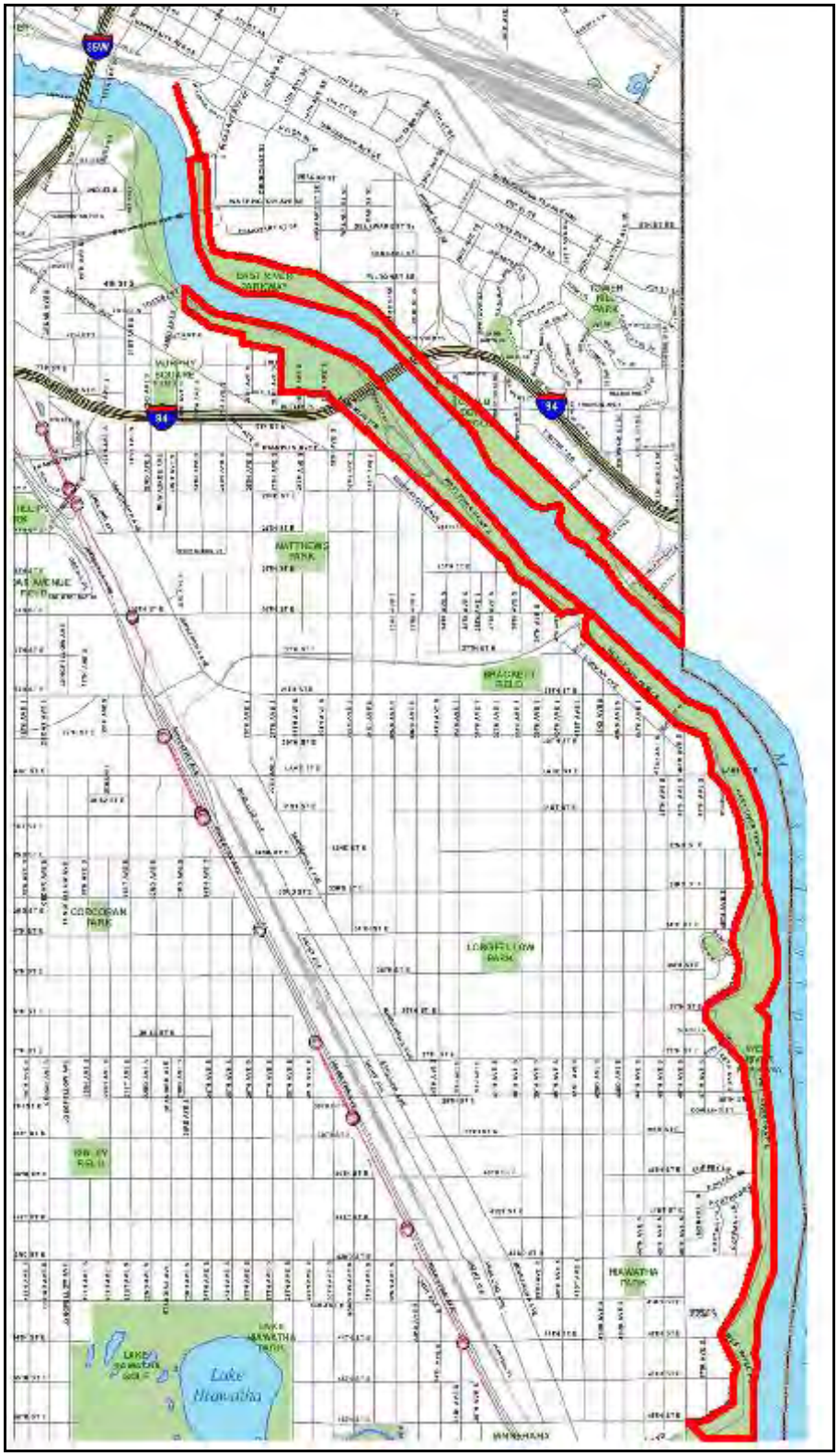


Statue of Henry Wadsworth Longfellow, Hiawatha Avenue and Minnehaha Parkway, 1936
A. F. Raymond, photographer—Minnesota Historical Society Collections



Statue of Henry Wadsworth Longfellow, 2008
Stephanie Atwood, photographer

Mississippi Segment



The Mississippi segment, officially part of the Mississippi River Gorge Park, encompasses parkland on the east and west banks of the Mississippi River. It includes West River Parkway, which begins where it meets Godfrey Parkway at the northern boundary of Minnehaha Park. The roadway passes under the Forty-sixth Avenue South approach to the Ford Parkway Bridge (HE-MPC-04711) and continues to Franklin Avenue. The segment also includes the extension of West River Parkway from Franklin Avenue to just north of the intersection with South Fourth Street. It also contains the Winchell Trail, a historic pedestrian pathway along West River Parkway, and Riverside Park, which adjoins parkway. East River Parkway runs between University Avenue Southeast and Emerald Avenue Southeast, which is at the Minneapolis-Saint Paul border. This portion of the system was identified by Cleveland from the very beginning as crucial to his vision.

West River Parkway Sub-Sement

West River Parkway (originally West Riverside Park, then River Road West) (172.65 acres including the extension, 4.6 miles) (HE-MPC-01708)

The part of the parkway originally called West Riverside Park was constructed in two phases between 1903 and 1906, with the section between Lake Street and Godfrey Parkway completed in 1904 and the section between Franklin Avenue and Lake Street completed in 1906. It was renamed River Road West that year. This section of the roadway extends approximately three and a half miles, following the curvilinear line of the river. Broad areas of landscaped parkland are along the west side of the roadway. Along some sections of the parkway, the MPRB jurisdiction includes boulevards and sidewalks. The parkway also includes all the land on the east side of the roadway, stretching down the bluff to the river‘s edge. An extensive amount of work was carried out on the road and parkland between Lake Street and Godfrey Road between 1936 and 1939 to improve drainage and stabilize the slopes. Many of the stone retaining walls and stone parapets along the parkway were installed as part of that project. Panels with the letters WPA" and the date are installed in the walls. Also in 1939, over 1,200 deciduous trees, 75 evergreens, and over 100 shrubs were planted along the parkway between Lake Street and Godfrey Road to commemorate the sesquicentennial of George Washington‘s inauguration as president of the United States and the first session of Congress. Two Sesquicentennial boulders (HE-MPC-01705), one in front of the Danebo Home south of Lake Street and the other near the entrance to Lock and Dam No. 1 by Godfrey Parkway, mark the plantings.[67]

Between 1954 and 1956, the roadway between Franklin Avenue and Lake Street was repaved and new underpasses were installed under the Cappelen Memorial (Franklin Avenue) Bridge (HE-MPC-04104) and the Chicago, Milwaukee, Saint Paul and Pacific Railroad Bridge (HE-MPC-04388) between East Twenty-sixth and Twenty-seventh Streets. The access roadways leading up to Franklin Avenue follow the course of the original River Road West roadway. Work on West River Parkway was carried out in 1985 and 1986 as a result of the Eckbo, Dean, Austin,

[67] For more detailed information see Marjorie Pearson, "West River Parkway: An Assessment of Significance," 2008, prepared by Hess, Roise and Company for RLK Engineering and MPRB; and 106 Group Ltd., "Cultural Resources Study for the Proposed Lower Gorge Restoration Project: Mississippi River Gorge Park, Minneapolis, Hennepin County, Minnesota," 2001, prepared for MPRB; Wirth, *Minneapolis Park System*, 162.

and Williams study for the parkways. The roadway was narrowed, parking bays and several small parking lots were added, and new bicycle and pedestrian paths were created. The underpass beneath the Lake Street-Marshall Avenue Bridge (HE-MPC-01709) was added in 1990–1992 when that bridge was rebuilt. The access roadways leading up to Lake Street follow the course of the original River Road West roadway. Some of the adjacent concrete sidewalks were installed as WPA projects, as is evident by the corner stamps. A driveway from the Lake Street underpass leads down to the Minneapolis Rowing Club Boathouse (HE-MPC-01714) (Vincent James Associates, 2000–2001). In 2009 work began on a project between Franklin Avenue and Godfrey Parkway to rehabilitate and widen the bicycle and pedestrians paths, reconfigure some of the parking lots, and repair stone walls along the parkway. Plans were prepared by RLK Engineers. The parkway lighting along the paths and at some of the intersections is to be replaced by the new traditional-looking standard adopted by the MPRB.[68]

The River Road West extension was constructed between 1936 and 1939 from Franklin Avenue north to just beyond the junction of South Fourth Street with the parkway. (At the time of construction, this was the intersection of South Third Street and Twenty-second Avenue South.) While the MBPC had long envisioned the extension of the parkway north of Franklin along the river and had acquired the land between Franklin Avenue and Riverside Park in 1911, it was not feasible to undertake the project until the mid-1930s when direct sewage disposal into the river was eliminated. The project required extensive grading and engineering and the installation of crib walls to support the roadway. Wirth commented that the project provided "a section of parkway distinctively different from other parts of the Grand Rounds and afford[ed] intimate views of the beautiful river gorge from various aspects including that of the water level."[69]

The parkland on the west side of the roadway rises steeply up the river bluffs, while the land on the east side is fairly close to the edge of the river. Distinctive concrete parapet walls with vertical indentations, dating from the time of the parkway construction, are installed along the river‘s edge. Stone retaining walls and concrete crib walls were installed on the upland side along much of the parkway to help stabilize the bluffs. These walls are partially obscured by foliage during part of the year.[70]

Some of the supports of the west end of the Interstate 94 Bridge (HE-MPC-01713), built in the 1960s, rest on this section of the parkway.

West River Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

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[68] For more detailed information see Pearson, "West River Parkway" and 106 Group Ltd., "Cultural Resources Study for the Proposed Lower Gorge Restoration Project." The boathouse won a 2001 AIA Minnesota Honor Award.

[69] Wirth, *Minneapolis Park System*, 164.

[70] Detailed drawings and photographs of these walls are illustrated in Sidney Stolte, "The Story of the WPA in the Minneapolis Parks, Parkways and Playgrounds for 1938," 1939, compiled by Walter H. Dahlberg for the MBPC, and Sidney Stolte, "The Story of the WPA in the Minneapolis Parks, Parkways and Playgrounds for 1939," 1940, compiled by Walter H. Dahlberg for the MBPC.



Postcard of West Riverside Parkway near Lake Street Bridge, ca. 1910
Minnesota Historical Society Collections



West River Parkway, 2008
Stephanie Atwood, photographer

Winchell Trail (3.5 miles) (HE-MPC-01706)
In 1907, Wirth called for the creation of a pathway between the road and the river. Work was carried out between 1912 and 1914, and the pathway was named the Winchell Trail in 1915 in memory of Newton Horace Winchell (1839–1914), the Minnesota state geologist. While it reputedly follows the line of an Indian trail, the attribution owes more to romance than actuality.[71]

The trail begins south of Franklin Avenue at the west end of the bridge, where it is marked by the Winchell Boulder (HE-MPC-01707), and extends to Godfrey Parkway, where there is another boulder inscribed WPA 1938." In the early years, much of the trail was fairly high on the bluffs above the river, but it underwent a major rebuilding between 1936 and 1938. The paths were resurfaced with limestone screenings, and a second branch of the trail was created further down the slope. Limestone retaining walls were installed along the sides of the slopes to forestall erosion. Stone steps were also installed to provide access to the lower trail. In recent years, the MPRB has undertaken rebuilding and stabilization work along the trail. New access points were installed opposite East Twenty-seventh, Thirty-fourth, and Thirty-sixth Streets. Along the lower portion of the trail, some of the paths have been resurfaced with concrete and new steel railings have been installed. These materials are not compatible with the rustic character of the trail.[72]

Despite changes to stabilize the paths and provide more access to the lower parts of the trail, the Winchell Trail retains its historic form and character. It has integrity of location, setting, feeling, and association.

[71] See 106 Group Limited, "Cultural Resources: Mississippi Gorge Park"; Marjorie Pearson, "Mississippi River Gorge Park—Winchell Trail: Assessment and Evaluation," 2005, prepared for Barr Engineering Company and MPRB.
[72] MPRB, *Annual Report*, 2002, 49.



Winchell Trail, view to southeast, 2008
Stephanie Atwood, photographer



Beach on West River Parkway, view to northeast, 2008
Stephanie Atwood, photographer

Riverside Park Sub-Segment

Riverside Park (27.68 acres) (HE-MPC-01711)

Riverside Park, originally the Sixth Ward Park, was proposed in Cleveland's original plan for a system of Minneapolis parks. Its location on and above the river was always an important part of its attraction.

The original twenty-acre park, acquired in 1884, was an irregular site bounded by Sixth and Eighth Streets on the south and Twenty-seventh and Twenty-ninth Avenues South on the west and east. Five acres were at the river's edge, and fifteen acres were at the top of the bluff. Cleveland planned a series of paths that preserved the native trees on the site and the picturesque character of the river shore. A carriage drive was installed in 1887 that led partway down the bluff. Park visitors could take a series of steps down to the river's edge. Riverside Park became part of the Mississippi Gorge Park in 1906. The park was more than doubled in size in 1911 with the addition of 22.5 acres between Franklin Avenue and Eighth Street on the site of a former quarry. Part of this site was later incorporated into the extension of River Road West.[73]

Recreation was an important part of the park's mission from the time of Wirth's arrival. The first playground was installed in 1906 and then enlarged in 1909. The former quarry site was converted to ball fields and other athletic facilities in 1913. The current restroom building (HE-MPC-01710) was built in 1933, replacing the original building constructed in 1905. It is a picturesque Colonial Revival style limestone structure with a hipped roof with flared eaves. The wading pool also dates from 1933.[74]

At the same time the extension of River Road West was being planned, Riverside Park underwent slope stabilization and reconstruction in 1936. A seven-hundred-foot-long limestone retaining wall was built, along with a set of stone steps leading from the bluffs to the river flats and two stone sluiceways or cascades to direct runoff water (HE-MPC-01712).[75]

A portion of the park at the south end was acquired in 1962 for the construction of Interstate 94. Highway sound barrier walls skirt the edge of the park. The upper level of the park is still largely devoted to recreation. The soccer field and basketball court were upgraded in 2000, and new playground equipment was also installed that year.[76]

While Riverside Park has undergone expansion and changes, it still retains its historic form and character overall. It has integrity of location, setting, feeling, and association.

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[73] Wirth, *Minneapolis Park System*, 42, 159, 162.

[74] Ibid., 246; MBPC, *Thirty-third Annual Report, 1915,* 70, *Thirty-fifth Annual Report, 1917,* 54; *Fifty-first Annual Report, 1933*, 68.

[75] Wirth, *Minneapolis Park System*, 162, 164; Sidney Stolte, "The Story of the WPA and Other Federal Aid Projects in the Minneapolis Parks, Parkways and Playgrounds," 1937, 64–65, compiled by Walter B. Dahlberg for MBPC; Stolte, "The Story of the WPA for 1937," 51, and "The Story of the WPA in the Minneapolis Parks, Parkways and Playgrounds for 1941," 1942, 50, compiled by Walter B. Dahlberg for the MBPC.

[76] MPRB, *Annual Report, 2000*.



Riverside Park, ca. 1905
Sweet, photographer—Minnesota Historical Society Collections



Riverside Park, 2008
Stephanie Atwood, photographer

East River Parkway Sub-Segment

East River Parkway (originally East River Bank Boulevard, then St. Anthony Parkway, then River Road East) (85 acres, 2.5 miles) (HE-MPC-01700)

The parkway extends approximately 2.5 miles along the east bank of the Mississippi River and down to the river's edge. The parkway begins at University Avenue and continues to the boundary line with the city of Saint Paul at Emerald Street Southeast. The section of the roadway between University Avenue and Arlington Street is under the jurisdiction of the University of Minnesota; the rest belongs to the park board. The east approach to the Franklin Avenue Bridge divides the parkway into two sections. The area north of the Franklin Avenue Bridge including the river flats, as far as University Avenue, was initially developed under William Berry according to designs by Warren H. Manning in 1899. The section extending south of the Franklin Avenue Bridge as far as the city limits was created under the direction of Theodore Wirth in 1909–1910. The parkland on the east bank was made part of the Mississippi Gorge Park and renamed River Road East in 1906. The roadway in both sections was designed to follow the curvilinear line of the river to provide scenic views for those driving or walking along the upper bluffs. The areas adjacent to the roadway are planted with grass, trees, and shrubs. As part of the WPA work in 1940–1941, extensive sections of rough-cut limestone walls were installed at the edge of the bluff north of the Franklin Avenue Bridge. The bridge (HE-MPC-07244) over Bridal Veil Falls, which was recreated in 1938, was rebuilt at the same time. (The bridge railings were rebuilt in 2006.) Somewhat to the north of the Bridal Veil Falls Bridge, the parkway leads to a bridge over Interstate 94 (HE-MPC-01702). This bridge has stone parapet walls and concrete piers and was built in 1990 to replace the original bridge over the freeway. A driveway opposite Coffman Hall on the University of Minnesota campus leads down to East River Flats Park (HE-MPC-01701). The University of Minnesota Boathouse (HE-MPC-01703) (HGA Associates, 2006–2007) is at the edge of the park. Further north along the parkway on the river side is the Old Portage Trail Boulder (HE-MPC-1704), installed in 1933. The parkway roadway north of Franklin Avenue was narrowed and parking bays installed in the 1970s as a result of the Eckbo, Dean, Austin, and Williams parkway study and the recommendations of the Citizens Parkway Committee. New pedestrian paths and bicycle trails, along with new lighting, were also installed. The parkway south of Franklin Avenue was not paved until 1957. New pedestrian paths and bicycle paths were installed south of Franklin Avenue in 2002, according to the plans of WSB and Associates. Another project to further improve the bicycle trails south of Franklin Avenue and to replace the existing pedestrian paths and bicycle trails north of Franklin Avenue was done in 2008, according to plans by RLK Engineers. New lighting standards based on the new MBRB model have been installed along the paths. A few 1927-era light standards remain at some of the intersections north of Franklin Avenue.[77]

East River Parkway retains its historic form and character as it has evolved over time. It has integrity of location, design, setting, feeling, and association.

[77] See Marjorie Pearson, "East River Parkway: An Assessment of Significance," 2002, prepared by Hess, Roise and Company for the MPRB; and Marjorie Pearson, "East River Parkway: A Revised Assessment of Significance," 2007, prepared by Hess, Roise and Company for RLK Engineers and the MPRB; Heather Livingston, "Minneapolis Once Again Shows Good Design is for Everyone," *AIArchitect This Week*, November 30, 2007.



Construction of Bridal Veil Falls Bridge, ca. 1938
Minnesota Historical Society Collections

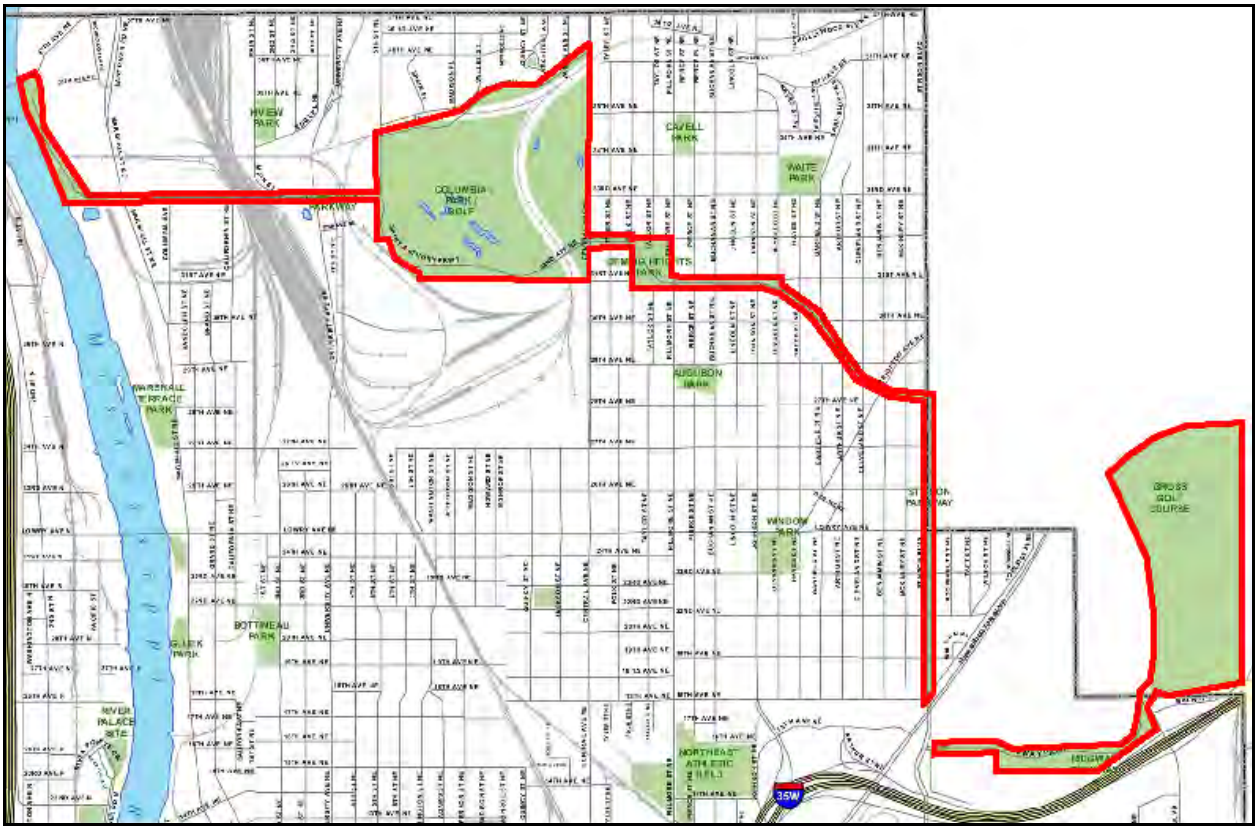


Bridal Veil Falls Bridge, view to northeast, 2007
Marjorie Pearson, photographer



East River Flats, view to northwest, 2007
Marjorie Pearson, photographer

Northeast Segment



This segment extends from Minneapolis's border with the Village of Saint Anthony on the east to Columbia Heights in Anoka County on the north and the Mississippi River on the west. Columbia Park and a portion of Stinson Boulevard that is no longer part of the MPRB system were completed earlier, but otherwise this was the last section of the Grand Rounds to be developed. It includes Stinson Parkway (originally the Stinson Boulevard Extension) between Saint Anthony Parkway and Eighteenth Avenue Northeast; Ridgway Parkway (originally the Saint Anthony Boulevard Diversion) between Stinson Boulevard and the juncture of Saint Anthony Boulevard (in the Village of Saint Anthony) and Industrial Boulevard; Saint Anthony Parkway between Stinson Parkway and the Camden Bridge (Thirty-seventh Avenue Bridge) over the Mississippi River; the Gross Golf Course (originally the Armour Golf Course); Deming Heights (originally Grandview) Park; and Columbia Park.

Stinson Parkway Sub-Segment

Stinson Parkway (originally Stinson Boulevard) (12.15 acres, 1 mile) (HE-MPC-03604)
Stinson Parkway as it exists today was built as the Stinson Boulevard Extension between Eighteenth Avenue Northeast and Saint Anthony Parkway in 1935–1937, although the land was acquired in 1927. James Stinson had donated land to the MBPC as early as 1885 to develop a short parkway in the northeast part of the city, and work was begun in 1892 under Superintendent William Berry to develop a landscaped central lawn and planting space flanked by roadways between East Hennepin and Broadway. Called Stinson Boulevard, it was extended further north to Eighteenth Avenue Northeast and its diagonal intersection with New Brighton

Boulevard in 1922. The final Stinson Boulevard Extension between Saint Anthony Parkway and Eighteenth Avenue Northeast was carried out as a WPA project. The 1927-era light standards, now fitted with globe lamps, are at street intersections. The parkway has a broad landscaped center median flanked by roadways, modified with parking bays at the outer edges. Vertical light standards with cube lights extend along the median. The roadways, in turn, are flanked by wide planted boulevard strips and sidewalks. This section of the parkway was modified in 1973 in accordance with the Eckbo, Dean, Austin, and Williams parkway study and the recommendations of the Citizens Parkway Committee. Today the southern end of the parkway terminates rather abruptly at its intersection with Eighteenth Avenue Northeast, north of New Brighton Boulevard. The section of Stinson Boulevard to the south was transferred from the MBPC to the City of Minneapolis in 1962. It retains its curvilinear route and central median, but little else evokes the original parkway. Major traffic interchanges and highway construction has further disrupted the connection between the present parkway to the north and today's boulevard to the south.[78]

Stinson Boulevard south of the diagonal intersection of Eighteenth Avenue Northeast and New Brighton Boulevard is not recommended for inclusion in the historic district because of integrity issues.

The section of Stinson Parkway that remains under the jurisdiction of the MPRB retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Median of Stinson Parkway, view to north from Twenty-Second Avenue Northeast, 2008
Stephanie Atwood, photographer

[78] Wirth, *Minneapolis Park System*, 150–151. The transfer records are in the MPRB archives.

Ridgeway Parkway Sub-Segment

Ridgway Parkway (originally Saint Anthony Boulevard Diversion) (24 acres, 0.75 miles) (HE-MPC-01871)

The roadway and adjacent landscaped parkland known as Ridgway Parkway was built in 1933–1935 as the Saint Anthony Boulevard Diversion. This construction was the result of the decision by the MBPC to divest itself of the section of the original Saint Anthony Boulevard between Eighteenth Avenue Northeast and East Hennepin Avenue, a corridor now called Industrial Boulevard. This section was abandoned because several adjacent properties owners wanted to use their land for gravel pits. The MBPC traded the parkway land with these property owners for new land for a parkway that would provide a connection to the Grand Rounds at Stinson Boulevard. The road follows a curving route east-west across a high ridge of land just south of Hillside and Sunset Park cemeteries. A central median extends between Stinson Boulevard and the entrance to Hillside Cemetery. The diversion incorporates a scenic overlook, which Wirth called a "large concourse" that offers a better outlook over the loop district and a larger section of the city." James Ridgway, after whom the parkway was named in 1950, served as secretary to the MBPC between 1897 and 1924. Almost seventeen acres of parkland were taken for the construction of Interstate 35W in 1967. The diversion roadway was narrowed and parking bays installed in 1978. Vertical light standards with cube lights are along the south side of the roadway. Standards with cross arms and globe lights are along the north side of the roadway.[79] Ridgway Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Ridgway Parkway, view to west from top of incline, 2008
Stephanie Atwood, photographer

[79] Wirth, *Minneapolis Park System*, 153; MBPC, *Fifty-first Annual Report, 1933,* 68–69, *Fifty-second Annual Report*, *1934,* 129–130, *Fifty-third Annual Report, 1935*, *Sixty-eighth Annual Report, 1950*.



Minneapolis Skyline seen from parking lot on Ridgway Parkway, view to west, 2008
Stephanie Atwood, photographer

Gross Golf Course Sub-Segement

Gross Golf Course (originally Armour Golf Course) (150 acres) (HE-SAC-00005)
The Francis A. Gross Golf Course is located on the east side of Saint Anthony Boulevard in the Village of Saint Anthony and is bounded by Walnut Street on the south, Hillcrest Road on the east, and a railroad right-of-way (now a recreational trail) on the north. It is one of the four MPRB courses located along the Grand Rounds. Originally called the Armour Golf Course because the Armour Company sold the land with a long-term loan to the MBPC, it was built in 1925 and designed by golf architect William D. Clark. It was the first all-grass course built by the MBPC, and it incorporated rolling hills and many stands of trees. Portions of the eighteen-hole course have been modified by lengthening the fairways in 1964. The golf driving range was installed in 2004. The current golf clubhouse (HE-SAC-00006), built in 1985, replaced the original modest building. The course is open for cross-country skiing in the wintertime. The golf course was renamed in honor of park commissioner and board president Francis A. Gross in 1947.[80]

The Gross Golf Course is the only recreational facility along the Grand Rounds that is not part of a larger park. Its construction was a result of the development of the original Saint Anthony Boulevard, part of the effort of the MBPC to expand the Grand Rounds through Northeast Minneapolis. That connection became more tangential after the Saint Anthony Boulevard Diversion (Ridgway Parkway) was created. Nonetheless, Gross Golf Course retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[80] Wirth, *Minneapolis Park System*, 255; W. B. Van Ingen, "Minneapolis Parks Sell Recreation at Cost Price," *New York Times*, May 3, 1925; MBPC, *Sixty-fifth Annual Report, 1947,* 16–17.



Armour Golf Course (later Francis A. Gross Golf Course), 1925
Minnesota Historical Society Collections



Francis A. Gross Golf Course, 2008
Stephanie Atwood, photographer

St. Anthony Parkway Sub-Segment

Deming Heights Park (originally Grandview Park) (10.65 acres) (HE-MPC-01861)
Deming Heights Park, originally Grandview Park, was acquired as part of the acquisition and construction of Saint Anthony Parkway between 1916 and 1924. The park site, bounded by Thirty-second Avenue Northeast on the north, Fillmore Street Northeast on the east, Thirty-first Avenue Northeast on the south, and Polk Street Northeast on the west, rises steeply on the north side of Saint Anthony Parkway to one of the highest elevations in the city, 930 feet above sea level. The park is intersected by curving paths set within an oak grove. Concrete picnic tables stamped with "WPA 1938" are scattered among the trees. On May 21, 1930, Grandview Park was renamed Deming Heights to honor the memory of Portius C. Deming, long-time MBPC member and past board president, who died on April 1 of that year. On October 1, 1930, a boulder with a bronze plaque dedicated to Deming (HE-MPC-01862) was placed in the park west of the intersection of Saint Anthony Parkway and Fillmore Street Northeast. A new rest area has been installed in this area, in conjunction with the rehabilitation of the bicycle trails along Saint Anthony Parkway in 2007.[81] Deming Heights Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Deming Heights Park, view to west, 2008
Stephanie Atwood, photographer

[81] Wirth, *Minneapolis Park System*, 152; Marjorie Pearson, "St. Anthony Parkway: History, Historic Preservation, and Historic Interpretation," 2005, prepared by Hess, Roise and Company for Ingraham and Associates and MPRB.

Saint Anthony Parkway (originally Saint Anthony Boulevard) (36.5 acres, 3.46 miles) (HE-MPC-03713)
Theodore Wirth first proposed the Minneapolis Northeast Parkway Extension in 1911. It would have extended north from the existing section of Stinson Boulevard, turned west to run along the northern boundary of Columbia Park, and continued west to the Mississippi River at the Camden Bridge at Thirty-seventh Avenue Northeast. The following year, the proposal was changed when a large tract of land owned by the Armour Company became available. The new route was named Saint Anthony Boulevard. It ran south from the Camden Bridge along the river to approximately Thirty-third Avenue Northeast, then extended east across the south end of Columbia Park, and southeast from Central Avenue to Stinson Boulevard, at the city limits. The route then continued east and south through the Armour tract in the Village of Saint Anthony, coming into Minneapolis again at Eighteenth Avenue Northeast before ending at East Hennepin Avenue.[82]

Work on the parkway finally began in 1917 on the section along the Mississippi River from the Camden Bridge to Thirty-third Avenue Northeast, passing under a railroad bridge (HE-MPC-07852). It then went straight east through and industrial corridor before reaching Columbia Park. Two major bridges (HE-MPC-01864 and HE-MPC-01866) were constructed over existing railroad tracks as part of the project. Another bridge (HE-MPC-01865) carried the parkway over University Avenue Northeast. The parkway was finally completed in 1924. The creation of Deming Heights Park and the Gross Golf Course were related to the construction of the parkway. Because the parkway had been newly completed, it was selected as an appropriate site to test a new system for parkway lighting. Permanent light standards were installed at the intersections in 1927, and many of them survive. Only four years after the parkway was completed, property owners along the section south of Broadway Avenue Northeast (now Broadway Street Northeast) petitioned the MBPC to remove the parkway designation as far as East Hennepin Avenue so the adjacent property could be used as gravel quarries. The board finally agreed to the proposal in 1932. Today the MPRB‘s jurisdiction terminates on the east at the intersection of Stinson Parkway and Saint Anthony Parkway, although Gross Golf Course remains part of the park system. Wirth‘s original design scheme of landscaped boulevard strips with rows of trees flanking the roadway largely survives, although the roadway was narrowed from thirty-two feet to twenty-four feet as part of an overall plan for parkway improvements in 1972. (Although many of the trees have been replaced, they replicate the original siting.) The existing parking bays on the south side of the parkway were installed at that time, as were bicycle trails. Vertical light standards with cube lights were installed along the paths. The bicycle trails were redone and expanded in 2007 in accordance with plans by TKDA.[83]

In 1962, the MBPC granted the Village of Saint Anthony an easement to operate and maintain the portion of Saint Anthony Boulevard between Stinson Parkway and Ridgway Parkway. This section of the roadway retains its original thirty-two-foot width. A few of the original trees survive. Because of integrity issues and the change of jurisdiction, this portion of the parkway is not proposed for inclusion in the historic district.[84]

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[82] Wirth, *Minneapolis Park System*, 151; MBPC, *Thirty-first Annual Report, 1913*; Pearson, "St. Anthony Parkway."
[83] Ibid.; Wirth published his plans for Saint Anthony Boulevard in the MBPC‘s 1916 *Annual Report*, 66–71. For lighting, see Wirth, *Minneapolis Park System*, 197.
[84] The easement records are in the MPRB archives.

Overall, the area of Saint Anthony Parkway under the jurisdiction of the MPRB retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Saint Anthony Parkway, view to north towards Thirty-seventh Avenue Northeast, 2008
Stephanie Atwood, photographer



Saint Anthony Parkway, view to west from Johnson Street Northeast, 2008
Stephanie Atwood, photographer

Columbia Park Sub-Segment

Columbia Park (183 acres) (HE-MPC-08600)

In 1892, the MBPC acquired a 154-acre site of "hills and dales" for Columbia Park that also included a 40-acre body of water called Sandy Lake. The board noted "wooded knolls, the open valleys, and the high elevations overlooking the city, form a most pleasing diversity." Two drives were constructed through the park in 1893 under the supervision of Superintendent William Berry to promote scenic driving and passive recreation. The park was enlarged along Central Avenue and Thirty-first Avenue Northeast in 1911. Wirth undertook an expansion of the path system through the park in 1914.[85]

Today much of the park is devoted to the Columbia Golf Course (HE-MPC-01868), which is bounded by Fifth Street Northeast on the west and Columbia Parkway, a 0.68 mile road, on the north. Theodore Wirth introduced many recreational facilities to the park including playfields, playgrounds, and improved picnic grounds. The first six-hole golf course was dedicated in 1919 and expanded to nine holes in 1920. It was so successful that Wirth soon proposed an eighteen-hole course, which was completed in 1922. Work was done in and around the lake to convert swampy areas to lawns and playfields, retaining portions of the lake as water hazards. The Columbia Manor Clubhouse (HE-MPC-08601), designed in the Colonial Revival style by Magney and Tusler, was built in 1925. It was intended to serve as a community center as well as a club house for golfers. The course, which was originally a sand course, was converted to grass in 1935. It has many stands of mature trees. A golf learning center and driving range are north of Saint Anthony Parkway. The golf course is open for cross-country skiing in the wintertime, and one of the steepest hills is used for sledding.[86]

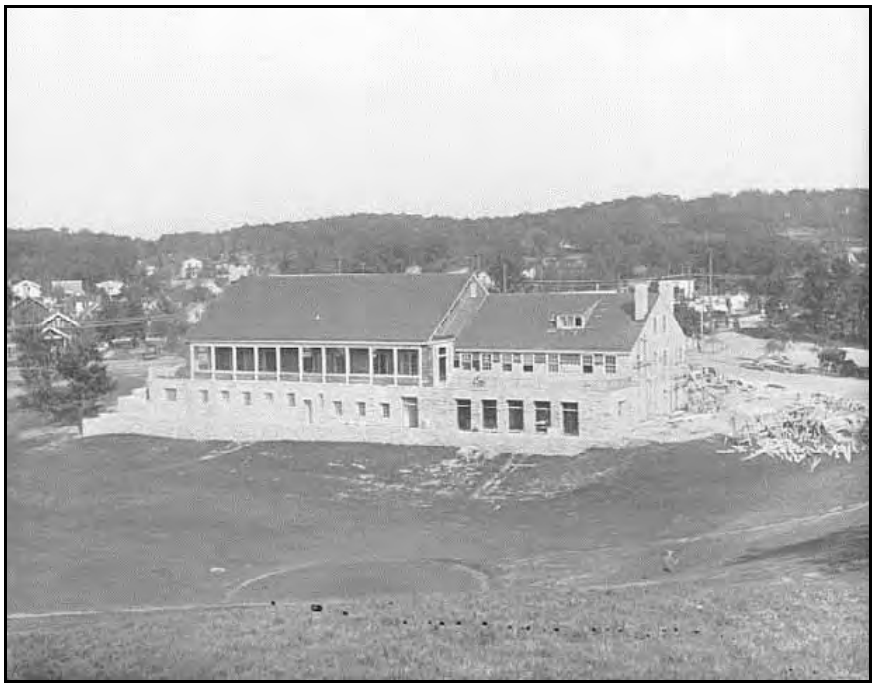
Picnic grounds (HE-MPC-01867), related play fields, and a picnic shelter are in the hilly northeast section of the park. The picnic shelter, funded by the Northeast Lions Club, was built in 1956.[87]

A concrete railroad bridge (HE-MPC-05336) crosses the parkway just west of Central Avenue. Another railroad bridge (HE-MPC-05334) crosses Columbia Parkway on the northeast side of the park.

Overall, Columbia Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

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[85] Wirth, *Minneapolis Park System*, 63–64; MBPC, *Twenty-ninth Annual Report, 1911*, 12–13; *Thirty-second Annual Report, 1914*.
[86] Wirth, *Minneapolis Park System*, 252–255.
[87] MBPC, *Seventy-fourth Annual Report, 1956,* 61.



Columbia Golf Clubhouse under construction, 1924
Minnesota Historical Society Collections



Columbia Manor, 2008
Stephanie Atwood, photographer



Columbia Park Clubhouse, 1925
Minnesota Historical Society Collections



Columbia Park Clubhouse, 2008
Stephanie Atwood, photographer



Pond in Columbia Park with Central Avenue Northeast at right, view to north, 2008
Stephanie Atwood, photographer



Football field in Columbia Park picnic area, view to northwest, 2008
Stephanie Atwood, photographer

Victory Memorial Segment



This segment extends from Lyndale Avenue North at Webber Parkway, north of the Camden Bridge, west to the border of Minneapolis with Robbinsdale and south to Lowry Avenue North. It includes Webber Park (originally Camden Park) and the adjacent Webber Parkway, and Victory Memorial Parkway (originally Glenwood-Camden Parkway, then Victory Memorial Drive).

Webber Park Sub-Segment

Webber Park and Parkway (originally Camden Park) (19.8 acres) (HE-MPC-01882)
Webber Park is an irregularly shaped site bounded by railroad tracks and a portion of Shingle Creek on the north, Lyndale Avenue North on the east, Webber Parkway (originally Washington Avenue North) on the south, and Fremont Avenue North and Forty-fifth Avenue North on the west. The park, which was built in 1908–1909, was designed by Theodore Wirth to take advantage of Shingle Creek, which was dammed at a strategic point to create the small lake in the center of the park. Hilly portions of the site at the east were landscaped as a wooded glen; playgrounds were laid out on the level open spaces. The John Deere Webber Memorial Baths, designed by Long, Lamoreaux, and Long, opened next to the lake in 1910. The architects also designed a second building to contain a field house and the Camden Branch of the Minneapolis Public Library. The pool was enlarged and a picnic shelter built to the designs of Magney and Tusler in 1926–1927. Camden Park was renamed Charles C. Webber Park in 1939 to honor the generosity and public spirit of Charles and Mary Webber.[88]

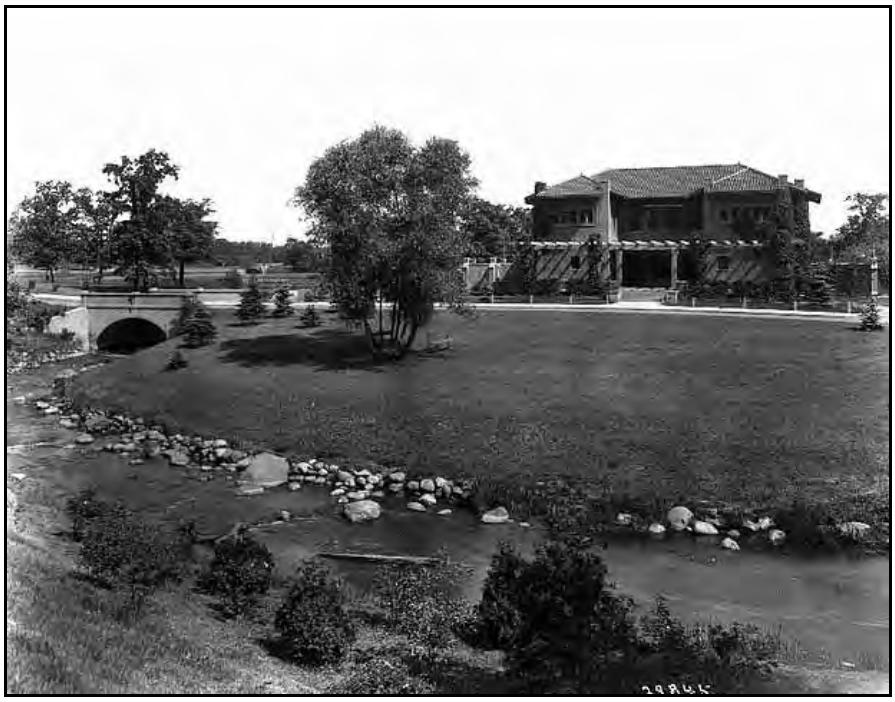
Many changes were made to the park between 1960 and 1980 including the construction of a new community center (HE-MPC-01887) at the west end of the park in 1977–1979; the replacement of the original pool, field house, and library by a new library and recreation center (HE-MPC-01883), also in 1977–1979; the diversion of Shingle Creek to a new course at the north edge of the park; and re-landscaping at the northeast corner of the park by Shingle Creek with a new waterfall, bridge (HE-MPC-01885), and viewing platforms. Once Shingle Creek was diverted, Webber Pond (HE-MPC-01881) had to be recreated. The water was drained, the bottom relined, and the pond refilled. The cast-bronze Lumberman statue (HE-MPC-01886) was installed along the south side of the lake in 1990. Despite the reworking of the park over the years, the basic topography survives. In 2006, the bicycle and pedestrian paths were rebuilt and partially realigned through the park, according to plans by WSB and Associates.[89]

In 1921, the MBPC renamed Washington Avenue North at the southern boundary of the park Webber Parkway (HE-MPC-01884) in honor of the benefactors of Camden Park. A wide two-lane road, it does not have any special design features. A portion of the original Victory Memorial Drive east of Humboldt Avenue North was incorporated into Webber Parkway in the early 1960s, after Forty-fifth Avenue North was extended through the park. This portion of the parkway retains its historic design and setting from Victory Memorial Drive.

In its current state, Webber Park is problematic in relation to the Grand Rounds. It was planned as a neighborhood recreation park, and it has served that function for one hundred years. Its location made it a convenient link in the route of the Grand Rounds, but its recreational mission has resulted in many changes. Very little historic material remains, and most of the features in place today postdate the period of significance. Webber Pond, which was originally designed as a lagoon of Shingle Creek, has been made into a pond. The key feature of the park—the Webber Baths and Library—was demolished and replaced with modern buildings. A new recreation center stands at the park's west end. A concrete structure overlooking the creek is at the east end.

[88] Wirth, *Minneapolis Park System*, 189.

[89] Pearson and Petersen, "Victory Memorial Parkway," 15–16.



Camden Park (later Webber Park) Baths and Library, 1920
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Webber Park Pool Buildings, 2008
Stephanie Atwood, photographer

Victory Memorial Parkway Sub-Segment

Victory Memorial Parkway (originally Victory Memorial Drive) (170.41 acres, 3 miles) (HE-MPC-01888)

Victory Memorial Parkway is located at the western and northern edges of North Minneapolis and is partially in the City of Robbinsdale. The parkway extends north from the intersection of Theodore Wirth Parkway and Lowry Avenue North to Forty-fifth Avenue North, then runs directly east to Humboldt Avenue North, where it curves southeast to the entrance to Webber Park off Fremont Avenue North. (The section of the parkway between Humboldt and Fremont is now part of Webber Parkway.)

The parkway was originally planned to be part of Glenwood-Camden Parkway when 175 acres were acquired between 1909 and 1911. Wirth published a plan in the 1916 *Annual Report* that depicted a parkway extending from Nineteenth Avenue North at the north end of Glenwood Park to Camden Park. Because of World War I, this plan was not carried out. Instead after the war, the plan was redesigned as Victory Memorial Drive to pay tribute to the military personnel from Hennepin County who had died during the conflict. It was to be planted with long, parallel rows of elm trees, donated by Charles M. Loring. Work began in 1919, and the drive with its parallel roadways, walkways, and lawns with newly planted trees was opened in a grand celebration on June 11, 1921. The north-south and east-west sections of the parkway intersect at a flagpole in a plaza (HE-MPC-08275). The original flagpole was replaced in 1923 and additional monuments have been added over the years. In 1924, the area across the drive southeast of the flagpole (east of Xerxes Avenue North between Forty-fourth and Forty-fifth Avenues North) was designated the Grand Army of the Republic (GAR) Circle (HE-MPC-01889) and planted with ten elm trees in honor of the ten Hennepin County posts of the GAR. Each post is recognized by a bronze marker set in the ground. The statue of Abraham Lincoln (a reproduction of Augustus St. Gaudens' "Standing Lincoln") in the circle was dedicated in 1930.[90]

The original wood markers that identified the deceased servicemen and servicewomen were replaced in 1928 by 528 permanent bronze markers, placed four to six abreast, each by an elm tree (HE-MPC-01890). Ten markers were added to the GAR Circle. The markers are in alphabetical order, beginning with Alwyn Stevens Abbott at Thirty-third Avenue North and ending with Ralph Leo Zane at Humboldt Avenue North. (The marker of Lydia Whiteside, one of the honored service women, is at Irving Avenue North.) Originally placed upright, the markers were embedded in concrete and laid flat in front of the trees in 1954 to make landscape maintenance easier.[91]

The roadways of the parkway were narrowed from thirty-two feet to twenty-four feet in the mid-1970s, following the Eckbo, Dean. Austin, and Williams parkway study and recommendations of the Citizens Parkway Committee. New bicycle and pedestrian paths were installed, along with vertical light standards along the paths. The taller 1927-era standards at the street intersections were fitted with globe lights. The bicycle paths were redone and other amenities such as benches and drinking fountains were added in 2006. Some changes, such as narrowing the width of the planted lawn areas, have been made at the south end of the parkway where a newer bridge carries

[90] Pearson and Petersen, "Victory Memorial Parkway," 3–7.
[91] Ibid., 6–7; MPRB, *Annual Report, 2006*, 6.

Lowry Avenue North over the parkway. In 2009, work is being done to close off some of the streets crossing the parkway in the east-west section.

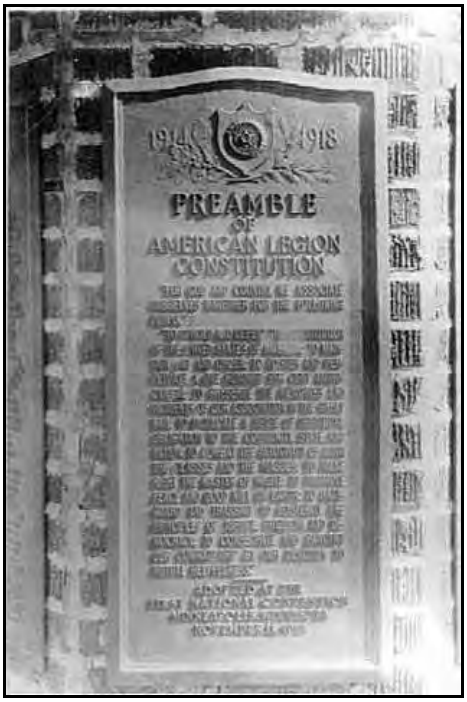
The original planting plan called for four rows of trees, with two rows in each section flanking the roadway (HE-MPC-01890). The species of elm originally chosen by Wirth was not sufficiently hardy to withstand the local winter conditions, and the first trees quickly died. All had to be replaced in 1925. By the 1930s, two additional rows of trees had been added in the north-south section of the parkway and one additional row had been added to the east-west section between Xerxes Avenue North and Osseo Road. There are over 1,200 trees in all. By the 1970s, many of the original elm trees had succumbed to Dutch elm disease. The MPRB began a program of removal and replanting with hackberry trees, which are similar in form and profile to elm trees. This program has continued as more elm trees have died.

The emphasis on a single type of tree, planted in a regular pattern, sets Victory Memorial Parkway apart from other parkways in the Grand Rounds system, and the use of a single type is derived directly from the memorial nature of the parkway. It is likely that the idea of trees as memorial was inspired by Frederick Law Olmsted, who advised this approach for national cemeteries after the Civil War. The linear nature of the parkway, adapted to the underlying topography, further reinforces the effect of the rows of trees.[92]

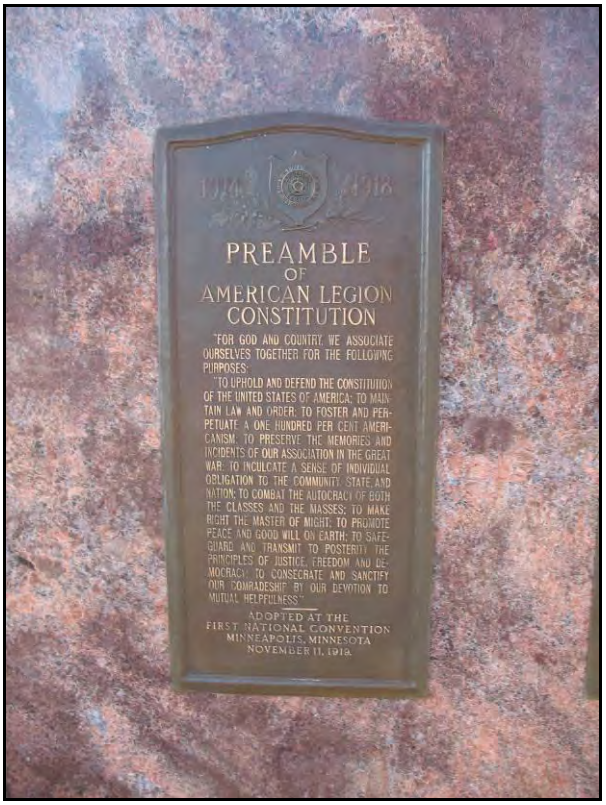
Overall, Victory Memorial Parkway retains its historic character although its historic form has been affected by the narrowing of the roadway. The effect is apparent at Victory Memorial because of its length and linearity, unlike the curving roadways of the other parkways where such narrowing is not as obvious. Also, hackberries do not have the vase-like form of elms, altering the way that vistas are framed. The placement of the hackberries has not precisely followed that of the elms, disrupting the rhythm of the grid. The markers were laid horizontally in 1954, after the period of significance. Replacing trees with new disease-resistant elms and retuning the markers to a vertical orientation would greatly improve the historic integrity of this segment.

Regardless, Victory Memorial Parkway retains a strong sense of its historic character and has integrity of location, setting, feeling, and association.

[92] Witold Rybcynski, *A Clearing in the Distance: Frederick Law Olmsted and America in the 19th Century* (New York: Simon and Schuster, 1999), 21–22, discusses Olmsted's recommendation for planting trees in national cemeteries, in effect creating a sacred grove, to Quartermaster General Montgomery Meigs.



Tablet that incorporates a badge from the first annual American Legion convention (1919) at base of flagpole, Victory Memorial Park, Minneapolis, 1936



Tablet at base of flagpole, 2008
Stephanie Atwood, photographer



Victory Memorial Drive, 1937
A. F. Raymond, photographer—Minnesota Historical Society Collections



Victory Memorial Parkway, 2008
Stephanie Atwood, photographer



Victory Memorial Drive, July 10, 1931
Norton and Peel, photographer—Minnesota Historical Society Collections



Victory Memorial Parkway, 2008
Stephanie Atwood, photographer



Statue of Abraham Lincoln at the GAR Circle,
Victory Memorial Drive, 1936
A. F. Raymond, photographer—Minnesota Historical Society Collections



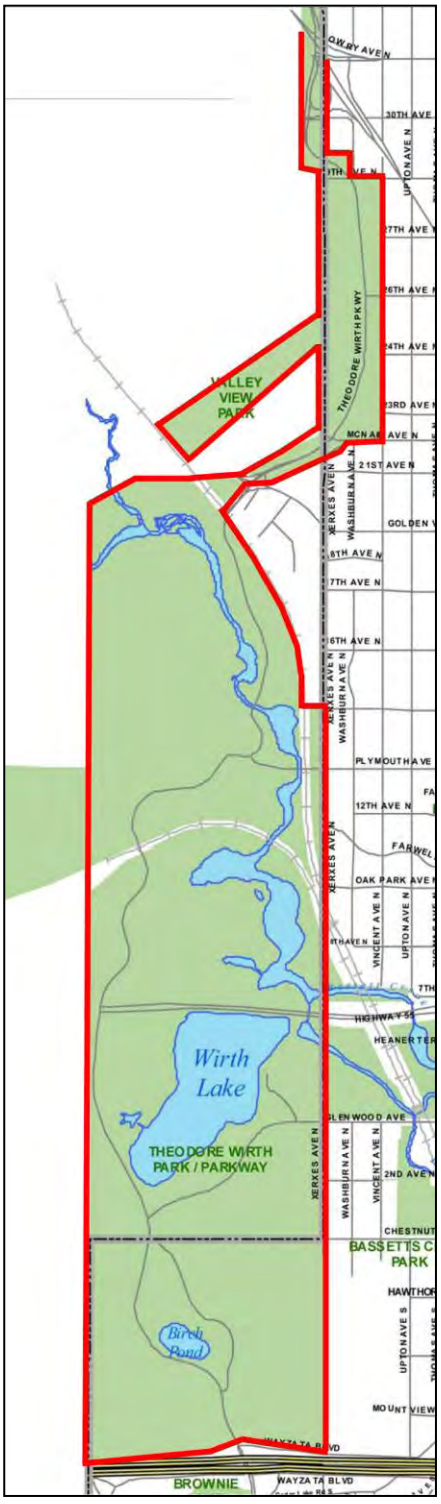
Statue of Abraham Lincoln at the GAR Circle,
Victory Memorial Parkway, 2008
Stephanie Atwood, photographer



Cross (left) and Star of David (right) markers at Victory Memorial Parkway, 2008
Stephanie Atwood, photographer

Theodore Wirth Segment

This segment extends from the intersection of Lowry Avenue North and Theodore Wirth Parkway, south of Victory Memorial Parkway, to Wayzata Boulevard and the bridge over Interstate 394, north of Cedar Lake Parkway. It includes Theodore Wirth Parkway, both the section north of Golden Valley Road and the section within Theodore Wirth Park; Valley View Park, which extends to the southwest from Sunset Hill on Theodore Wirth Parkway; and Theodore Wirth Park. While portions of Wirth Park, then called Glenwood Park, began to be developed in the 1890s, the expansion of the park and the construction of the parkway as part of the Grand Rounds in the north section of the city began to be carried out in 1908-1909 after Theodore Wirth became the park superintendent.



Theodore Wirth Park Sub-Segment

Theodore Wirth Parkway (originally Glenwood Parkway and Glenwood-Camden Parkway) (175.44 acres, 3.5 miles) (HE-GVC-00082)
Today's Theodore Wirth Parkway was originally known as the Glenwood-Camden Parkway from the northern boundary of Theodore Wirth Park at Golden Valley Road (originally Nineteenth Avenue North) to Lowry Avenue North where it joins Victory Memorial Parkway. The section that extends through Theodore Wirth Park from Wayzata Boulevard north of Interstate 394 to Golden Valley Road was originally called Glenwood Parkway.

North of Golden Valley Road, the parkway curves along a high ridge of land with sloping parkland on either side, serving as a scenic passageway through a tree-lined corridor. This section was completed in 1916. A parking area and lookout (HE-MPC-01923) on the west side of the parkway at Twenty-sixth Avenue North is on the site of the concourse designated by Wirth as Sunset Hill. Just south of Golden Valley Road is a boulder with a brass plaque marking the Forty-fifth parallel (HE-GVC-00084), which was installed in 1917.

Within Theodore Wirth Park, the parkway winds through the west side of the park, largely following the natural land contours. It was constructed between 1911 and 1913, but was not paved until 1924. This section of the road was narrowed from thirty-two feet to twenty-four feet with parking bays in 1973, following the Eckbo, Dean, Austin, and Williams parkway study and recommendations of the Citizens Parkway Committee. Similar work was done on the parkway north of Golden Valley Road in 1972. In addition, new bicycle and pedestrian paths were installed, along with vertical path lights and cross-arm light standards at street intersections. Some of the earlier 1927 light standards survive as well. In 2003, the bicycle and pedestrian paths were rebuilt and widened, and new retaining walls and fences were installed along the parkway within Theodore Wirth Park. The work was done according to plans prepared by WSB and Associates.[93]

Glenwood Parkway and Glenwood-Camden Parkway were renamed Theodore Wirth Parkway in 1968, when all the parkways were given standardized names. This followed by some thirty years the change of the park‘s name.

Overall, Theodore Wirth Parkway retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Wirth Parkway, view to south from Par 3 Golf Course, 2008
Stephanie Atwood, photographer

[93] See Marjorie Pearson, "Theodore Wirth Parkway and Theodore Wirth Park: An Assessment of Significance," 2002, prepared by Hess, Roise and Company for MPRB.

Valley View Park (22.72 acres) (HE-MPC-00088)
This wedge-shaped park extends to the southwest of Sunset Hill on Theodore Wirth Parkway and is within the boundaries of the city of Golden Valley. It is bounded by Xerxes Avenue North, Manor Drive, Vista Drive, and Zenith Avenue North. The land was acquired by the MBPC in 1927 specifically to preserve the views from the parkway, a move long espoused by Wirth. The annual report noted: "The preservation of the principal attractive view over the open country from Sunset Hill on the Victory Memorial Drive at Twenty-sixth Avenue North is assured for all time to come." The park slopes downward from the high grade of the parkway and is largely open meadow with scattered trees, which makes it ideal for winter recreation, especially sledding.[94]

Valley View Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.



Valley View Park, view to southwest, 2009
Stephanie Atwood, photographer

[94] MBPC, *Forty-second Annual Report, 1924,* 64; Wright, "Minneapolis Parks and Recreation," 224; *Forty-fifth Annual Report, 1927*, 26. When the 1927 report was written, Glenwood Parkway and Glenwood–Camden Parkway were considered to be part of Victory Memorial Drive.

Theodore Wirth Park (originally Glenwood Park) (750 acres)
Theodore Wirth Park is the largest park in the Minneapolis system and the largest single component of the Grand Rounds. The first section of the park, which was called Glenwood Park, was purchased in 1889 and established the MBPC in the northern part of the city. It was not linked to the Grand Rounds for another twenty-two years. The park was enlarged in increments between 1907 and 1909 to the north and west, eventually reaching 681 acres in 1917. Much of the park is within the boundaries of the city of Golden Valley. On September 7, 1938, the park was renamed in honor of Theodore Wirth for his many contributions to the Minneapolis park system.[95]

The park as it stands today was largely designed by Theodore Wirth, following the model of a country park in an urban environment that Frederick Law Olmsted and Calvert Vaux had developed with Central Park in Manhattan and Prospect Park in Brooklyn some fifty years earlier. The form and features took advantage of high ridges and rolling hills, covered by trees, interspersed with several water features and low-lying areas that are hospitable to native plants.

In addition to establishing a tree nursery to provide plantings for the entire park system, Wirth took advantage of the existing trees and plants in the park. The Eloise Butler Wild Flower Garden (HE-MPC-05098) was established in 1907 as the Wild Botanical Garden to protect and enhance the native habitat. The garden was named after Butler in 1929. The Martha E. Crone Visitors Shelter (HE-MPC-01899) in the garden houses staff and programming for the garden. The tamarack swamp at the southwest corner of the park has been preserved as the Quaking Bog (HE-MPC-01906).

Picnic grounds are laid out on the hills and open areas between the lake and the wildflower garden. The brick and stucco picnic pavilion (HE-GVC-00083), built in 1930, is on top of a hill. Near the road to the east of the hill is the Glenwood Line Streetcar Shelter (HE-GVC-00100), built when the streetcar line was extended to this point in 1916. Many of the concrete picnic tables were constructed as WPA projects in 1938 and 1939, as evidenced by the date stamps in the picnic table benches.[96]

Major portions of the park north of Highway 55 are occupied by golf courses. The original golf course (HE-GVC-00097) was planned as a nine-hole course in 1916 and was expanded to eighteen holes in 1919. The first municipal golf course in the city, it was designed by William D. Clark. Originally a sand course, it was changed to grass in 1935. A nine-hole par 3 course (HE-GVC-00087) was added in 1962, along with its own clubhouse (HE-GVC-00085). The main golf clubhouse is called the Chalet (HE-GVC-00015). It was designed by Magney and Tusler in a style that evokes a Swiss chalet and was built in 1922–1923. A bold granite base that incorporates on an expansive terrace is surmounted by a picturesque shingled structure with a prominent overhanging roof set on large brackets. A tool building (HE-GVC-00086) was built in

[95] See Pearson, "Theodore Wirth Parkway and Theodore Wirth Park"; Wirth, *Minneapolis Park System*, 178. The acreage of the park has increased since 1917 with acquisitions to the west of France Avenue in the 1950s and to the east of Xerxes Avenue in the 1970s. The area around Brownie Lake, originally part of Wirth Park, was removed from Wirth Park when part of the property was sold in 1952. Brownie Lake is now considered part of the Chain of Lakes.
[96] Wirth, *Minneapolis Park System*, 177; Stolte, "The Story of the WPA for 1937," 17.

1930; it is down the hill to the southwest from the Chalet and is inconspicuous. During the winter months, much of the golf course is popular for winter sports.[97]

Several water features are important components of the park. Birch Pond (HE-MPC-01898) in the southeast corner was part of the original park. It is adjacent to the Butler Wildflower Garden and is designated as a bird sanctuary. Wirth Lake (HE-GVE-00094), originally Keegan's Lake, then Glenwood Lake, was added to the park in 1909. The lake has always been used for recreation, including skating in the winter and swimming in the summer. A swimming beach (HE-GVC-00093) was constructed at the south side of the lake in 1916–1917 and has remained in that location. Wirth Lake was the site of the Aquatennial Follies between 1941 and 1962. The current bathhouse (HE-GVC-00092) dates from 2004, replacing a 1957 building. Bassett's Creek was dammed between 1933 and 1938 to create a series of lagoons (HE-GVC-00089) that were incorporated into the golf course.

The parkway and other roads through the park pass over or under a variety of bridges. Bridge No. 27607 (HE-GVC-00090) carries Glenwood Avenue over Bassett's Creek into Wirth Park. This reinforced-concrete bridge was constructed in 1982, replacing an earlier bridge. Bridge No. 27677 (HE-GVC-00096) crosses the Luce Line, now part of a recreational trail. The concrete bridge, built between 1988 and 1991, is a replacement for an earlier bridge. Bridge No. 27678 (HE-GVC-00091) is further north and crosses the BNSF tracks. It is also a concrete bridge, built between 1988 and 1991 as a replacement for an earlier steel and concrete bridge. Bridge No. 5908 (HE-GVC-00056) is a concrete box culvert carrying Highway 55 over Bassett's Creek. It was constructed in 1947 and modified in the 1980s. Bridge No. 6247 (HE-GVC-00049) crosses the former Great Northern line (now BNSF), bringing Plymouth Avenue into the park. A reinforced-concrete bridge, it was built in 1930. Bridge No. L9327 (HE-GVC-00050) is a parkway bridge over Bassett's Creek. The concrete-arched bridge is sheathed with Saint Cloud seam-faced granite similar to that on the base of the chalet and was built in 1940.[98]

Several commemorative monuments and sculptures are in the park. The Loring Cascade (HE-GVC-00099), a gift of Charles Loring, is an artificial waterfall that was designed by California-based artisan Francois Scotti and installed in 1917–1919 on the west side of the parkway, north of Glenwood Avenue. The cascade, which no longer functions and is deteriorating, is formed of concrete simulating boulders along the side of a steep bank. The Victory Memorial Drive Boulder (HE-MPC-01910) was installed in 1921 on the east side of the parkway, north of the Wayzata Boulevard park entrance. It introduces Victory Memorial Drive, which at that time included Wirth Parkway. The Finnish-American Monument (HE-GVC-00095) is a large granite slab that commemorates Finnish immigration and Finnish-American contributions to Minnesota. It was installed in 1958, the Minnesota state centennial year, on a hillside southeast of Wirth Lake. The most recent addition is the Theodore Wirth Interpretive Statue Garden (HE-GVC-00098), a group of bronze statues depicting Theodore Wirth and a group of children, donated to the MPRB by the Minneapolis Parks Legacy Society. The group was designed by sculptor Bill

[97] Wirth, *Minneapolis Park System*, 176–178. MBPC, *Forty-eighth Annual Report, 1930,* 96.
[98] Pearson, "Theodore Wirth Parkway and Theodore Wirth Park," 15–16.

Rains and installed in front of the Chalet in 2004, according to a landscape design prepared by Theodore J. Wirth, the grandson of Theodore Wirth.[99]

Overall, Theodore Wirth Park retains its historic form and character. It has integrity of location, design, setting, feeling, and association.

[99] MBPC, *Thirty-fifth Annual Report, 1917*, 32–35; Wirth, *Minneapolis Park System*, 175; David Hawley, "Longfellow, Ole Bull in treasure trove of statues and curiosities gracing Minneapolis parks," *Minnpost.com*, December 24, 2008; *The M.P.L.S. Mirror* 2 (Summer–Fall 2004); Tim Harlow, "Ted J. Wirth Followed Grandfather's Steps," *Minneapolis Star Tribune*, September 5, 2009.



Minneapolis seen from Glenwood Park (Wirth Park), 1912
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Wirth Park, 2008
Stephanie Atwood, photographer



Birch Pond, Glenwood Park, 1923
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



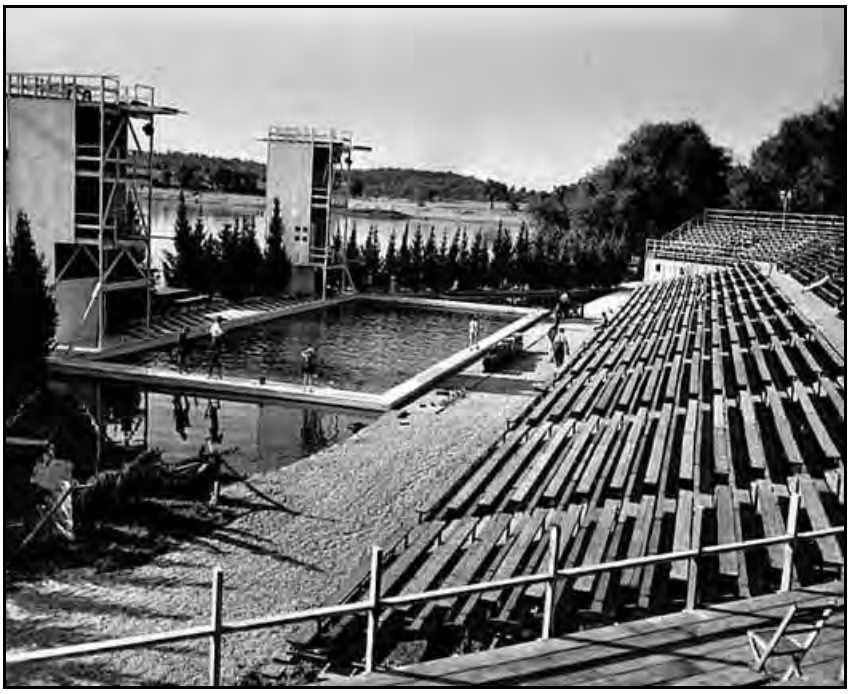
Birch Pond, Glenwood Park, 2008
Stephanie Atwood, photographer



Chalet at Glenwood Park (Wirth Park), 1924
Charles J. Hibbard, photographer—Minnesota Historical Society Collections



Chalet at Wirth Park, 2008
Stephanie Atwood, photographer



Theodore Wirth Park's outdoor amphitheater pool, 1942
Minnesota Historical Society Collections



Wirth Lake, 2008
Stephanie Atwood, photographer



Glenwood Park, June 14, 1937
Norton & Peel, photographer—Minnesota Historical Society Collections



Wirth Parkway, 2008
Stephanie Atwood, photographer

CHARACTERISTIC FEATURES

The Grand Rounds is a designed historic landscape composed of a collection of features that are organized in space. Individual features should be viewed in relationship to the landscape as a whole. Overall, it is the arrangement and the interrelationship of these character-defining features as they existed during the period of significance that is a critical consideration. Landscape features should be assessed as they relate to the property as a whole.[100]

The boundaries of the city of Minneapolis extend approximately six miles east-west and ten miles north-south, with the gridded township-range-section system superimposed over the natural features that provide the basis of the Grand Rounds. It is the location of these natural features—the Mississippi River, the lakes, Minnehaha Creek, and the hills and ridges—that organizes the overall spaces of the Grand Rounds.

Character-Defining Features of the Landscape

Character-defining features collectively contribute to the historic character of the landscape.

1. Topography

Minneapolis has been described as a prairie city, but the topography is much more varied and complex than that term suggests. In 1909, Wilbur F. Decker, president of the MBPC, described the effect of glacial drift and retreat in creating the course of the Mississippi River and forming the lakes, hills, and valleys that are incorporated into the Grand Rounds.[101]

As a result, many of the most scenic features of the Grand Rounds incorporate land that would have been difficult to develop for residential or commercial purposes in the nineteenth and early twentieth centuries. These include the bluffs above the Mississippi River; the high ridges of Kenwood Parkway, Wirth Park and Wirth Parkway, Saint Anthony Parkway, and Columbia Park; and the slopes and valleys of Minnehaha Creek. The lakes were set in low-lying swampy land that required extensive engineering, including dredging and filling, to become appealing landscape features that attracted residential development around them.

2. Vegetation

Varied approaches have been taken towards vegetation along the Grand Rounds, depending on the location and type of parkland and park features. Both Cleveland and Wirth favored naturalistic vegetation and plantings rather than formal gardens for the parklands of the Grand Rounds, except under limited circumstances.

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[100] This discussion is based on Charles A. Birnbaum with Christine Capella Peters, ed., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, D.C.: National Park Service, 1996), 15–16.

[101] Wirth, *Minneapolis Park System*, 79–81. See also discussion in Lanegran and Sandeen, *The Lake District of Minneapolis*, 1–3.

Trees and Shrubs
Much of the land acquired for the parkways and parks of the Grand Rounds contained stands of mature trees, including oak, maple, ash, and basswood. Where feasible, these were retained and incorporated into an overall landscape scheme. One of Cleveland's first recommendations was to plant trees along the newly created parkways and boulevards, a suggestion enthusiastically promoted by Charles Loring. Both Cleveland and Wirth formulated planting plans with a variety of trees and shrubs depending on the location. Wirth also favored the inclusion of evergreen trees in his plans to provide relief in the winter landscape. In 1908 he wrote: "It is my aim to plant evergreens freely in most of our parks and especially through our woodlands and along our picturesque driveways. It is to be regretted that so few evergreens have been planted in the past, for while the number of varieties that will do well in our climate may be limited, those that are hardy produce splendid specimens within reasonable time." He extolled evergreens, "their individual attractiveness and their unrivaled beauty and consequent value for both summer and winter landscape effects."[102]

Given the extremes of the local climate, plantings did not always survive, and the annual reports not only document what was planted, but also what was removed due to disease, drought, and insect blight. In addition, trees were thinned and trimmed to improve views and overall tree health.

Wirth developed nurseries, first at Lyndale Farmstead and then at Glenwood Park, for the propagation and cultivation of trees and shrubs to be planted throughout the system.[103]

Formal Tree Planting
The most notable example of formal tree planting was the creation of Victory Memorial Drive with its regularly planted array of elm trees. Despite the ravages of Dutch elm disease, some of the trees survive.

In addition, elms were often planted in other commemorative settings. These include the trees by boulders with commemorative plaques in Loring Park and an array of Sesquicentennial elm trees along West River Parkway. Most of these trees do not survive.

Formal Gardens
Cleveland proposed a formal garden at the center of Loring Park. The existing Garden of the Seasons is at the approximate location shown in Cleveland's original plan.

Both Cleveland and Wirth promoted seasonal planting beds in locations along the parkways and in the parks. According to Folwell, Cleveland also planted flower gardens in Minnehaha Park at the upper level. The practice of seasonal plantings has continued throughout the system. Wirth introduced greenhouses at Lyndale Farmstead to propagate bedding plants. Wirth was also given the authority to establish formal garden plantings in Lyndale Park. In 1907, he planned the country's second municipal rose garden. He also introduced perennial displays and a rock

[102] MBPC, *Twenty-sixth Annual Report, 1908*, 47.
[103] Wirth, *Minneapolis Park System*, 207–209.

garden. These are all still important features of Lyndale Park, although the rose garden remains the closest to Wirth's original plan.[104]

Natural Gardens
The two most important examples are both in Wirth Park. The Eloise Butler Wildflower Garden was established in 1907 and named in honor of its first curator in 1929. It incorporates a wide variety of plants native to the wooded area.[105] A tamarack swamp at the southwest corner of the park became the Quaking Bog. In addition, bird sanctuaries have been established with largely native vegetation around Spring Lake (part of the Parade) and Brownie Lake, off Cedar Lake Parkway. The Roberts Bird Sanctuary is located in Lyndale Park.

Lawns and Turf
Wirth actively promoted the creation of grassy lawns throughout the Grand Rounds system, both along the parkways and around the lakes. His efforts to dredge and fill the lakes, improve shorelines, and drain swamps to create meadows provided opportunities to plant grass and create lawns, accented by trees and shrubs.

In addition, the four golf courses along the Grand Rounds are grass courses. Both the Columbia Golf Course and the Wirth Golf Course were originally sand courses, but converted to grass in the 1930s. The Gross Golf Course and the Hiawatha Golf Course have always been planted with grass.

Recent Restoration Efforts
In response to the requirements of regional watershed boards, the MPRB has undertaken efforts to improve overall water quality through shoreline habitat restoration projects. The program has been implemented at Loring Pond, Cedar Lake, Lake of the Isles, Lake Calhoun, Lake Harriet, Lake Nokomis, Lake Hiawatha, Webber Pond, Wirth Lake, and Birch Pond. Grassy lawns no longer lead directly to the shorelines, and some of the swamps drained by Wirth have been allowed to revert to a more natural state. These include areas at the southwest sections of Cedar Lake, Lake Calhoun, and Lake Nokomis. An oak savanna restoration project is underway at Lake Nokomis. Much of Ridgway Parkway has been planted as a prairie landscape.

3. Circulation Features

Roads and Drives
Roads and drives are important parts of the Grand Rounds system, and are often perceived as the primary components of the parkways. The first parkway roads were graded earth and covered with gravel. They had no curbs or gutters. Roads were regularly sprinkled with water, and later oil, to control dust. The early roads were traversed by horse-drawn vehicles, but as automobile traffic increased, about the time that Wirth became superintendent, the demands on road maintenance grew. Wirth recognized that "modern pavement construction became advisable—in fact, imperative from every point of view."[106] In 1907, the park system began to experiment with a tar-covered water-bound macadam roadway on Minnehaha Parkway that was ultimately

[104] William W. Folwell, "Minneapolis in 1890," *The New England Magazine* 3 (September 1890), 109; Wirth, *Minneapolis Park System*, 209–215.
[105] Wirth, *Minneapolis Park System*, 175.
[106] Ibid., 107–108.

adopted as the standard for parkway roads. The macadam consisted of a bed of crushed limestone surfaced with tar and smaller limestone flakes or gravel. The board continued to experiment with tar and macadam surfaces on the roads of the parkways and the drives into and through the parks. Despite Wirth's urgings, it took many years for all of the parkway roads to be paved, in part because bond money was needed for roadway improvements. In the 1924 annual report, Wirth noted that only 32.7 miles of the 57.89 miles of roads in the parks and parkways had been paved.[107] The federal relief programs of the late 1930s enabled the paving of such roads as West River Parkway and East River Parkway north of Franklin Avenue. However, such prominent roads as Kenwood Parkway and East River Parkway, south of Franklin Avenue, were not paved until the 1950s.

As a result of the Eckbo, Dean, Austin and Williams Minneapolis Park and Parkway study of 1971, many parkway roads were rebuilt to discourage commuter traffic and promote recreational driving. Two-way roads were narrowed from thirty-four feet to twenty-four feet. Two-way access roads were reduced to twenty feet, and one-way roads to sixteen feet. The outer edges of the roads were widened to install parking bays. The road surfaces were unified with a rose-colored aggregate pavement called Bryan-Red rock, much of which was later replaced. The parkway road plans were implemented beginning in 1972; the work took place into the mid-1980s, depending on locality, with InterDesign and BRW Engineers acting as the local landscape architects and engineers.[108]

Parkway roads and park drives intersect with city streets, while parkway land is sometimes bounded by city streets. Some parks are crossed by city streets, such as Kenwood Park, Lake of the Isles and Lake Calhoun, and Wirth Park.

Footpaths and Sidewalks

The MBPC developed paths for pedestrians and bridle paths for horseback riding in the parks connected by the parkways and through the wider stretches of parkland adjacent to the parkways. Gravel was a typical surface material. Most of these paths were six to eight feet wide and were set back from the roadways. By the mid-twentieth century, the gravel surfaces were being replaced by bituminous paving materials, and the bridle paths were removed altogether.[109]

"Colored" concrete sidewalks, usually placed closer to the roadways, began to be installed in the 1910s.[110] The WPA undertook a major program of sidewalk and pathway installation throughout the parks and along the parkways. The beige-tinted concrete slabs can still be identified by the WPA stamps, along with the year, at the corners.

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[107] MBPC, *Forty-second Annual Report, 1924*, 48.

[108] Garrett Eckbo, Charles M. McCulloch, Robert H. Foster, "Minneapolis Parkway System: Concept for the Future," prepared by Eckbo, Dean, Austin and Williams for Minneapolis Park and Recreation, 1971; *Valued Places: Landscape Architecture in Minnesota*, ed. Frank M. Martin (Minneapolis: Minnesota Chapter of the American Society of Landscape Architects, 2001), Site 2.

[109] *Minneapolis, City of Opportunity: A Century of Progress in the Aquatennial City* (Minneapolis: T. S. Denison and Company, 1956), 71, has a photograph of a group of horseback riders on the bridle trail by Lake of the Isles.

[110] For example, Wirth's plans for Saint Anthony Boulevard, published in the MBPC's *Annual Report, 1916*, depict "concrete walk colored."

Beginning in the 1970s, many more sidewalks and walking paths were installed along the parkways and through the parks in conjunction with the implementation of the bicycle trail program. They have both bituminous paved surfaces and concrete surfaces, depending on location, and are typically eight to ten feet wide.

Bicycle Paths
Bicycling was very popular in the 1890s, and some of the early parkways were planned with bicycle paths. These included Minnehaha Parkway between Lake Harriet and Lake Amelia (later Lake Nokomis) and East River Parkway (then called East River Bank Boulevard), north of Franklin Avenue. But interest in bicycling waned, and by 1907 the park commissioners began to discuss plans to convert existing bicycle paths into pedestrian or bridle paths.[111]

Bicycles regained popularity in the 1960s. Increased use of pedestrian paths throughout the Grand Rounds led to frequent confrontations between pedestrians and bicyclists, eventually resulting in a pedestrian's death in 1973. The Eckbo study proposed a variety of ways to incorporate bicycle paths into the parks and along the parkways, creating a "bicycle grand rounds" that would parallel the Grand Rounds roadway.[112] Where possible, bicycle paths and pedestrians paths are separated, although often contiguous. In narrow locations, the paths are shared, but marked on the bituminous surface. The MPRB has continued to upgrade the bicycle trail system throughout the Grand Rounds, often with the use of federal transportation funds.

4. Water Features

Mississippi River
The river and its impressive setting were the initial impetus for creating the park and parkway system. The section of the river bounded by the East River Parkway and West River Parkway has changed over the years, largely because of the construction of the federal lock and dam system. The river is accessible along West River Parkway from Riverside Park and from the lower section of the Winchell Trail, as well as through the lower glen of Minnehaha Park. Steps lead down to the river from East River Parkway, and a drive leads to East River Flats Park which is directly on the river bank.

Minnehaha Falls
Minnehaha Falls has long captured the imagination of visitors to the area, and it gained international fame from Longfellow's *Song of Hiawatha*. While extolled as a natural feature, the falls and its flow of water from Minnehaha Creek has been controlled for many years. Wirth described various efforts to supply water for the falls at various times.[113] More recently, the municipal water system was tapped to provide a flow over the otherwise dry falls when President Lyndon Johnson visited Minneapolis in 1964. His June 28 trip to Minnehaha Park is commemorated by a plaque and an imprint of his footprints in the path overlooking the falls.

Bridal Veil Falls
Bridal Veil Falls, which is much more obscure than Minnehaha Falls, flows under a bridge that forms part of East River Parkway north of Franklin Avenue. These falls were identified on

[111] MBPC, *Proceedings*, February 4, 1907.
[112] Eckbo et al, 4.22–4.23.
[113] Wirth, *Minneapolis Park System*, 80–82, 133–137.

Cleveland's original parkway plan. They had dried up by the 1920s as swampland that drained into a creek was filled in, but they were restored in 1938 when storm drains were installed that recreated the old course of the creek.[114]

Lakes

The many lakes incorporated into the Grand Rounds are among the best loved and most used features of the system. In addition to those in the Chain of Lakes segment (Brownie, Cedar, Lake of the Isles, Calhoun, and Harriet), there are Lake Hiawatha and Lake Nokomis, along the Minnehaha segment, Webber Pond in Webber Park in the Victory Memorial Segment, Wirth Lake and Birch Pond in the Theodore Wirth segment, and the often overlooked Spring Lake in the Kenwood Parkway segment. Most of the lakes were developed to include swimming beaches and other access points to the water.

None of the lakes remains in an original natural state. All have been dredged, filled, stabilized along the banks, and otherwise engineered to make them attractive for viewing and recreational purposes. Wirth was very proud of the efforts of the MBPC to convert mosquito-breeding swamps and marsh lands into lakes and parkland.[115] The former Columbia Lake was largely filled in to create the Columbia Golf Course, with the small areas that were left serving as water hazards.

Streams

Minnehaha Creek is the most famous stream of the Grand Rounds system. Like other water features in the system, it has been manipulated and controlled to improve water flow, to control erosion, and to straighten alignment. The creek has been dammed near Lyndale Avenue in the Washburn Park area and by Lake Nokomis and Lake Hiawatha. Sections of the creek banks are stabilized by stone and concrete retaining walls, both along Minnehaha Parkway and in the lower glen of Minnehaha Park.[116]

Bassett Creek flows through Wirth Park, where it has been dammed to create seven lagoons for the golf course.[117]

A portion of Shingle Creek flows through Webber Park. It has been realigned and diverted from its original course through the middle of the park to the northern edge. The existing waterfall was created in 1980.[118]

Wirth engineered existing streams to create continuous connections between Brownie Lake and Cedar Lake; Cedar Lake and Lake of the Isles, forming the Kenilworth Lagoon; and Lake of the Isles and Lake Calhoun, forming the Lake Calhoun-Lake of the Isles (Isles-Calhoun) Lagoon. Another stream flows from Lake Calhoun through Berry Park into Lake Harriet. Because of the

[114] Ibid., 158.
[115] Ibid., 107.
[116] Roise, "Minnehaha Parkway," 13.
[117] Wirth, *Minneapolis Park System*, 105.
[118] Pearson and Petersen, "Victory Memorial Parkway," 15–16.

difference in elevation between the two lakes, Wirth could not convert the latter stream into a continuous navigable connection.[119]

5. Structures, Site Furnishings, Objects

Buildings

With a few exceptions, buildings are largely inconspicuous within the Grand Rounds system. They were generally built to serve a variety of recreational purposes or for park maintenance. Many, such as the community and recreation centers, were built after the period of significance. Among the buildings specifically designed to stand out are three of the historic golf clubhouses (Columbia Manor, Wirth Chalet, and Hiawatha Clubhouse), the Theodore Wirth House and Administration Building, and the pavilions and refectories at Lake Calhoun, Loring Park, and Minnehaha Park. Several of the buildings in Minnehaha Park—the Stevens House, the Longfellow House, and the railroad depot—were located there specifically because of the importance of the park.

The boathouses of the Minneapolis Rowing Club and the University of Minnesota women's crew are of architectural distinction, but both are of recent date.

Open-Air Structures

Open-air structures include picnic pavilions and shelters, such as the Beard Plaisance Picnic Pavilion at Lake Harriet, the Columbia Park Picnic Shelter, and the Wirth Park Picnic Shelter, as well as the recent band shells at Lake Harriet and Minnehaha Park.

Bridges

Bridges form the largest number of structures found throughout the Grand Rounds system. They can be organized into a variety of types: railroad bridges, which cross roads along the parkways and in the parks; road bridges along the parkways and in the parks that cross railroad tracks and water features; bridges that are part of the city street system and cross parkways either at grade or overhead; and footbridges that cross water features, especially Minnehaha Creek. The park board bridges over the Kenilworth Lagoon and Isles-Calhoun Lagoon and the Interlachen Bridge were designed to enhance their settings. Many of the bridges fall within the period of significance. Others, like many of the footbridges and the combination pedestrian-bicycle path bridges over Minnehaha Creek, are recent replacements for older bridges. A group of stone-faced footbridges over Minnehaha Creek in Minnehaha Park were built by WPA work crews.

Walls, Parapets, Railings

A variety of such features are employed throughout the Grand Rounds. Much of the rough-cut stonework was installed during the WPA period, using stone quarried from a site in Minnehaha Park. Walls and parapets generally appear along bluffs by roadways and against slopes for stabilization and protection. Railings edge pathways in steep locations. Uniform types of wood railings and wood bollards linked by chains were developed in the 1970s by InterDesign.[120] The form seemed to be based in part on historic types seen in photographs. In recent years, many of these have been replaced by steel railings with vertical pickets and horizontal crosspieces, a design which is unsympathetic to the character of the landscape. Many of these railings have

[119] Wirth, *Minneapolis Park System*, 91–95.
[120] *Valued Places*, Site 2.

been installed in conjunction with the rebuilding of bicycle and pedestrian trails along the parkways.

Playgrounds, Tennis Courts, Wading pools, Recreation Fields, Picnic Grounds
The MBPC began a major effort to install recreational facilities in the early twentieth century to meet the changing needs of park users. The locations of many of these facilities are indicated on Wirth's parkway and park plans. However, the facilities themselves, especially the playgrounds, have been redone and upgraded over the years. Some of the original wading pools remain, like those in Loring Park and Riverside Park. Others have been installed, and all have been improved. The golf courses have also been improved over the years, as greens and fairways have been extended. Vegetation has also been replaced, and all the courses have added golf training centers.

Picnicking has a long tradition in the Minneapolis park system. Many picnic grounds were either installed or upgraded during the WPA period. Concrete picnic tables with attached benches can still be found in many locations. Related facilities like sandboxes and horseshoe pits were positioned close to the picnic tables. Several of the picnic grounds have distinctive picnic shelters, including the shelter in Wirth Park and the shelter at Beard's Plaisance, part of Lake Harriet.

Benches
The placement of benches to encourage park and parkway users to enjoy the view reflects the earlier period of park development that focused on passive recreation. One style of bench that was introduced in the 1930s is still produced in-house. It employs exposed-aggregate concrete supports with a wood-plank seat and back. Another type consists of metal pole supports with a wood-slat seat and back. The MPRB introduced another type of memorial bench in about 2000, based on a traditional park bench form (although not one that had been used in Minneapolis parks). Slats of a composite recycled material are installed in a cast-iron frame.

Lighting
Wirth explained that the park commissioners began to experiment with electric lighting along the system's parkways in the 1910s. Following experiments along Saint Anthony Boulevard in 1925, a model was adopted that called for a standard between eighteen and twenty-three feet high with a projecting five-foot arm holding a pendant lamp that shone at 600 candlepower. According to Wirth, "the standards, of modest but ornate and pleasing appearance, are of our own design and were manufactured by the Crown Iron Works of Minneapolis." Installation was approved by the park commissioners and begun in various parks and playfields and along parkways in 1927. Lighting was recommended because it improved safety for vehicles and pedestrians, especially as the roads were more heavily used; it enabled the use of parkways during non-daylight hours; and it added to the attractiveness of the park system.[121]

[121] Wirth, *Minneapolis Park System*, 197. The study of lighting for Minneapolis parks and parkways was published in *Parks and Recreation* 9 (May – June 1926): 541–551, and was also published in L. H. Weir, ed., *Parks: A Manual of Municipal and County Parks* (New York: A. S. Barnes and Company, 1928), 2: 807–818. The first parkways to receive the new lighting were Saint Anthony Boulevard, Minnehaha Parkway, and Godfrey Road.

Many of these standards still survive at intersections throughout the Grand Rounds. The standard and the cross-arm are linked by a curvilinear form. The bell-shaped shades of the original lamps have been replaced by hanging globes.

Following the recommendations of the Eckbo study, a new lighting system was installed along the paths and at the intersections of many of the parkways. Slender poles about ten feet high support transparent cubes containing electric lamps. Taller standards with cross-arms and hanging globes were installed at intersections. These two types were designed by Alfred French of InterDesign, the local landscape architecture firm that carried out the parkway work.[122]

More recently, as the MPRB and the Minneapolis Department of Public Works (which assumed maintenance responsibility for lighting along the parkways) found it increasingly difficult to maintain and repair the 1970s lights, it adopted a new type of lighting that has a more traditional early twentieth-century appearance. It consists of a tall fluted standard with a curvilinear cross-arm from which is suspended a bell-shaped shade and modern lamp. This type of lighting has been installed as various park and parkway roads have been rehabilitated.

Signs

This is no record of historic park identification signs along the Grand Rounds. As a result of the Eckbo study, the MPRB adopted a uniform system of signage designed by Peter Seitz for the Grand Rounds that consisted of low, rustic wood markers installed at park and parkway entrances and major access points.[123]

The Grand Rounds Scenic Byway Interpretive Master Plan of 1999 introduced a new vocabulary of signage elements.[124] These include horizontal wood signs that identify parks, parkways, and various park elements; four-sided, pyramidal hip-roofed, wood-frame information kiosks; and painted, metal directional signposts at major intersections. These elements are being used throughout the Minneapolis park system, in addition to the Grand Rounds.

Sculpture and Other Commemorative Objects

For the most part, the MBPC and later the MPRB have not encouraged the installation of sculpture or other commemorative objects along the Grand Rounds or in the adjacent parks. The majority of the sculptures are located in the older and/or larger parks—Loring, Minnehaha, and Wirth. The majority of commemorative objects are in Loring Park and at Lake Calhoun. Commemorative plaques on boulders are placed in a number of locations along various parkways. The Peavey Fountain was installed by Lake of the Isles in 1891, and the Heffelfinger Fountain and Phelps Fountain were installed in Lyndale Park in 1945 and 1963, respectively.

Victory Memorial Parkway occupies a special place in this category. The parkway was deliberately designed to incorporate memorial markers by the memorial trees, the flagpole circle with its related markers, and the GAR Circle.

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[122] Eckbo et al., 6.00 – 6.05; Al Wittmann, "The Minneapolis Park and Recreation System, 1945–2000," unpublished typescript, 42; *Valued Places*, Site 2.
[123] Eckbo et al., 5.00 – 5.06; Wittman, 42–43; *Valued Places*, Site 2.
[124] David L. Dahlquist and Associates, "Grand Rounds Scenic Byway Interpretive Master Plan," 1999, sections 7 and 8, prepared for the MPRB.

PARKWAYS AND THE NOMENCLATURE OF THE GRAND ROUNDS

The pioneer landscape architects Frederick Law Olmsted and Calvert Vaux are credited with devising the concept of a parkway; they first used it as a two-word phrase. In their 1868 report to the Board of Commissioners of Prospect Park, Brooklyn, they called for a "series of ways designed with express reference to the pleasure with which they may be used for walking, riding, and driving of carriages; for rest, recreation, refreshment, and social intercourse." Olmsted and Vaux defined the parkway system as "a general scheme of routes of approach to and extensions from the [Prospect] Park, through the suburbs, in which the sanitary[,] recreative[,] and domestic requirements of that portion of the people of the city living at the greatest distance from the Park should be especially provided for." The accompanying "Plan of a portion of Park Way as proposed to be laid out from the eastern part of the city to the Plaza" illustrates a 260-foot-wide area with a central roadway, service roads, and pedestrian paths separated by plots of grass and six rows of trees. Historian David Schuyler points out that "such a street system would provide for the complete separation of commercial and recreational traffic, create shaded walks and tree-lined avenues, increase the desirability of neighboring lots as sites for middle-class houses, and act as a barrier to the spread of fire." [125]

The parkway concept was quickly carried to other cities in the United States, such as Buffalo, Boston, and Chicago, as they began to plan park systems.

When H. W. S. Cleveland presented his "Suggestions for a System of Parks and Parkways for the City of Minneapolis" to the MBPC in 1883, the term "parkway" was in fairly widespread circulation, although the term "boulevard" often appeared as a synonym. Cleveland himself used the terms interchangeably when he set forth his description of the system: "I have expressed to you my preference of an extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares. . . . I would urge the introduction of broad avenues planted with trees, as the best possible barrier against the spread of conflagrations, in any town exposed to such winds as prevail in a prairie country."

He followed with his recommendations of where and how to lay out these avenues: along the river, to and around the lakes, and from the center of the city to these natural features. "The general system I have thus endeavored to explain to you would comprise more than twenty miles of parkways, completely encircling the central portions of the city. More than three-fourths of this distance would lie within two miles of the business center of the city, and no part of it would be more than four miles distant. I know of no other city in the country possessing anything like such an extent of boulevards of such width except Chicago, and none of her's [*sic*] are less than four miles from the heart of the city at their nearest point." Interestingly, the parkways he suggested are labeled "proposed boulevard" on the plan that accompanied his report.[126]

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[125] David Schuyler, *The New Urban Landscape: The Re-definition of City Form in Nineteenth-Century America* (Baltimore: Johns Hopkins Press, 1986), 128–129. He quotes from the Olmsted and Vaux report and illustrates the parkway plan.

[126] H. W. S. Cleveland, *Suggestions for a System of Parks and Parkways for the City of Minneapolis* (Minneapolis: Johnson, Smith and Harrison, 1883), 6, 11. The report was reproduced in the MBPC's *First Annual Report of the Board of Park Commissioners*. It was also reprinted in Wirth, *Minneapolis Park System*, 27–35.

The Minnesota State Legislature approved legislation to establish the Minneapolis Board of Park Commissioners on February 27, 1883. On March 9, 1885, it adopted an "Act in Relation to Park Ways in the City of Minneapolis." While the act did not define "park ways," it transferred control and government of any existing parkways from the City Council to the board of park commissioners and gave the board control over new parkways, including new parkways outside city limits that continued existing parkways.[127]

Frederick Law Olmsted visited Minneapolis in 1886 and was given a tour of the new park system by board president Charles Loring. At Loring's request, he sent a letter to the board expressing his views on the duties of park commissioners in relation to parks and parkways. He set out to explain why parkways were different from standard city streets, decorated by squares and other public places, and why growing cities should not expand according to "old methods exclusively." Private land owners would act more in their own interests and not "what the permanent interests of the community as a whole demand." However,

> What are called parkways, if judiciously designed, are likely to become the stems of systems of streets which will be the framework of the permanent residence quarters of our cities in the future. The attractiveness of these quarters, the degree in which those engaged in the business of a city will find in them relief from the fatigues of their various occupations, and take pride and pleasure in the improvements that they may privately undertake in association with them, will be an element in the prosperity of cities of great importance.

Olmsted also urged the acquisition of land to create a large park, which he saw as crucial to providing "pleasing natural scenery," and praised the abilities of "Mr. Cleveland, so experienced and excellent a professional counselor."[128]

When the report of the Special Committee on Park Enlargement was issued on March 14, 1891, by park commissioners William W. Folwell, Jesse E. Northrup, and A. E. Allen, it made liberal use of the term "parkway" while also referencing some of the existing parkway features, many of which were called boulevards. It began: "As a general fact, the parks and parkways of our city now existing are parts of the general scheme thus suggested." It stated that the suggestions "are within the safe lines laid down by Mr. Cleveland in his first report. To him we justly and gladly refer the credit of this idea. Attention is invited in the first place to the extension and completion of a great parkway, which shall practically encircle the solid parts of the city, opening to the people walks and drives of great length, and forming the main framework of the park system. The character of such a parkway may be seen in the series of drives now extending from Central [Loring] Park by way of Kenwood Parkway to the Lake of the Isles, thence by Calhoun Terrace to Lake Harriet, and including the beautiful roads encircling that body of water. Another example may be found in that part of the Minnehaha Parkway lately graded and planted between the S.E. angle of Lake Harriet and the Lyndale road." The report went on to discuss how the system

[127] The Act is printed in the MBPC's *Second Annual Report of the Board of Park Commissioners, 1885*, 39–40. This act served as the legal basis for the MBPC to acquire land outside the corporate city limits.
[128] "Letter of Professor Olmsted," MBPC, *Fourth Annual Report of the Board of Park Commissioners, 1887*, 19–25. Also reprinted in Wirth, *Minneapolis Park System*, 34–38.

should be expanded, calling the features "parkways," and concluded "the circuit would now be complete. All quarters of the city would be within easy reach of the great encircling parkway, leading to and through the larger park areas." It recommended "a main encircling boulevard or parkway as described, connecting and passing through several of the larger park areas. For this feature the name 'The Grand Rounds' is suggested as a tentative and provisional designation."[129]

The MBPC has used a variety of names to refer to the parkways of the Grand Rounds, and it has changed the names over time. While "parkway' is the generic term, "boulevard' was the most common designation. The term "road" was appended to parkways by the Mississippi River for many years. Victory Memorial was the only "drive," a term which implies travel by vehicle along a scenic road. When Wirth used the term "driveway," it was usually in conjunction with a road inside a park. His park history uses the names in effect at the time of his writing (1945).

In 1928, the Playground and Recreation Association of America, in cooperation with the American Institute of Park Executives, published a two-volume study, *Parks: A Manual of Municipal and County Parks* that explored the design, construction, and management of parks throughout the United States. The study was directed and edited by L. H. Weir; Wirth was a member of the study committee. One section discusses boulevards and parkways, which are broadly classified as wide pleasure drives through planted and landscaped lawns.

Frederick Law Olmsted, Jr., described four types of parkways, two of which are found in the Grand Rounds system:

> An elongated park, the dominant purpose of which is to connect two or more broader parks in such a way that people may pass from one to another under pleasant conditions without any appreciable sense of interruption of the parklike environment, without feeling that they have got out of a satisfactory park into something quite different before getting back again.
>
> A type of parkway which includes considerable widths of ground treated in a more or less parklike way with turf and plantations and often with water in the form of a stream or ponds or lakes, and in which the main aesthetic interest centers in these parklike features regardless of the adjoining private buildings, but in which no deliberate attempt is made, as it is in parkways of the first type, to effect so complete a separation between the abutting private buildings and those who drive along the parkway that the former are unnoticeable and the users of the parkway might feel they have got inside of a park of indefinite extent.[130]

The park board retained the mixed used of parkway terminology until 1968. That year, under the direction of park superintendent Robert Ruhe, the MPRB adopted a policy of giving all parkways that designation, instead of boulevard, road, or drive. Still, several exceptions remain: Linden Hills Boulevard, The Mall, and Kings Highway. The Eckbo study's recommendation that these entities be removed from the jurisdiction of the park board was not followed.

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[129] The report was published in the MBPC's *Eighth Annual Report, 1890*. It is reprinted in Wirth, *Minneapolis Park System*, 113–117.
[130] Weir, I: 213–215.

THE MAKERS OF THE GRAND ROUNDS

Many people helped the Grand Rounds come to fruition and cultivated the system over the years, but several stand out, either as advocates for the Minneapolis park system or as designers and planners of its components.

The Advocates

Charles M. Loring (1832–1922) has rightly been called the "father of the park system of Minneapolis."[131] Born in Portland, Maine, he came to Chicago in about 1856 to work in a wholesale house, then moved to Minneapolis in 1860 in search of a more healthy climate. In Minneapolis, he continued his merchandising career, then expanded into milling and real estate development, amassing a respectable fortune. Loring soon became involved in civic affairs for the purpose of bettering his adopted city. As early as 1864, he began advocating for public parks, despite the reluctance of city officials to spend the money to buy land.



Charles M. Loring
Minnesota Historical Society Collections

When the MBPC was established in 1883, Loring was elected as its first president. At Loring's urging, Horace Cleveland was invited to present his plan for a city park system to the board and was subsequently commissioned for several of the early park designs, including Central Park and Riverside Park. In the absence of a full-time superintendent, Loring supervised the construction of Central Park himself. Central Park was renamed Loring Park in 1890.[132]

Loring served as president of the board until the end of 1890. According to Folwell, "During that period the wise policy was adopted of acquiring by purchase or gift, of which there were admirable examples, lands suitable for park purposes and little else. The result was a splendid outline plan, to be developed later, which included features that have won the Minneapolis park system wide fame and praise. . . . Among the greater projects were the preservation of the shores of Lakes Harriet and Calhoun and of the Lake of the Isles and Cedar Lake from desecration by the building of encircling parkways; the building of Kenwood Parkway from Loring Park to the Lake of the Isles over commanding heights; the construction of Minnehaha Parkway following the creek of that name for five miles to Minnehaha Falls; and the acquisition of more than a hundred acres about those falls and of the wooded banks of the Mississippi for many miles."[133]

As a member of the American Park and Outdoor Art Association, Loring was an enthusiastic advocate for park issues. The organization held its annual meeting in Minneapolis in 1898. Loring also lectured widely on issues pertaining to parks and horticulture. Loring was again a

[131] William Watts Folwell, *A History of Minnesota,* rev. ed. (Saint Paul: Minnesota Historical Society, 1956), 4: 429.
[132] Folwell, *History of Minnesota*, 4: 428–429 and note 62. Wirth, *Minneapolis Park System*, 46, describes Loring's work on Central Park.
[133] Folwell, *History of Minnesota*, 4: 429.

member of the MBPC between 1903 and 1906, and was instrumental in inviting Theodore Wirth to succeed William M. Berry as superintendent. Loring funded the pavilion shelter by the lake in Loring Park, built in 1906. A long-time advocate for street trees, Loring was honored by the marking of the Loring Elm in Loring Park on Charles M. Loring Day, May 28, 1916. At that time, a bronze marker was placed on one of the first elm trees planted in the park in 1885. In 1917, he funded the construction of the Loring Cascade in Glenwood Park. Working with Wirth, he funded the installation and maintenance of the memorial trees along Victory Memorial Drive, which was dedicated on June 11, 1921, less than a year before Loring's death. His widow, Florence Barton Loring, dedicated a bronze tablet on a boulder at the intersection of Godfrey Road (now Godfrey Parkway) along the north side of Minnehaha Park and River Road West (now West River Parkway), on December 5, 1923. The boulder was relocated to Loring Park in front of the pavilion when Godfrey Parkway was reconfigured in conjunction with rehabilitation work at Minnehaha Park.[134]

Three years after his death, Loring was extolled by a writer for the *New York Times*: "Minneapolis had no parks, but Minneapolis had Charles M. Loring. To the general question, 'Why have parks with the woods so near?' he replied: 'You are destroying your woods, and if you don't build parks your children will sicken and suffer. Bricks and mortar make no lung food.'" The writer also compared Loring to Andrew Haswell Green, the long-time administrator and advocate for the New York park system, and commended Loring for hiring Theodore Wirth, because –Loring realized that you cannot make parks useful without trained park executives, and that the care and satisfactory maintenance of parks is more difficult than their construction."[135]

William Watts Folwell (1833–1929) had a long, illustrious, and varied career and he played a crucial role in the creation and expansion of the Minneapolis park system. Born in New York State, he trained for an academic career and served in the Army of the Potomac, building bridges and fortifications during the Civil War. After serving as a professor of mathematics and civil engineering at Kenyon College, he was elected as president of the University of Minnesota in 1869, a position he held for fifteen years. While president, he became familiar with the work of H. W. S. Cleveland through family connections. At Folwell's invitation, Cleveland lectured in both Minneapolis and Saint Paul on "Landscape Gardening as Applied to the Wants of the West" in February 1872. Folwell also helped Cleveland obtain the commission to develop the first campus of the university, starting in about 1875 and continuing to 1892.[136]



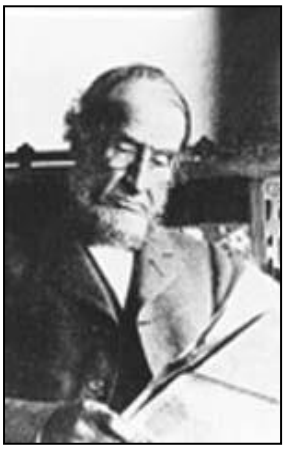
William Watts Folwell
Minnesota Historical Society Collections

[134] Ibid., 430–433; Wirth, *Minneapolis Park System*, 144–146, 166, 175–176; MBPC, *Fifty-second Annual Report, 1934*, 64; *Parks, Parkways and Playgrounds of Minneapolis* (Minneapolis: Board of Park Commissioners, 1942), 50. See also Charles M. Loring Papers, Scrapbooks, Minnesota Historical Society; and *Dictionary of American Biography*, s.v. "Loring, Charles Morgridge."
[135] W. B. Van Ingen, "Minneapolis Parks Sell Recreation at Cost Price," *New York Times*, May 3, 1925. Andrew Green founded the American Scenic and Historic Preservation Society, which gave Wirth a medal in 1933.
[136] *Dictionary of American Biography*, s.v. "Folwell, William Watts"; *American National Biography*, s.v. "olwell, William Watts"; Neckar, "Fast-Tracking Culture," 82–83.

After leaving the presidency, Folwell remained at the university as a librarian and professor of political science and was active in civic affairs. He was a member of the board of park commissioners between 1889 and 1907 and was president from 1895 to 1903. In 1890, he headed the Special Committee on Park Enlargement, along with Jesse E. Northrup and A. E. Allen, which issued its report on March 14, 1891. That report first used the phrase the "Grand Rounds" and outlined a system of parkways that would encircle the city and pass through several large park areas. The idea was enthusiastically adopted and promoted as the policy of the board.[137]

Following his retirement from the university, Folwell dedicated himself to writing a comprehensive and critical history of the state of Minnesota based on extensive research in original sources. It was published in four volumes by the Minnesota Historical Society between 1921 and 1930.[138]

The Designers



H. W. S. Cleveland

Horace William Shaler Cleveland (1814–1900), a pioneer landscape architect and contemporary of Frederick Law Olmsted, was born in Massachusetts. He was educated in an innovative school that emphasized landscape study and observation and was managed by his mother. He spent five years with his family in Cuba and worked as a surveyor in the Midwest in the 1830s. In the early 1840s, he established himself as a scientific farmer in New Jersey. When he moved back to Massachusetts in 1854, he began a practice in landscape and ornamental gardening with Robert Morris Copeland. An early commission was the Sleepy Hollow Cemetery (1855) in Concord, Massachusetts, designed to be sensitive to the existing landscape and connected to various public spaces. In 1856, they proposed a plan for Boston parks that would connect the Boston Common and Public Garden to the periphery of the city by Commonwealth Avenue. That same year, Copeland and Cleveland wrote a pamphlet, "A Few Thoughts on the Central Park," for New York. Copeland submitted a plan for the park in 1857, although that commission went to Olmsted and Vaux. The partnership of Copeland and Cleveland ended before the Civil War.[139]

Cleveland worked for Olmsted and Vaux in the 1860s on the construction of Prospect Park in Brooklyn. In 1869, he moved to Chicago to pursue opportunities for a career as a "landscape gardener" in the West, working and writing as H. W. S. Cleveland. That year he wrote *The*

[137] Wirth, *Minneapolis Park System*, 113–117, publishes the complete report.
[138] The last volume contains engaging accounts of several influential Minnesotans, including Charles M. Loring. Much of the research that serves as the basis for his work is in the William Watts Folwell and Family Papers, Minnesota Historical Society.
[139] *Pioneers of American Landscape Design*, ed. Charles A. Birnbaum and Robin Karson (New York: McGraw-Hill, 2000), s.v. "Cleveland, Horace William Shaler"; Daniel J. Nadenicek and Lance M. Neckar, "Introduction to the Reprint Edition," in H. W. S. Cleveland, *Landscape Architecture as Applied to the Wants of the West; with an Essay on Forest Planting on the Great Plains* (1873; repr., Amherst: University of Massachusetts Press, 2002).

Public Grounds of Chicago: How to Give Them Character and Expression. He also formed a loose partnership with William Merchant Richardson French, a civil engineer and brother of Daniel Chester French, the sculptor. Together they designed cemeteries and suburban communities. In 1872, Cleveland was hired by the Chicago South Parks Commission to execute and refine the plans of Olmsted and Vaux for Jackson Park and Washington Park.[140]

Cleveland's 1872 talk in Minneapolis and Saint Paul, "Landscape Architecture as Applied to the Wants of the West," was influential in gaining him commissions in Minnesota, including a plan for a park system in Saint Paul, although work was delayed by the financial panic of 1873. The talk was published as a book in 1873. Cleveland also laid out plans for Oakland Cemetery in Saint Paul, the suburban community of Saint Anthony Park (now a part of Saint Paul), the grounds of the Whipple School in Faribault, and the campus of the University of Minnesota.[141]

The establishment of the MBPC in 1883 finally gave Cleveland the opportunity to create a comprehensive park plan for the city. His *Suggestions for a System of Parks and Parkways for the City of Minneapolis* set forth his "preference [for] an extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares," that would capitalize on the city's natural features. This approach guided the early agenda of the MBPC. Loring Park, Riverside Park, Kenwood Parkway, and portions of the parkways along Lake Calhoun and Lake Harriet, were all carried out as part of Cleveland's plan. Cleveland moved to Minneapolis in 1886 where he could give more attention to local work. In 1888, Cleveland addressed the Minneapolis Society of Fine Arts (again under the aegis of Folwell, who was the president) on "The Aesthetic Development of the United Cities of St. Paul and Minneapolis," urging the development of a comprehensive park system for the two cities that would be focused on the Mississippi River and Minnehaha Park. At that time, the purchase of the Minnehaha Falls site was under consideration by the MBPC; the purchase was finalized in 1889. The year before, Cleveland had received the commission to plan the grounds and setting of the Minnesota Soldiers' Home, located east of Minnehaha Creek and the proposed park site.[142]

The address to the Society of Fine Arts provided one of Cleveland's most repeated statements:

> I would have the city itself such a work of art as it may be the fitting abode of a race of men and women whose lives are devoted to a nobler end than money-getting, and whose efforts shall be inspired and sustained by the grandeur and beauty of the scenes in which their lives are passed. Nature offers such advantages as no other city could rival and such as if properly developed would exhibit the highest attainment of art in appropriating the natural elements on which all art is founded.[143]

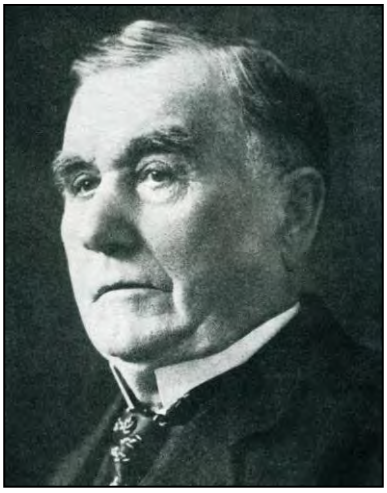
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[140] See above note. Neckar, "Fast-Tracking Culture," 80; William H. Tishler, "Horace Cleveland: The Chicago Years," 32–35, in *Midwestern Landscape Architecture*, ed. William H. Tishler (Urbana, Ill.: University of Illinois Press, 2000).
[141] Neckar, "Fast-Tracking Culture," 83–85.
[142] Cleveland, *Suggestions for a System of Parks*, 28–34; H. W. S. Cleveland, *The Aesthetic Development of the United Cities of St. Paul and Minneapolis* (Minneapolis, 1888); Nadenicek and Neckar, "Introduction," xlv–xlvi; *First Annual Report of the Board of Trustees, Minnesota Soldiers Home* (1888), 7–9.
[143] Cleveland, *Aesthetic Development*, 13.

Two of Cleveland's biographers see his plans for Minnehaha Park as his signature landscape for the Minneapolis park system: "Sympathetic with the iconic power of the natural landscape around the falls, Cleveland hoped to communicate its richness through the organic design of what was then the region's largest park." Further, "Minnehaha Park served two important purposes: at one level it largely completed Cleveland's park system by linking the southern extent of the system hydrologically and recreationally to the Mississippi River; and as an individual park, the unembellished design, dotted with existing native flora, stood as a symbol of nature—the very nature under siege by the movement of civilization itself."[144] However, changes to the park over the course of 120 years have made it far from an "unembellished design."

Cleveland's son Ralph practiced with him in Minneapolis for a number of years, but they returned to Hinsdale, Illinois, in the mid-1890s. At the urging of Loring, Cleveland wrote a paper, "The Influence of Parks on Children," for the 1898 American Park and Outdoor Art Association meeting. After his death in 1900, he was buried in Lakewood Cemetery in Minneapolis.[145]

The MBPC continued to evoke Cleveland and his legacy as the basis for its work. When Folwell and his committee devised the concept of the Grand Rounds, they saw it as a continuation of Cleveland's plan. Newspaper articles, as well as reports and other documents prepared by the MBPC, regularly cited Cleveland's park plan. His talents were extolled in the 1898 annual report: "It was the great good fortune of Minneapolis to secure the services of one of the masters of American park designing, Mr. H. W. S. Cleveland, and to enjoy the advantages of his experience, taste and skill, until his powers were exhausted by age and disease." In 1948, the park boards of Minneapolis and Saint Paul, the Minnesota Historical Society, the Hennepin County Historical Society, and the Saint Anthony Park Area Historical Association joined forces to place a marker on Cleveland's grave that was inscribed: "Pioneer American landscape architect whose vision, reaching far beyond his time, lives in the rivers and parkways of the Twin Cities. They are his true monument!"[146]



William M. Berry
Wirth, Minneapolis Park System

William Morse Berry (1826–1920) served for over twenty years as the first full-time professional superintendent of the Minneapolis park system. Born in Maine and a former ship's captain, Berry had established himself in Chicago by 1872 when he began working, under Cleveland, as superintendent for the development and execution of Drexel Boulevard, Washington Park, and other parks for the South Parks Commission. Cleveland recommended to Loring that Berry be hired as park

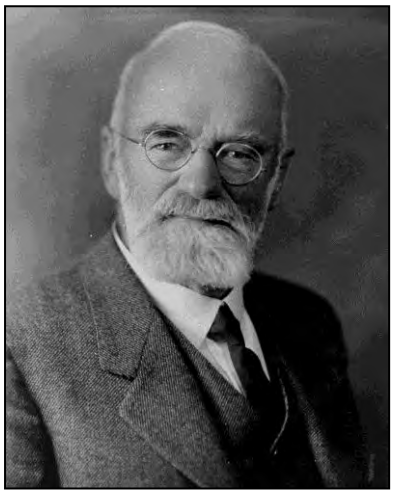
[144] Nadenicek and Neckar, "Introduction," xliii, xlvi.
[145] Ibid., xlix.
[146] MBPC, *Fourteenth Annual Report, 1898*, 26–27; "Local Societies at Work," *Minnesota History* 30 (March 1949): 77. See also Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge: Belknap Press of Harvard University Press, 1971), 316–317. The first extended discussion of Cleveland is by Theodora Kimball Hubbard, "H. W. S. Cleveland: An American Pioneer in Landscape Architecture and City Planning," *Landscape Architecture* 20 (January 1930): 92–111.

superintendent in Minneapolis, and Berry took up the position on April 1, 1885. He served until January 22, 1906.[147]

Cleveland praised Berry in 1890, "whose capacity as a constructor our present parks afford abundant evidence, and whose economy and intelligent administration are so well known to our citizens as to need no testimony from me." Earlier that year, Cleveland's letter to *Garden and Forest* on park construction had explained the importance of a good park superintendent, based on his personal experiences. Not only must the park superintendent be a good manager, "he must be sufficiently familiar with park construction to appreciate the general effects intended by the design, and in directing the work of grading and road making, as well as in planting or removing trees, opening up woods, etc., he must work with steady and intelligent purpose to develop these ideas."[148]

Folwell wrote in 1901: "Fully sympathizing with the views and tastes of Mr. Cleveland, Mr. Berry rapidly produced admirable results at very moderate cost." When Theodore Wirth began his duties as superintendent, he specifically asked for an overlapping period of time so he could learn on site from Berry. He described a tour of the park system with Berry in a horse-drawn sleigh. In 1916, ten years after Barry's retirement, Interlachen Park was renamed in his honor. It was one of the parks he had developed. After Berry's death, Loring wrote a note on a copy of a newspaper obituary: "One of Natures [*sic*] Noblemen Minneapolis owes much to him for its attractive streets and parks. C. M. Loring."[149]

Warren Manning (1869–1938) was part of a younger generation of landscape architects who received much of his training from the Olmsted firm between 1888 and 1896. Like many of his predecessors, he was a New Englander, born in Massachusetts. When he set up his own firm in 1896, he was able to use his previous contacts from clients and sites in the Midwest to gain work in Illinois, Wisconsin, and Minnesota. He was also one of the founders of the American Park and Outdoor Art Association (APOAA) in 1897 and helped bring the annual meeting to Minneapolis in 1898. (Loring was president of the organization in 1899 and 1900.) Through the APOAA and well-connected clients like Frank Peavey, Manning cultivated relationships with Loring and Folwell and obtained a commission in 1899 to develop a plan for the "East Side Park" on the bluff and river flats by the University of Minnesota, now part of East River Parkway. He was also asked to make a study of the park system and recommend future improvements. He focused his attention on several



Warren Manning
Stanhywet.com

[147] Neckar, "Fast Tracking Culture," 80–82; Wirth, *Minneapolis Park System*, 46, 205.
[148] H. W. S. Cleveland to William Folwell, handwritten letter, October 22, 1890, William Watts Folwell and Family Papers, Minnesota Historical Society; H. W. S. Cleveland, "Park Construction," *Garden and Forest* 3 (March 12, 1890): 129.
[149] [William W. Folwell], "To the Honorable Board of Park Commissioners," handwritten notes, 1901, William Watts Folwell and Family Papers, Minnesota Historical Society. The Loring quote can be found in Neckar, "Fast-Tracking Culture," note 55. Berry died in Chicago at the age of 92.

components: Lyndale Park (apparently called Interlachen Park in his original report), the Eastside Park, and Powderhorn Park (envisioned by Cleveland, but not a part of the Grand Rounds). In 1900, he issued his "Report on the Minneapolis Parks," which also contained a proposal for work along Minnehaha Creek and in Minnehaha Park. He repeated Cleveland's vision for the park system, and added, "There is a commercial value to beauty which is appreciated in one form or another by every individual." He then drew up more detailed plans for these projects, as well as planting plans for the pavilion area at Lake Harriet and for Loring Park. Because of financial difficulties, the work was not carried out.[150]

Despite the lack of executed work, Manning still influenced the shape of the Grand Rounds and helped the board keep an overall and conscious design sensibility.[151]

Theodore Wirth (1863–1949), successor to William M. Berry as superintendent to the MBPC, served in that position from 1906 through 1935 and became the single most important professional figure in the realization of the Grand Rounds in the Minneapolis park system. Wirth, born in Winterthur, Switzerland, graduated from the equivalent of high school there. Because he wanted to become a landscape gardener, he served a three-year apprenticeship with a private Swiss firm and took a six-month engineering course at the *Technikum* in Winterthur. While working for one of the foremost landscape gardeners in Switzerland, he helped with the planning and execution of the grounds of the National Exhibition in Zurich in 1883. He then spent two and a half years in London and one and a half years in Paris, furthering his experience in landscape work.[152]



Theodore Wirth
Minnesota Historical Society Collections

Seeking further opportunities, he immigrated to the United States, arriving in New York on April 15, 1888. Shortly after his arrival he was hired as a gardener in the New York City Parks Department, working in Central Park under Superintendent Samuel Parsons. Moving into the field of construction, he worked under J. F. Huss, director of construction, and became construction foreman, working on

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[150] *Pioneers of American Landscape Design*, s.v. "Manning, Warren Henry"; Neckar, "Manning," 147–150; Wirth, *Minneapolis Park System*, 68; Roise and Gardner, "Making the City Itself a Work of Art," 14–15. Neckar cites Manning's "Record of Undertakings," Manning Collection, for the specifics of the Minneapolis park commissions. Neckar also gives the location of Interlachen Park and states the name was later changed to Lyndale Park. The two park sites (Interlachen and Lyndale) are contiguous. The present-day William Berry Park (originally Interlachen Park) predates the development of Lyndale Park.

[151] Landscape architect Charles H. Ramsdell, a resident of the Prospect Park neighborhood, was Manning's local representative. See *Catalog of the First Annual Exhibition of the Minneapolis Architectural Club, 1909, in the Galleries of the Builders' Exchange, April 17 to May 3, 1909*. According to Neckar, Ramsdell trained in Manning's Minneapolis office. ("Manning," 157, note 4.) Ramsdell supplied information about Cleveland's Minnesota work to Theodora Kimball Hubbard, one of Cleveland's early biographers.

[152] Theodore Wirth, letter to Frederick Law Olmsted, Jr., January 1, 1904, Wirth Family Manuscripts [hereafter WFM], Box 2, Minneapolis Collection, Hennepin County Central Library. In this letter, he writes that he wanted to become a gardener. He also writes: "My foundamental [*sic*] professional education is based on practical gardening, and same has been assisted by theoretical education and self-observation, during my professional life in latter years. I strongly believe that the landscape gardener or architect should be a good gardener."

Morningside Park. He was fired in 1891 after three years because of a change in the city administration and local politics. Going into business for himself, he worked on private estates and cemetery landscape plans in New Jersey, Connecticut, along the Hudson, and on Long Island. He also worked for a time on the construction of the Niagara Falls Park, a design of the Olmsted firm. (He may have encountered Warren Manning on that project.) While working on Long Island, he met F. G. Mense, superintendent of the George W. Perkins estate at Glen Cove. On June 17, 1895, Wirth married Leonie A. Mense. The following spring Wirth was appointed superintendent of the newly created Hartford, Connecticut, park commission, where he carried out the plans of landscape architects Olmsted and Eliot.[153] Among Wirth's accomplishments in Hartford was the design and construction in 1903 of Elizabeth Park, which contained the first municipal rose garden in the United States.[154]

After Berry announced he would retire at the end of 1905, Charles Loring headed the committee that looked for a replacement. He invited Theodore Wirth to visit Minneapolis in June 1905, then offered him the position of superintendent. Wirth assumed his new duties on January 10, 1906, initially spending time with Berry to learn the details of the system. Christian Bossen, Wirth's clerk in Hartford, accompanied him to Minneapolis to serve in a similar position.[155] Less than a month on the job, Wirth issued his first report to the board of park commissioners in which he recommended creating more playground and recreation spaces in the parks; removing fences and unnecessary signs; systematically improving street trees on public thoroughfares; undertaking special forestry work in the parks; enlarging the nursery for the cultivation of planting materials; removing a menagerie from Minnehaha Park; establishing a repair shop; revising the accounting system; and adopting business methods in every department. He wanted to benefit the city's children and make the parks accessible to the people.[156]

When Wirth arrived in Minneapolis, the park board had about 1,800 acres of land under its jurisdiction. By the time he retired in 1935, that number had grown to about 5,200. His initial goal, though, was to improve what already existed. In 1907, responding to the tremendous interest in enhancing the Chain of Lakes, Wirth began dredging projects, rebuilding shoreline and excavating channels between the lakes. When the channel linking Lake Calhoun and Lake of the Isles was completed in 1911, the event was marked by a weeklong celebration.[157] On a smaller scale, Wirth laid out and planted the country's second municipal rose garden in a public park, in this case, Lyndale Park.[158]

While initial park development had been focused on the southwestern part of the city, one of Wirth's goals was to extend the Grand Rounds northward by acquiring land north and west of Cedar Lake, constructing Cedar Lake Boulevard, and creating Glenwood Parkway in an expanded Glenwood Park and Glenwood-Camden Parkway. The latter was christened Victory

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[153] Frederick Law Olmsted, Jr., John Charles Olmsted, and Charles Eliot, respectively the son, stepson/nephew, and longtime associate of Frederick Law Olmsted, Sr., headed the successor firm.
[154] James F. Kiely, "Theodore Wirth—Pioneer in Park Planning," *Recreation*, April 1937, 1–4. The Wirth family occupied an official superintendent's residence in Elizabeth Park.
[155] Berry's term did not expire until January 22, 1906, and Wirth desired the overlap. See Wirth to Loring, November 15, 1905. The issue of the clerk is discussed in a letter of October 18, 1905, from Wirth to Loring.
[156] *Minneapolis Journal*, February 6, 1906, 9.
[157] Wirth, *Minneapolis Park System*, 94–96.
[158] MBPC, *Twenty-fifth Annual Report, 1907*, 31, and *Twenty-sixth Annual Report, 1908*, 30.

Memorial Drive in 1921 in honor of residents of Hennepin County who had died in World War I. Glenwood Park was enlarged from its original 60 acres to 681 acres in several phases between 1907 and 1917. The park contained the city's first municipal golf course, complete with a clubhouse called the Chalet, which was designed by Magney and Tusler and built in 1922. Saint Anthony Boulevard, extending from the Mississippi River through Columbia Park to the eastern border of the city, was officially opened in 1924.

In the southern part of Minneapolis, the swamplands of Lake Amelia and Rice Lake were acquired and transformed into Lake Nokomis and Lake Hiawatha by dredging and landscaping. Minnehaha Parkway was paved and developed, and work continued at Minnehaha Park. Although not part of the Grand Rounds, work continued on Powderhorn Park into the 1920s.[159]

After the completion of the Wirth House and Administration Building (NRHP) at the southwest corner of Lyndale Farmstead in the fall of 1910, Wirth oversaw and planned the work of the park system from this location. He had a private office at the northwest corner of the basement, immediately adjacent to the drafting room for the landscape architects, planners, and engineers under his supervision. This location also gave him ready access to the system's maintenance and horticultural operations that were located at the north end of Lyndale Farmstead.

When Wirth retired on November 30, 1935, he was given the title superintendent emeritus, and he and his wife were allowed to stay in the residence. As noted by members of the standing committee on finance: "Fortunately for this Board, Mr. Wirth's heart and soul is in park work; it has always been his hobby as well as his profession. It can be seen from the foregoing that relieved of his responsibilities as active Superintendent and supplied with the necessary facilities, he will be enabled to carry on in a leisurely fashion such studies for the benefit of this Board and for the park movement in general."[160] Wirth devoted much of his time to writing his definitive history, *Minneapolis Park System, 1883–1944*. Throughout this account, Wirth regularly extolled the work of Cleveland, the creation and extension of the Grand Rounds, and the accomplishments of the MBPC.[161]

In 1933, the American Scenic and Historic Preservation Society presented Wirth its Cornelius Amory Pugsley medal, which was inscribed: "Theodore Wirth who developed the municipal park system of Minneapolis into one of the chief recreation centers of the Northwest."[162] Other medals and honors followed during his retirement years. The city of Hartford and the American Rose Society presented him with medals in 1938 in recognition of his establishment of the country's first municipal rose garden.[163] In the same year, Glenwood Park was renamed Theodore Wirth Park in recognition of his extensive contributions to its design.[164] Wirth died in

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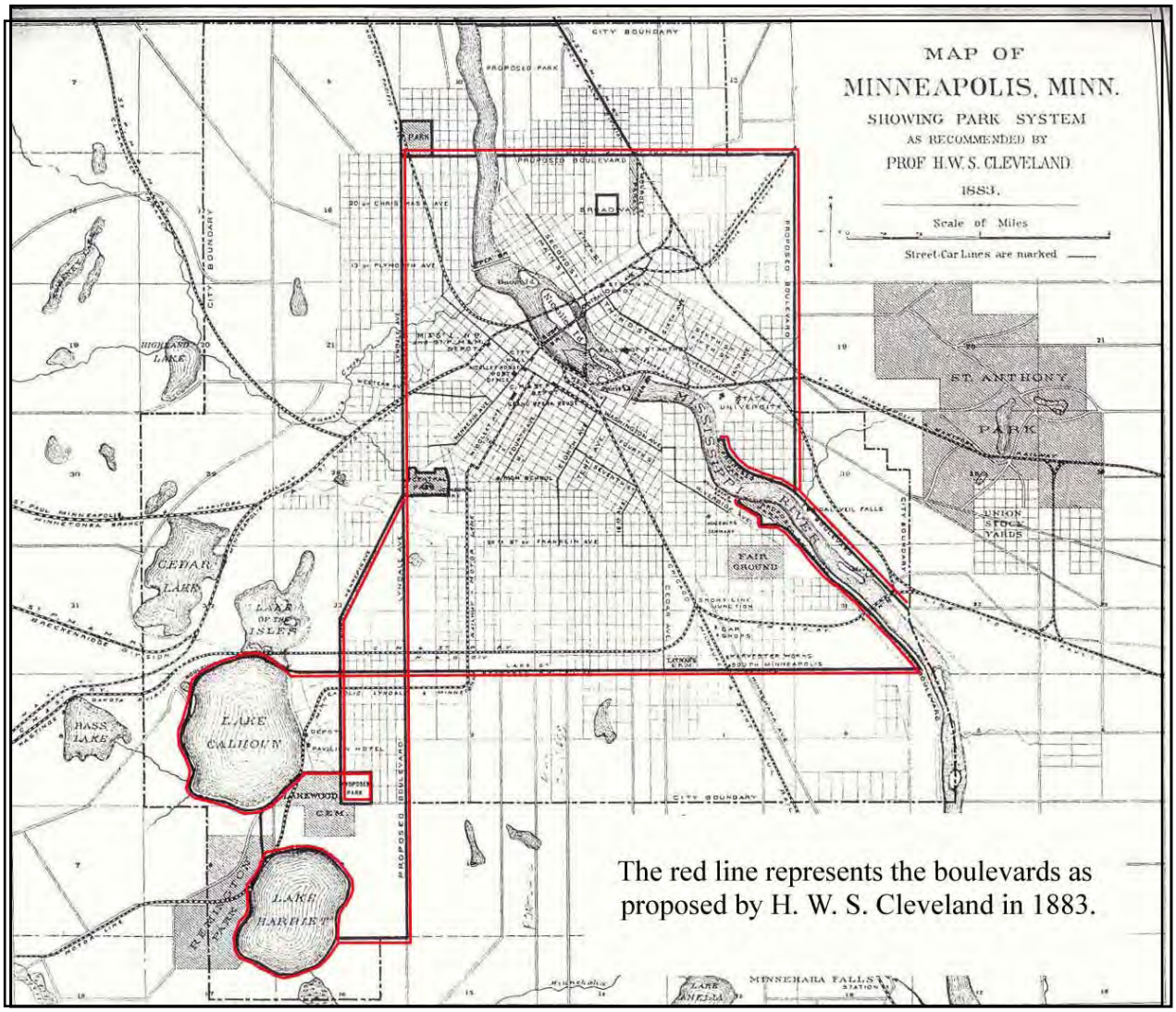
[159] Roise and Gardner, "Making the City Itself a Work of Art," see the annual report citations in note 61; Wirth, *Minneapolis Park System*, 62, 90–92, 96–99, 122–123.
[160] Standing Committee on Finance, letter to Board of Park Commissioners, April 17, 1935, MPRB Archives.
[161] In the foreword, 8, he wrote: "It is here in the quiet of my home office, in years gone by I accomplished most of my planning, design, and preparation of reports, that I am writing this retrospective story of our park system—renewing my knowledge of events preceding my association with the Board and enjoying my reminiscences of happenings during that association."
[162] A photograph of the medals Wirth received is in the possession of the Minneapolis Parks Legacy Society.
[163] *Minneapolis Tribune*, June 21, 1938.
[164] *Minneapolis Star*, Sept. 9, 1938; MBPC, Resolution, September 7, 1938, available in MPBC Archives.

La Jolla, California, on January 29, 1949. Funeral services were held on February 4 at Lakewood Cemetery in Minneapolis, just west of the building where he lived and worked so many years. The park board designated that day as "Theodore Wirth Day" and attended the funeral as a group. It adopted a resolution that stated: "His life's work, always in harmony with nature, is finished, but those things of lasting beauty and benefit which our citizens will continue to enjoy are memorials in his honor that will live on with Minneapolis for years to come."[165]

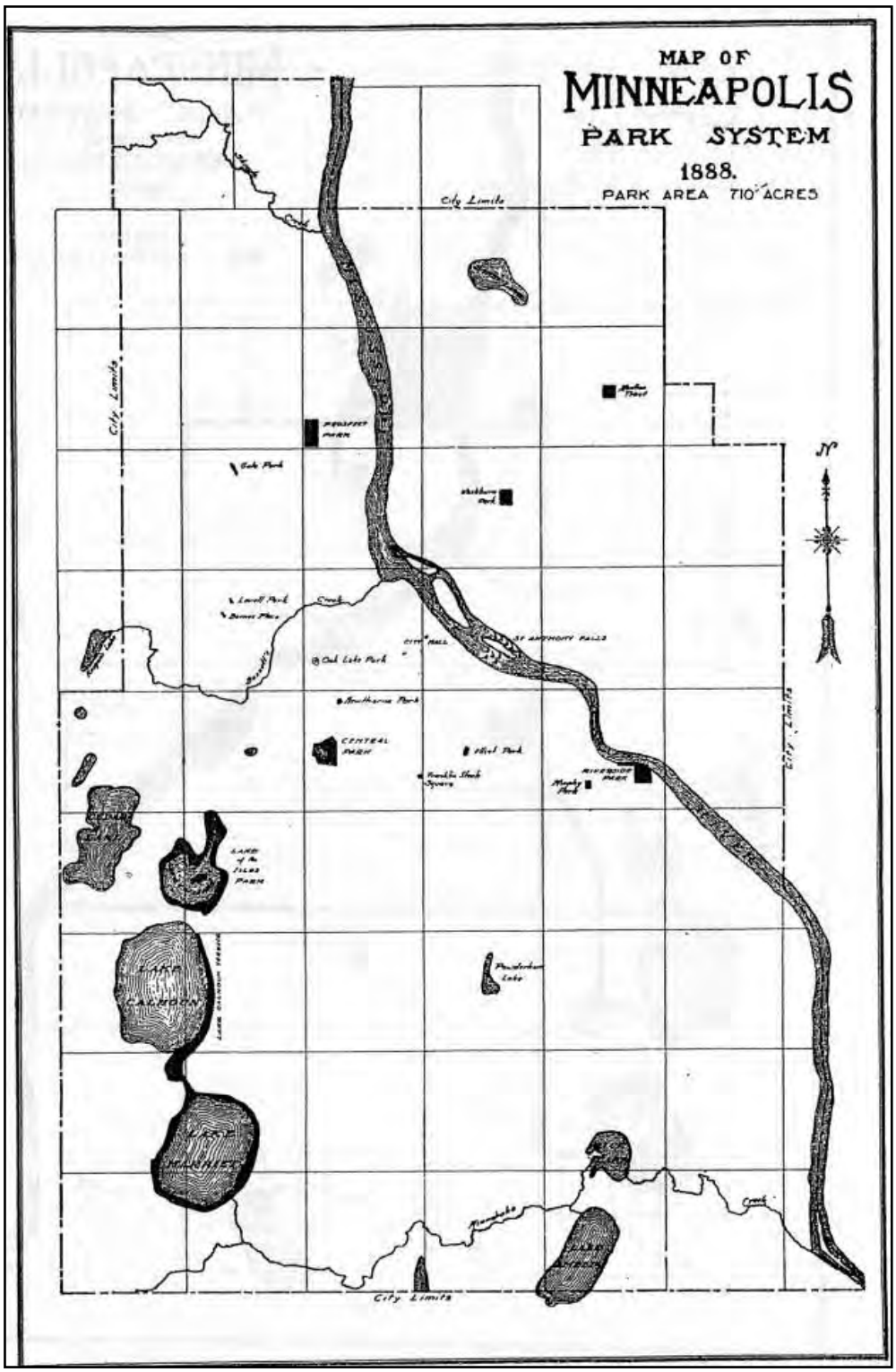
Glenwood-Camden Parkway was renamed Theodore Wirth Parkway in 1968 as part of the MPRB's effort to unify the names of the parkways. The Wirth House and Administration Building was listed in the National Register of Historic Places in 2002. The Minneapolis Parks Legacy Society commissioned a bronze sculptural group of Theodore Wirth holding a master plan for the park system, flanked by playing children. Executed by sculptor Bill Rains, the Theodore Wirth Interpretive Statue Garden, was installed in 2004 in front of the Chalet in Wirth Park, according to a landscape plan by Theodore J. Wirth, Theodore Wirth's grandson.[166]

[165] MBPC, Resolution, February 2, 1949, available in MPRB Archives; *Minneapolis Tribune*, February 3, 1949.
[166] *The M.P.L.S. Mirror* 2 (Summer–Fall 2004) describes the commissioning, execution, and installation of the statues. See also Tim Harlow, "Ted J. Wirth Followed Grandfather's Steps."

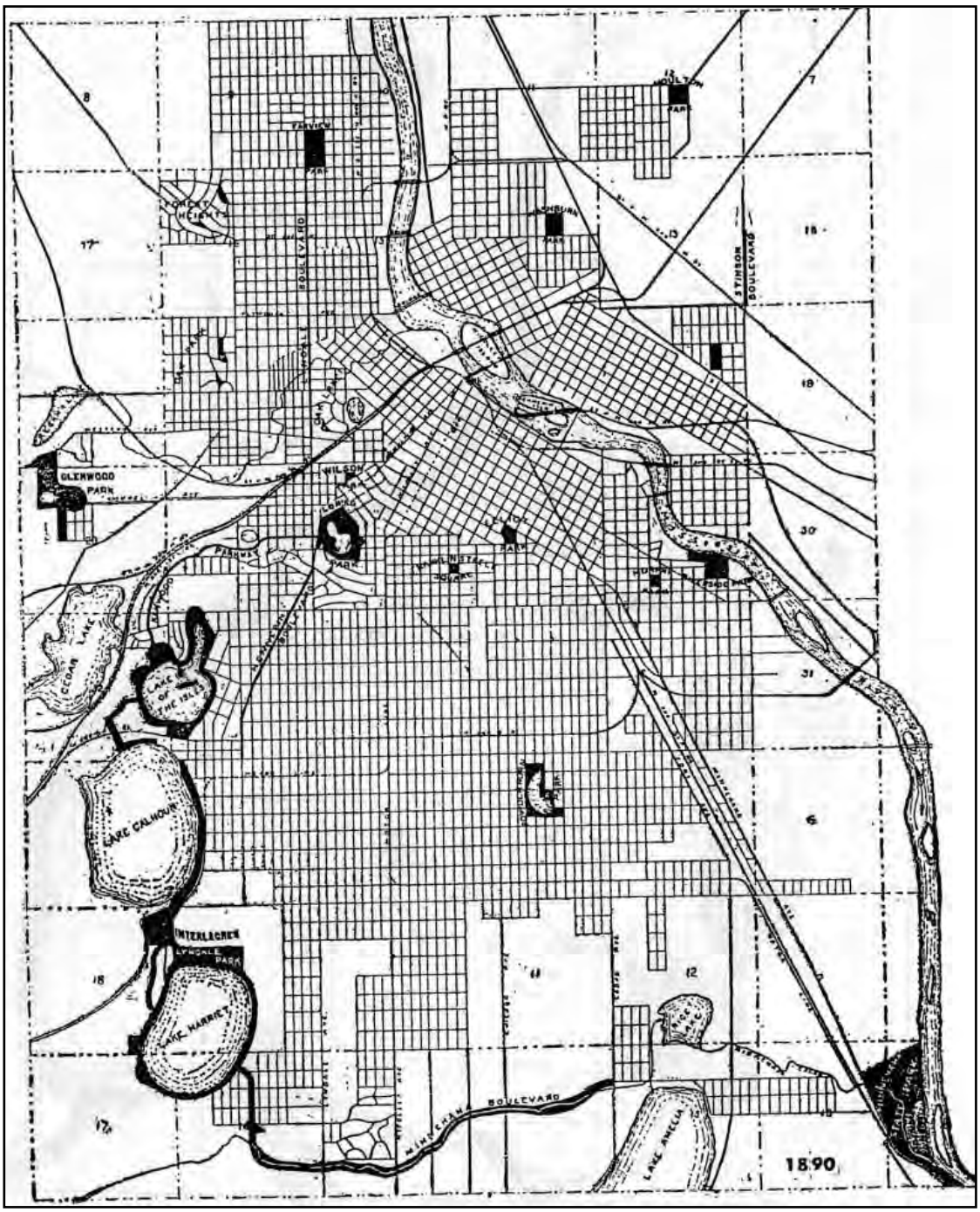
MAPS OF THE MINNEAPOLIS PARK SYSTEM, 1883–1943



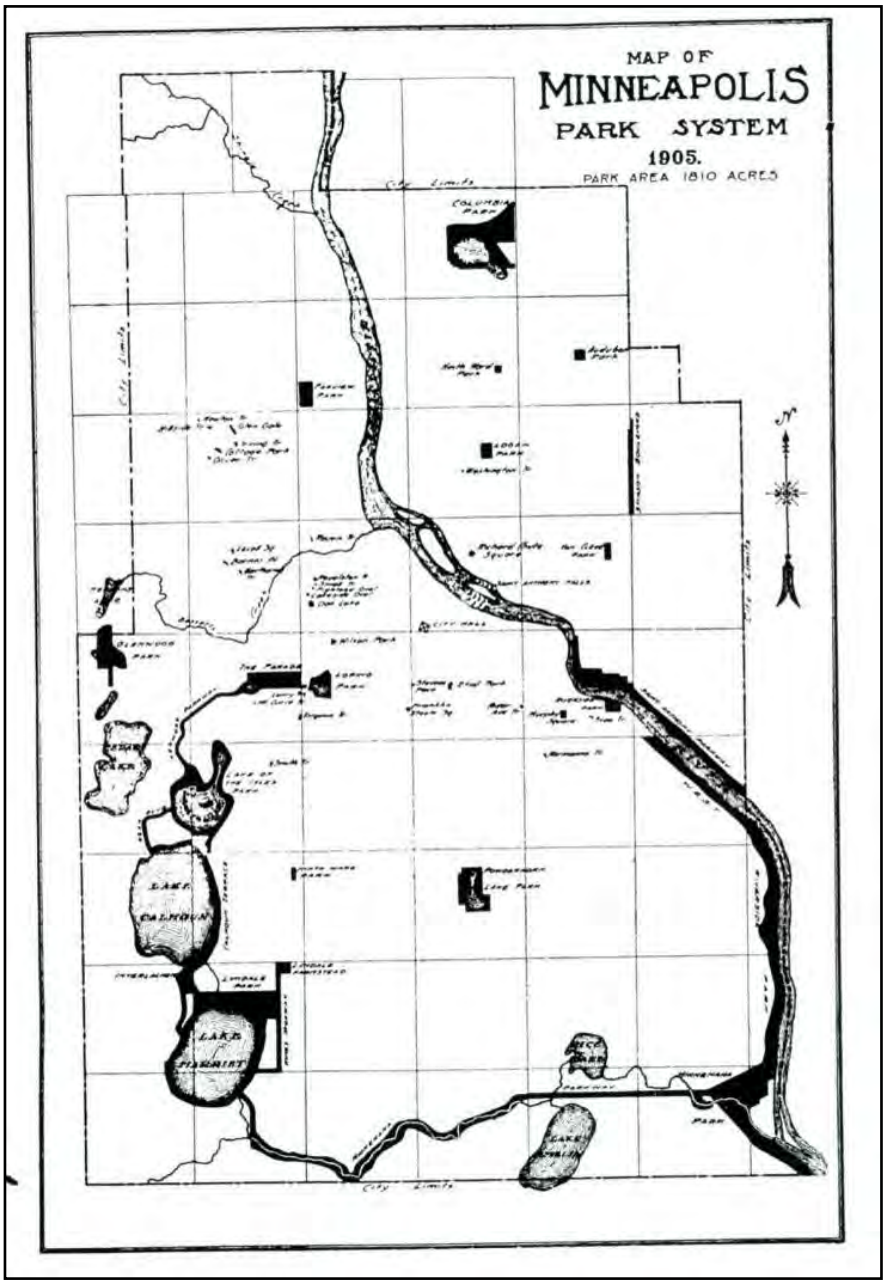
Map of proposed parks and boulevards from
Suggestions for a System of Parks and Parkways for the City of Minneapolis, 1883



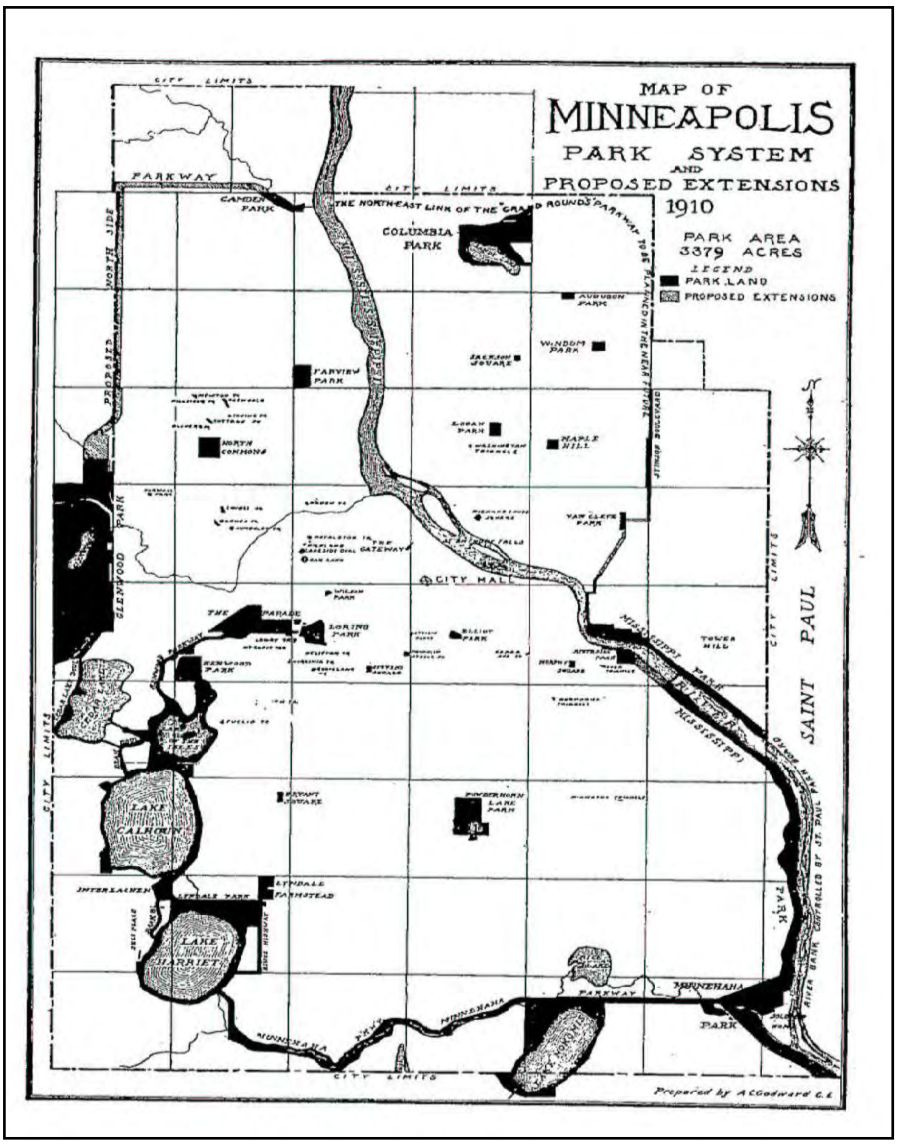
The park system in 1888
(Wirth, *Minneapolis Park System, 1883–1944*)



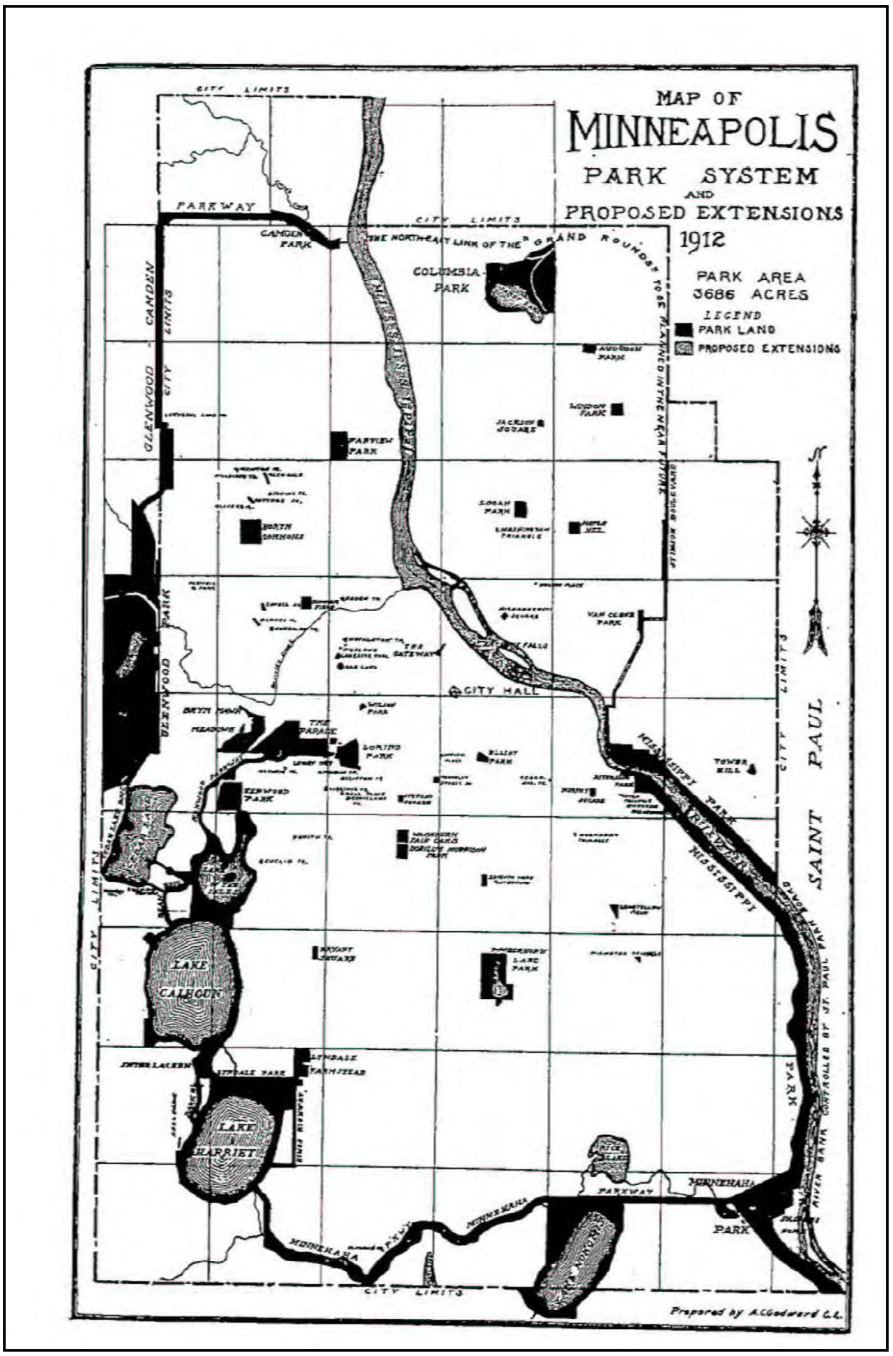
The park system in 1890
(*Report of the Special Committee on Park Enlargement, 1891*)



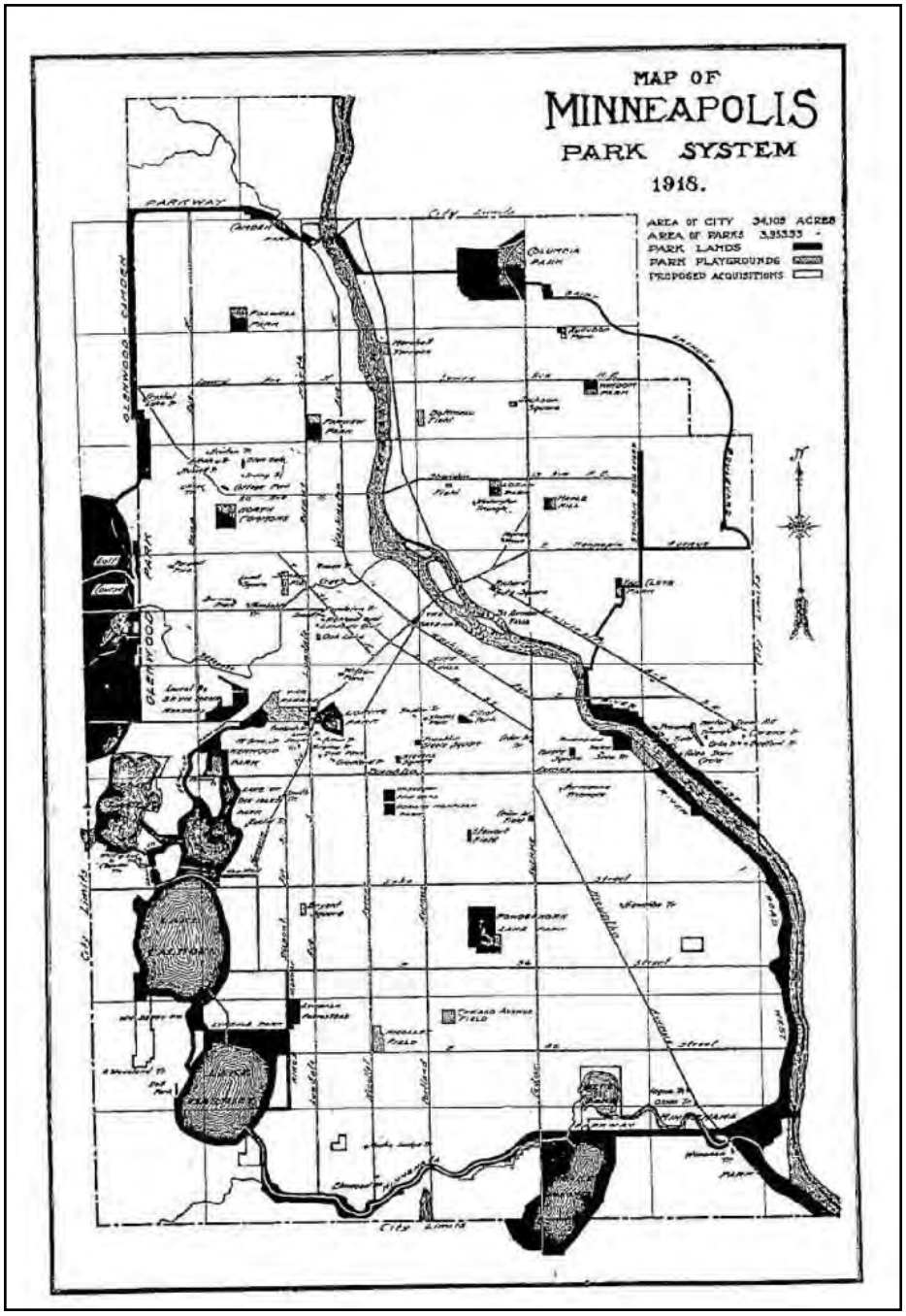
The park system in 1905 at the end of William M. Berry‘s tenure as superintendent
(Wirth, *Minneapolis Park System, 1883–1944*)



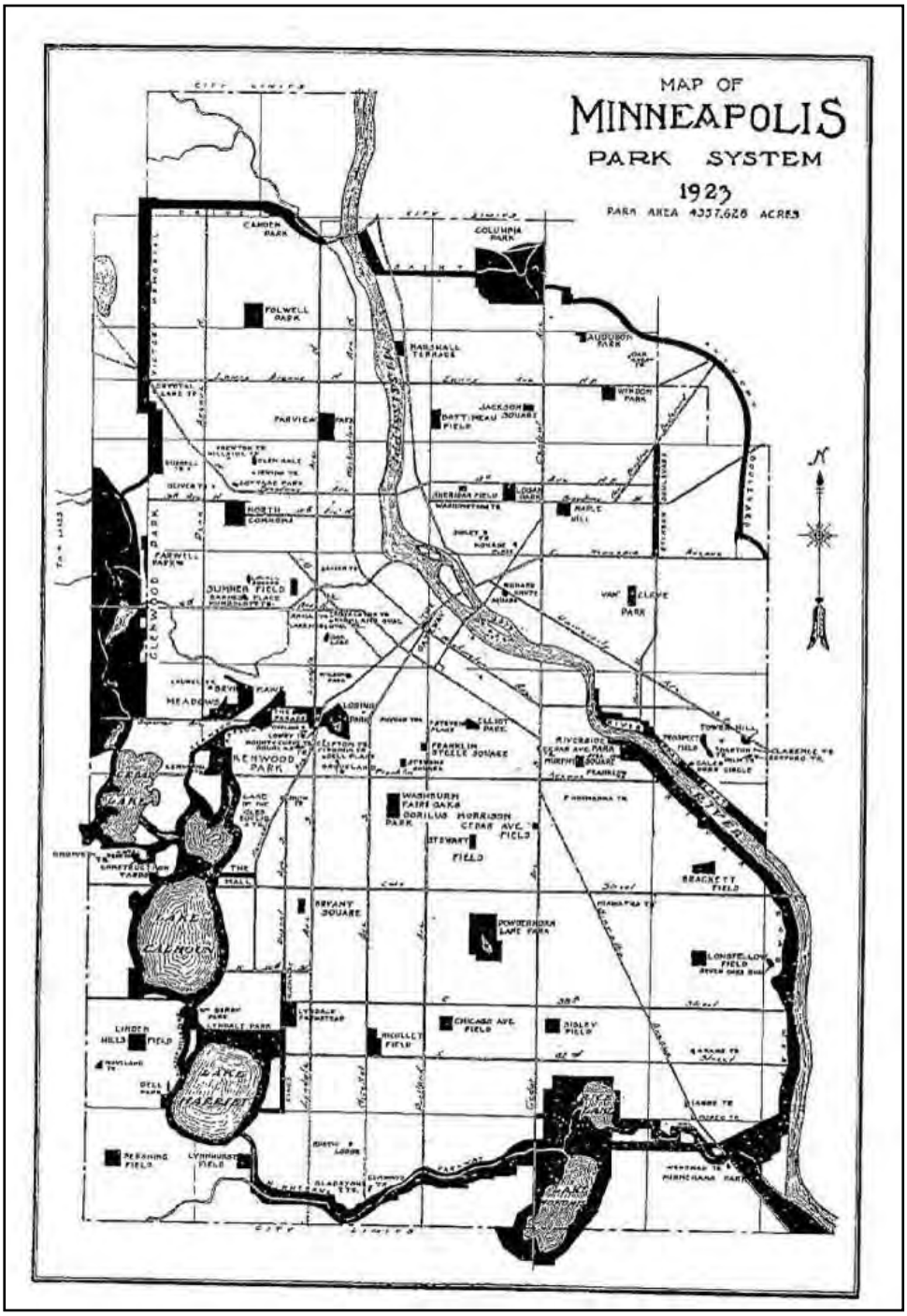
The park system in 1910 with recommendations for extensions by Theodore Wirth
(Wirth, *Minneapolis Park System, 1883–1944*)



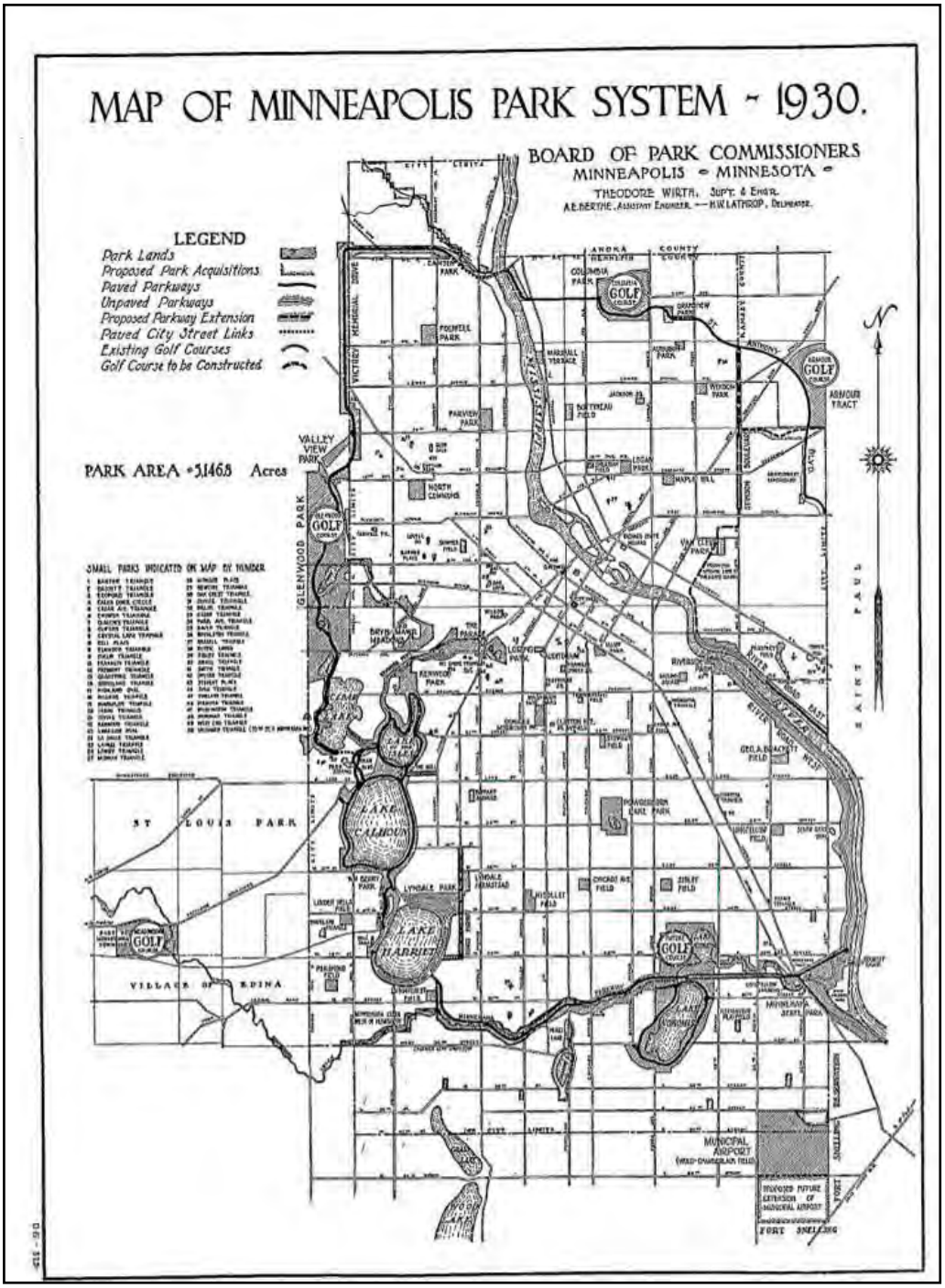
The park system in 1912 with recommendations for extensions by Theodore Wirth
(Wirth, *Minneapolis Park System, 1883–1944*)



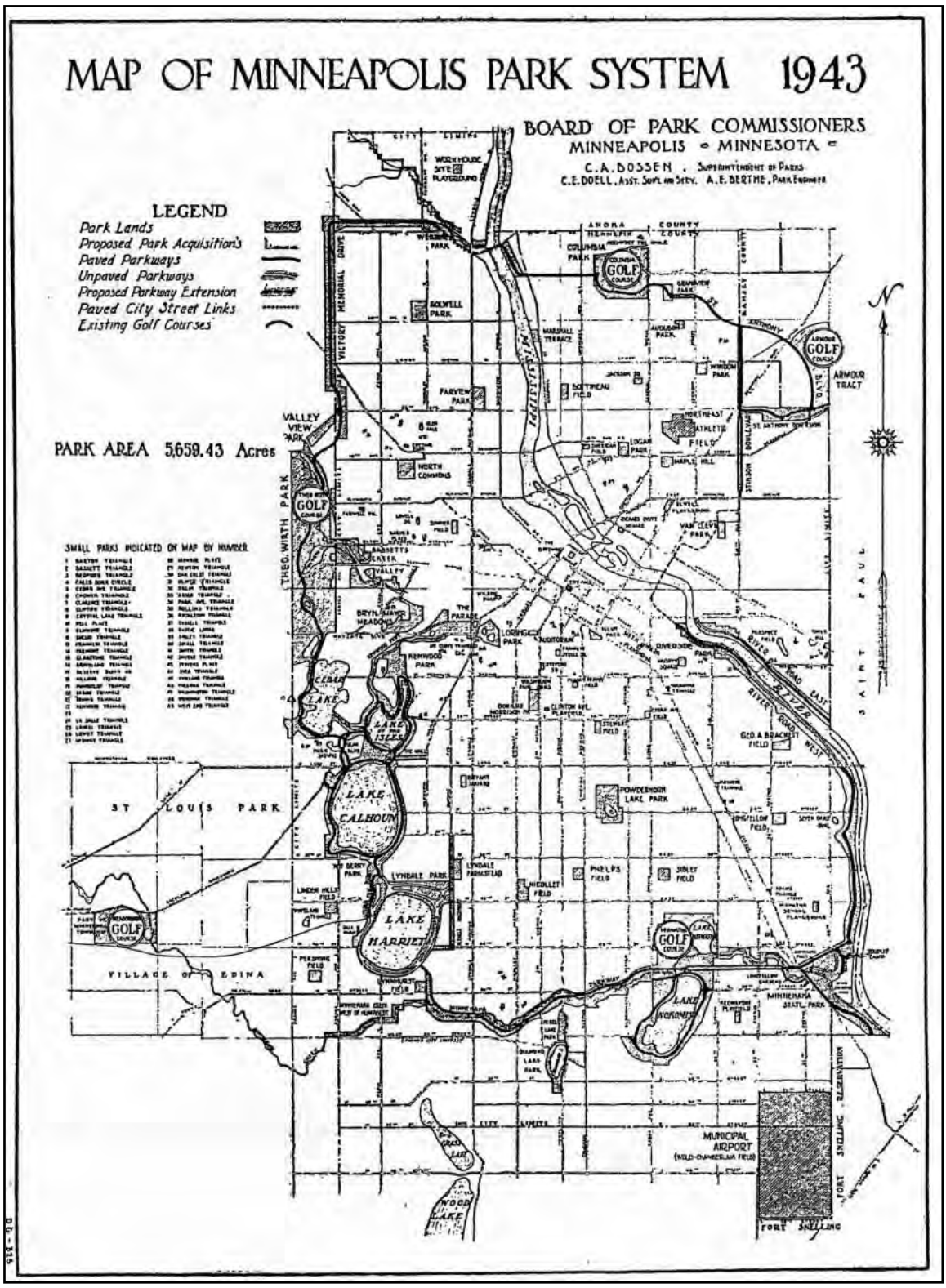
The park system in 1918
(Wirth, *Minneapolis Park System, 1883–1944*)



The park system in 1923
(Wirth, *Minneapolis Park System, 1883–1944*)



The park system in 1930; Theodore Wirth is noted as "Superintendent and Engineer"
(Wirth, *Minneapolis Park System, 1883–1944*)



The park system in 1943 after the Grand Rounds was completed and Christian A. Bossen was superintendent
(Wirth, *Minneapolis Park System, 1883–1944*)

A BRIEF HISTORY OF THE DEVELOPMENT OF THE GRAND ROUNDS AND THE MINNEAPOLIS PARK SYSTEM

The Beginnings: Cleveland and the Genesis of the Grand Rounds

Minneapolis had been slow to establish public parks. Colonel William S. King had offered to sell part of his farm near Lake Harriet to the city for a park in 1870, but the city was unwilling to spend the money. (A portion of this later became part of Lyndale Farmstead.) By the early 1880s, King and George A. Pillsbury, among others, had taken over leadership of the Minneapolis Board of Trade, a commercial and civic association. The group began to agitate for a board of park commissioners that would be separate from city government. The state legislature authorized a referendum to create a new entity with the authority to obtain land for park development, to issue bonds, and to levy a citywide tax to repay the bonds. Shortly after the board was established in 1883, H. W. S. Cleveland, a noted landscape architect and contemporary of Frederick Law Olmsted, presented his "Suggestions for a System of Parks and Parkways for the City of Minneapolis," building on lectures he had given in Minneapolis and Saint Paul in 1872. Cleveland laid out "in convincing and earnest language the many priceless natural and scenic attractions that were still unspoiled within the city limits, the acquisition of which he strongly advocated for park and parkway purposes." Like his contemporary, Frederick Law Olmsted, Cleveland stated that a park system would promote general civic health and encourage economic development.[167]

Cleveland looked at the Mississippi River, Minnehaha Falls, Minnehaha Creek, and the city‘s lakes and envisioned a park system that would be linked by scenic landscaped parkways modeled after examples developed by Frederick Law Olmsted and Calvert Vaux in Brooklyn, New York, and elsewhere. Cleveland was hired to design various sections of the system as land was acquired. Within the first two years, the board of park commissioners had acquired land for Central (later Loring) Park and twenty acres on the west bank of the Mississippi for Riverside Park. James Stinson donated land for the boulevard subsequently named after him in 1885, and portions of Hennepin Avenue and Lyndale Avenue North were landscaped and designated as boulevards. Kenwood Parkway, leading to the southwest over Lowry Hill from Loring Park, began to be constructed in 1887. Park and parkway work was begun around Lake Harriet, Lake Calhoun, and Lake of the Isles and on the connections between them. After the State of Minnesota failed to acquire the land around Minnehaha Falls for a park, the park commissioners purchased the property for Minnehaha Park in 1889. Landowners along the banks of Minnehaha Creek donated land property in 1889 and 1890 for the creation of a parkway linking Lake Harriet to Minnehaha Falls. Land for Columbia Park in North Minneapolis was purchased in 1892.[168]

In 1890, the MBPC organized the Special Committee on Park Enlargement, headed by William W. Folwell, along with Jesse E. Northrup and A. E. Allen. The committee issued a report on March 14, 1891, that looked at the park system as it had developed according to Cleveland‘s recommendations and called for the creation and expansion of parks throughout the city. Coining

[167] Cleveland, *Suggestions for a System of Parks*; Wirth, *Minneapolis Park System*, 18–24, 26.
[168] Wirth, *Minneapolis Park System*, 46–64; Roise and Gardner, "Making the City Itself a Work of Art," 7–12; Charlene K. Roise, "Minnehaha Parkway: An Assessment of Significance," September 1999, prepared by Hess, Roise and Company for the MPRB, 1–3.

the phrase the "Grand Rounds," the report outlined a system of parkways that would encircle the city and pass through several large parks. The idea was enthusiastically adopted and promoted as the policy of the board.[169]

Much of this work was implemented under the direction of the first full-time superintendent, William Morse Berry, who had been hired by board president Charles Loring in 1885. At that time, Berry had spent fourteen years implementing Olmsted's plans, as revised by Cleveland, for the South Park System in Chicago. He proved equally adept at putting Cleveland's ideas to work in Minneapolis: "Fully sympathizing with the views and tastes of Mr. Cleveland, Mr. Berry rapidly produced admirable results at very moderate cost to this city."[170] The fame of the park system was well established when the second annual conference of the Park and Outdoor Art Association was held in Minneapolis in 1898.[171] Because of poor health, Cleveland retired to Chicago in the mid-1890s. The board hired Boston landscape architect Warren Manning in 1899 to review the Minneapolis park system and make recommendations for further improvements. This report, issued in January 1900, called "for the enlargement of the system along lines previously suggested by Professor Cleveland, for still further extension beyond that proposed enlargement." Among his recommendations were the acquisition and the extension of parkways around Lake Calhoun and Cedar Lake, as well as the purchase of Lake Amelia (Nokomis) and Rice (Hiawatha) Lake. Because of an economic slowdown, this expansion campaign could not be put into place until after Berry's retirement in late 1905.[172]

After Berry announced he would retire at the end of 1905, Charles Loring, still a member of the board of park commissioners, headed the committee that looked for a replacement. He invited Theodore Wirth to visit the city in June 1905, then offered him the position of superintendent.

Theodore Wirth and the Development and Expansion of the Grand Rounds

When Wirth arrived in Minneapolis, the park board had about 1,800 acres of land under its jurisdiction. By the time he retired in 1935, that number had grown to about 5,200. His initial goal, though, was to improve what already existed. In 1907, responding to the tremendous interest in enhancing the Chain of Lakes, Wirth began dredging projects, shoreline building and rebuilding, and the excavation of channels between the lakes. When the channel between Lake Calhoun and Lake of the Isles was completed in 1911, the event was marked by a weeklong celebration.[173] On a smaller scale, Wirth laid out and planted the country's second municipal rose garden in a public park, in this case, Lyndale Park.[174]

Wirth knew that he needed talented staff to support his work. He brought Christian Bossen with him from Hartford to serve as assistant superintendent. Bossen followed Wirth as superintendent until his retirement in 1945. F. H. Nutter had been the engineer for the MBPC under Cleveland and Berry. His son, F. J. Nutter, Jr., was appointed as the first permanent engineer in 1906. A. C.

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[169] Wirth, *Minneapolis Park System*, 113–117, publishes the complete report.
[170] [William W. Folwell,] "To the Honorable Board of Park Commissioners," handwritten notes, 1901, William Watts Folwell and Family Papers, Box 18, Minnesota Historical Society.
[171] Both Loring and Folwell were members. Roise and Gardner, "Making the City Itself a Work of Art," 14.
[172] Cited in Roise and Gardner, "Making the City Itself a Work of Art," note 54: Wirth, *Minneapolis Park System*, 68; Manning Report; Neckar, "Manning."
[173] Wirth, *Minneapolis Park System*, 94–96.
[174] MBPC, *Twenty-fifth Annual Report, 1907*, 31; *Twenty-sixth Annual Report, 1908*, 30.

Godward, an engineering student at the University of Minnesota, also joined the department that year. He rose through the ranks and served as head of the engineering division between 1911 and 1922, when he resigned to join the City Planning Commission. Other engineers trained at the University of Minnesota who joined the department were A. E. Berthe, who directed much of the rehabilitation and expansion work of the 1930s, and Charles E. Doell, who became superintendent after Bossen.[175]

Wirth also organized the florist, the forester, and the nurseryman and their staffs into a Division of Horticulture under the direction of a head horticulturist, a position held by Louis Boeglin until 1940. The division cultivated plants in greenhouses at Lyndale Farmstead and cultivated and propagated trees at the park board's nursery in Glenwood Park.[176]

In 1911, State Senator James T. Elwell introduced a law that allowed parks to issue bonds for park and playground acquisitions, with the bonds secured in part by assessments against the affected districts. Known as the Elwell Law, it was amended several times to expand the scope of the bonding and the rate of assessments. With Elwell Law funding, the MBPC was able to undertake park expansions and improvements much more readily than would have been possible with standard bonding practices.[177]

While initial park development had focused on the southwestern part of the city, one of Wirth's goals was to extend the Grand Rounds northward through acquisition of land north and west of Cedar Lake, the construction of Cedar Lake Boulevard, and the creation of Glenwood Parkway and Glenwood-Camden Parkway. The latter was christened Victory Memorial Drive in 1921 in honor of those who had died in World War I. Glenwood Park was enlarged from its original 60 acres to 681 acres in several phases between 1907 and 1917. The park contained the city's first municipal golf course, complete with a clubhouse called the Chalet, which was designed by Magney and Tusler and built in 1922. Saint Anthony Boulevard, beginning at the Camden Bridge on the east side of the Mississippi River, extending through Columbia Park, and terminating at East Hennepin Avenue, was begun in 1917, but was not officially opened until 1924. The Armour (later Gross) Golf Course, which fronted on Saint Anthony Boulevard, was begun at the same time. Wirth noted that "with the construction of the parkways leading to the northern part of the city, the circuit of the Grand Rounds parkway system really began to materialize."[178]

In the southern part of Minneapolis, the swamplands of Lake Amelia and Rice Lake were acquired and transformed into Lake Nokomis (1916–1922) and Lake Hiawatha (1929–1931)

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[175] Wirth, *Minneapolis Park System*, 217–219. Godward also wrote at least one article about his role: A. C. Godward, "Engineering in Park Development," *Parks and Recreation* 6 (September–October 1922): 26–27.
[176] Wirth, *Minneapolis Park System*, 216–217.
[177] Ibid., 248. See for example, "Elwell Law May Be Solution for Saving City's Boulevards," *Minneapolis Tribune*, July 23, 1916; "Three Amendments to the Elwell Law Will Be Proposed," *Minneapolis Tribune*, December 17, 1916; James D. Shearer, *The Elwell Law: An Act Relating to the Acquisition of Lands for Streets, Parks and Parkways in Cities of the First Class and the Improvements and Government Thereof, and the Improvement and Government of Existing Streets, Parks and Parkways: Together with Other Laws Relating to the Board of Park Commissioners of the City of Minneapolis* (Minneapolis: Board of Park Commissioners, 1919).
[178] Wirth, *Minneapolis Park System*, 140–141; MBPC, *Forty-second Annual Report, 1924*, 47; *Forty-third Annual Report, 1925*, 31–33.

through dredging and landscaping. Both were massive engineering projects that added major parkland to the system. A boulevard was built around Lake Nokomis. Another golf course was added to the park by Lake Hiawatha. During the same period, Minnehaha Parkway was paved and developed, and work continued at Minnehaha Park. The park commissioners defended the parkway improvements because they stimulated development in the surrounding neighborhoods and "exercised a decided influence upon the character of the buildings erected, as is evidenced by the architectural beauty of the large number of stately new homes. Who can gainsay that the parks and parkways are the best means of building a City Beautiful, and are a sound and well-paying investment?"[179]

By the time Wirth had completed twenty-five years as park superintendent in 1931, much had been accomplished for the both the Grand Rounds and the overall park system. The main disappointment was at Saint Anthony Boulevard, had been cut short due to financial pressures. Although the Saint Anthony Diversion (later Ridgway Parkway) had been created, the last section of the Grand Rounds, the so-called Missing Link, remained unbuilt.

The Grand Rounds to World War II

The decade of the 1930s provided both great pressures and great opportunities for the Minneapolis park system as federal work relief programs were implemented. While Wirth was still superintendent, the Civil Works Administration (CWA) was active in Glenwood Park. Bassett Creek was dammed to create the Bassett Lagoons for the golf course. The golf course itself was expanded and converted from sand to grass. Wirth‘s successor, Christian Bossen, continued to utilize the federal funding of the Public Works Administration and the Works Progress Administration throughout the system until the program ended in the early 1940s. Among the major projects from this period were the extension of River Road West from Franklin Avenue north to South Third Street at Twenty-Second Avenue South; the creation of Lower Riverside Park adjacent to this extension; the reconstruction of River Road East north of Franklin Avenue to the University of Minnesota campus; and work along River Road West and the Winchell Trail south of Lake Street. A. E. Berthe was the supervising engineer for these projects. Other improvements included the construction of stone walls and bridges in Minnehaha Park and along Minnehaha Creek. Stone for retaining walls and bridge facings was quarried from a site along the Mississippi River in Minnehaha Park. Every park and parkway in the system saw the installation of smaller features like sidewalks, picnic tables, benches, and recreational features like sandboxes and horseshoe pits. Work was carried out on lake beaches and shorelines, and wading pools were installed or upgraded.[180]

Changes After the War and the Revival of the Grand Rounds

After the end of World War II, the MBPC responded to new demands and different pressures on the Grand Rounds and the park system. Recreational needs were changing, and the board‘s

[179] MBPC, *Thirty-fourth Annual Report, 1916*, 53–54, *Thirty-fifth Annual Report, 1917*, 43, *Thirty-ninth Annual Report, 1921*, 28, *Fortieth Annual Report, 1922*, 24, *Forty-seventh Annual Report, 1929*, 101–102; *Forty-ninth Annual Report, 1931*, 74; Wirth, *Minneapolis Park System*, 62, 90–92, 96–99, 122–123; quote from *Forty-second Annual Report, 1924*, 41–42.

[180] Wirth lists many of these projects. He also describes many of the recreational programs funded by federal relief programs. The best overall source is Sidney Stolte, "The Story of the WPA," 1937, 1938, 1939, 1940, 1941, 1942.

priorities were as well. A portion of Wirth Park, west of Brownie Lake, was sold in 1952 to the Prudential Insurance Company as the site of new company headquarters.[181]

Plans for the proposed interstate highway system also threatened to take parkland despite the opposition of successive superintendents, beginning with Charles Doell, and the MBPC. Despite legal rulings, portions of Riverside Park, Webber Park, and Loring Park were disrupted for Interstate 94, and part of Minnehaha Parkway, Ridgway Parkway, and Stinson Boulevard for Interstate 35W. The development of U.S. Highway 12 (later Interstate 394) segregated the Parade and the south end of Wirth Park from other parts of the system.

Charles Doell, who spent his entire career with the MBPC, was superintendent between 1945 and 1959 and focused much of his attention on recreational needs, as well as the idea of establishing a metropolitan park system.[182] In 1956, landscape architect Felix K. Dhainin prepared a report entitled "Land Use and Development Policies—Large Parks and Parkways," which was intended "to be a general guide and policy for the use and development of our large park areas." This need had been seen by Wirth decades earlier.[183]

When Robert W. Ruhe became superintendent in 1966, he felt that he had a mandate to make major changes to the park system. In 1968, the Minneapolis Board of Park Commissioners became the Minneapolis Park and Recreation Board, emphasizing a shift in the board‘s emphasis. Ruhe was particularly concerned about highway encroachments into the parks and parkways, as well as the poor conditions and changing functions of the Grand Rounds parkways. No longer appreciated for their scenic beauty or recreational use, the parkways had become commuter routes. Ruhe characterized the situation in a 1977 interview: "By 1966 most cities in America had relinquished the traditional parkway systems to cities for the purpose of expediting traffic. Either we had to recreate the parkways to serve the purposes for which they had been originally intended or give them to the city to be used for traffic purposes."[184] In addition, there was increased competition for road and path space among automobiles, bicycles, and pedestrians. It was at Ruhe‘s recommendation that the board hired prominent San Francisco landscape architects Eckbo, Dean, Austin and Williams to analyze the parkway system. One of the first changes made by the MPRB was to adopt a uniform nomenclature for the parkway system: all the boulevards, drives, and roads were renamed "parkways."[185]

After several years of review and revision with input from a community advisory group, the Citizens Parkway Committee, a revised version of the Eckbo study was adopted and implemented throughout the system. Between 1972 and 1978, the following parkways were redone: West River Parkway north of Franklin Avenue, Wirth Parkway, Lake Calhoun Parkway, Minnehaha Parkway, Saint Anthony Parkway, Cedar Lake Parkway, Dean Parkway, Stinson

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[181] Wright, "Minneapolis Parks and Recreation," 68.
[182] For a succinct summary of Doell‘s career see "Charles E. Doell, Cornelius Amory Pugsley Local Medal Award, 1957," http://www.rpts.tamu.edu/Pugsley/Doell.htm.
[183] Felix K. Dhainin, letter to Charles Doell, July 13, 1956; Felix K. Dhainin, "Land Use and Development Policies—Large Parks and Parkways," prepared for the MBPC, 1956.
[184] C. Ben Wright, transcript of interview of Robert W. Ruhe, Superintendent, MPRB, 1966–1978, Dec. 9, 1977, 13. See also: "Robert Ruhe, Cornelius Amory Pugsley Local Medal Award, 1970," http://www.rpts.tamu.edu/Pugsley /Ruhe.htm.
[185] Wright, "Minneapolis Parks and Recreation," 149–150.

Parkway, Victory Memorial Parkway, East River Parkway, Lake Nokomis Parkway, Lake Harriet Parkway, Lake of the Isles Parkway, and William Berry Parkway. Work on other parkways and related roadways like Kings Highway, Linden Hills Boulevard, and the Mall continued into the 1980s. The work was overseen by a local firm, InterDesign, with landscape architect Roger Martin as the project leader. The engineering work was by BRW and led by Don Ringross.[186]

The Eckbo study and the Citizens Parkway Committee report both recommended that West River Parkway be continued northward along the riverfront. Planning began in 1982 to create a section of the Great River Road on a new extension of West River Parkway from South Fourth Street to Plymouth Avenue North on abandoned railroad and industrial sites. The section between Plymouth and Portland Avenue South was completed in 1987. The section between South Fourth Street and railroad Bridge No. 9 opened in 1990. The section between Portland Avenue and Thirteenth Avenue South opened in 1994, and the final section between Bridge No. 9 and Thirteenth Avenue South opened in 1998.[187]

The MPRB's focus on the Grand Rounds has varied in intensity over the years. With the designation of the Grand Rounds as a National Scenic Byway in 1998, it was once again in the spotlight. One result was a planning study that the board commissioned in 2007 to complete the long sought "Missing Link," from Saint Anthony Parkway in Northeast Minneapolis to East River Parkway in Southeast Minneapolis. The board approved a recommendation for a route on September 3, 2008.[188]

As a contextual study of the system concluded in 1999: "The Grand Rounds continues to be an important—and ever evolving—element of the city's character. Many of the modifications that have occurred since the system was created reflect changing perceptions of its role in the life and landscape of the city. Recreational activities and aesthetic preferences exemplify these shifts which, in turn, are related to larger cultural patterns." This assessment remains true today.[189]

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[186] Eckbo et al; Citizens Parkway Committee, "Minneapolis Parkways: Recommendations for Design and Location," prepared for MPRB, 1971; Wright, "Minneapolis Parks and Recreation,M 153; Wittmann, 41; *Valued Places*, Site 2.
[187] Steve Brandt, "Great River Road: 1,200 Feet to Finish," *Minneapolis Star Tribune*, September 29, 1997; Steve Brandt, "Minneapolis' Chain of Parkways Gets Another Link," *Minneapolis Star Tribune*, July 21, 1998.
[188] See MPRB website, minneapolisparks.org, Grand Rounds Missing Link, for further information and background studies; also Steve Brandt, "Park Board Approves Last Parkway System Link," *Minneapolis Star Tribune*, September 5, 2008.
[189] Roise and Gardner, "Making the City Itself a Work of Art," 20.

THE GRAND ROUNDS AND THE MINNEAPOLIS PARK SYSTEM IN CONTEXT

The background for the creation of the Minneapolis park system lay in two related sources: the development of the Romantic Movement as espoused by Emerson and Thoreau and realized in the American landscape by Andrew Jackson Downing, and an appreciation of the area's scenic wonders as promulgated by proponents of the Romantic Movement.

Andrew Jackson Downing (1815–1852) was born in New York's Hudson River Valley, one of the most scenic areas of the country. He took over his father's nursery business and became a successful garden designer. In 1841, he published *A Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America*, the first book of its kind to be published in the United States. He stated that he hoped to contribute to the "improvement of country residences." Historian David Schuyler notes, "Gracefully written and handsomely illustrated, the *Treatise* quickly became the best selling and most widely influential book of its type published in nineteenth-century America."[190]

Downing's fame grew, and he promoted his ideas through the *Horticulturist* magazine and another book, *Cottage Residences*, published in 1842. He advocated "rural" cemeteries of the type like Mount Auburn Cemetery (1835) in Boston and Green-Wood Cemetery (1838) in Brooklyn, and also began to promote the idea of creating large public parks that employed the scenic effects found in the rural cemeteries.

His fame brought him many visitors, one of whom was the noted Swedish champion of women's rights, Fredrika Bremer, who began a two-year tour of the United States in New York. She and Downing met in October 1849. The first place he took her was to Green-Wood Cemetery in Brooklyn to admire the landscape. Bremer stayed with Downing and his wife, Caroline, at their home in Newburgh, New York. They helped her plan the itinerary for the rest of her trip and gave her letters of introduction to their many friends and associates around the country, including James Russell Lowell and his wife in Massachusetts.[191]

After her East Coast sojourn with Downing and the Lowells, Bremer traveled west to Chicago, Milwaukee, and then on to Minnesota by steamboat up the Mississippi from Galena, Illinois. She traveled on the *Nominee* with Henry and Sarah Sibley and stayed with Minnesota territorial governor, Alexander Ramsey, and his wife, Anna, for a week (October 17 to 25, 1850). Bremer toured Saint Anthony Falls and visited John and Ann North, prominent residents of the town of Saint Anthony, on the east bank of the Mississippi River. On the west bank, she toured Fort Snelling and visited Fountain Cave and Minnehaha Falls, writing: "The whitest of foam, the blackest of crags, the most graceful, and, at the same time, wild and gentle fall! Small things may become great through their perfection."[192] She wrote to Downing on November 11, 1850: "I have also seen the scenery on the upper Mississippi, its high bluffs crowned with autumn-gold oaks,

[190] David Schuyler, *Apostle of Taste: Andrew Jackson Downing*, *1815–1852* (Baltimore: Johns Hopkins University Press, 1996), 28.
[191] Schuyler, *Apostle*, 178–179, 85–86.
[192] Fredrika Bremer, *Homes of the New World: Impressions of America* (New York, 1853), 2: 54–55.

and rocks like ruined walls and towers, ruins from the times when the Megatherium and mastodons walked the earth,—and how I did enjoy it!"[193]

Many visitors were captivated by Minnehaha Falls, and many more came to know the falls through the work of Henry Wadsworth Longfellow, who had also enjoyed Bremer's visit to Massachusetts. Apparently inspired by an Alexander Hesler daguerreotype of the falls, given to him by a relative of Charles Sumner, Longfellow immortalized Minnehaha Falls in the *Song of Hiawatha* in 1855, even though he never saw the falls in person.[194]

Another member of the Romantic Movement, Henry David Thoreau, spent two weeks in and around Saint Anthony and Minneapolis in late May and early June 1861, largely in the company of Dr. Charles L. Anderson, the state geologist. They made observations of flora and fauna around the shores of Lake Calhoun and Lake Harriet and near Minnehaha Falls.[195]

Before his untimely death in a steamboat accident, Downing had formed an architectural partnership with Calvert Vaux to lay out suburban communities in accordance with picturesque landscape principles and to design houses appropriate to the landscape. Vaux went on to become a partner with Frederick Law Olmsted on the design of Central Park, begun in 1858, which set the precedent for the subsequent urban park movement throughout the United States. The influence of Olmsted and Vaux and the subsequent Olmsted firms on landscape architecture throughout North America is well documented and has been much studied.

Schuyler noted: "By the spring of 1861, when [Olmsted] published an essay on the subject [of parks] in *The New American Cyclopaedia*, Olmsted could report that Philadelphia, Baltimore, Brooklyn, Hartford, and Detroit had begun the process of park development."[196] Philadelphia's Fairmont Park was established 1813 and enlarged in 1824. James C. Sidney and Andrew Andrews put forward a proposal in 1859 for another expansion to protect the water supply, but it was not implemented. The city acquired more land for Fairmont Park in 1870, and solicited a new design from Robert. M. Copeland, Horace Cleveland's former partner. When Copeland's proposal was unsatisfactory, Olmsted and Vaux were asked to step in. Their partnership was dissolved in 1872, therefore much of the work was done by engineer John C. Cresson and architect Hermann J. Schwarzmann. Part of the site was transferred to the United States Centennial Commission and developed in 1876 for an international exhibition.[197]

Boston acquired the Public Garden in 1859 and began to plan a park linked to the Boston Common. In 1869, the Boston City Council appointed a special committee to study the issue of creating larger parks. Both Cleveland and Copeland expressed their thoughts. According to Schuyler, "Cleveland rightly recognized that, because of the limited amount of available space, any large park for Boston would have to be located outside the city. Instead of a large, centrally located park, he advocated the improvement of roads and avenues outside the city with parklike

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[193] Adolph B. Benson, ed., "Fredrika Bremer's Unpublished Letters to the Downings," in *Scandinavian Studies* 11 (May 1931): 192; John T. Flanagan, "Fredrika Bremer: Traveler and Prophet," *Minnesota History* 20 (June 1939): 129–139.
[194] Neckar, "Fast-Tracking Culture," 90–91.
[195] John T. Flanagan, "Thoreau in Minnesota," *Minnesota History* 16 (March 1935): 35–46.
[196] Schuyler, *New Urban Landscape*, 101.
[197] Ibid., 101–108.

scenery that might provide residents with some of the sights and sounds of the country." Copeland proposed a plan for a ring of suburban parks in 1869, and he published *The Most Beautiful City in America: Essay and Plan for the Improvement of Boston* in1872, which advocated specific sites in newly annexed areas for park development. These sites were referenced by Cleveland when he wrote and spoke about the development of park systems in the West. Discussions that followed the proposals of Cleveland, Copeland, and others helped set the stage for Boston's Emerald Necklace, the comprehensive park system that was eventually developed by Olmsted and his firm. Olmsted began work on the Fens in 1878 and Franklin Park in 1884, but Boston's metropolitan park system did not begin to become fully realized until the 1890s under Charles Eliot.[198]

After their work on Manhattan's Central Park, Olmsted and Vaux went on to design Brooklyn's Prospect Park, beginning in 1866, as well as Eastern Parkway and Ocean Parkway, beginning in 1868, which connected the parkways with the larger city. Horace Cleveland worked with the firm on the construction of Prospect Park.[199]

Also in 1868, Olmsted and Vaux were invited to Buffalo, New York, to present a proposal for a park system. They recommended sites for three large parks, which were to be connected by parkways consisting of 200-foot wide, tree-lined roads that extended as pleasure drives into the outlying sections of the city. The city acquired the land for park development in 1869 and commissioned park designs from Olmsted, Vaux and Company. Olmsted and his firm continued to work in Buffalo over the next thirty years. Schuyler commented: "Thus, at Buffalo Olmsted had the opportunity to design a comprehensive park system and to watch it develop and evolve according to his principles of urban form." Buffalo represented "the first superb example of comprehensive park planning in the United States."[200]

After the Civil War, Chicago also set out to establish parks. The state legislature approved the acquisition of large parks in the north, west, and south parts of the city, and established park commissions to oversee their development. Cleveland, who by that time was living in Chicago, published a pamphlet, *The Public Grounds of Chicago: How to Give Them Character and Expression*, to advocate his ideas for park development in the city: "Every city should adapt the style of arrangement of her public grounds to the peculiar characteristics of her condition and topographical features." Chicago's flat topography presented challenges not found in eastern parks. "Nature has denied us many of the features which have been commonly considered indispensable to the full development of her charms," he noted, "and art can only supply their want to a limited extent."[201]

The commissions to design the South Parks (Jackson Park and Washington Park connected by the Midway Plaisance) and the West Parks (Humboldt Park, Central (later Garfield) Park, and Douglas Park) went to Olmsted, Vaux and Company and architect William LeBaron Jenney,

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[198] For a discussion of the development of the Boston park system, see Schuyler, *New Urban Landscape*, 138–144. Cleveland discussed Boston parks and referenced Copeland's work in H. W. S. Cleveland, *Landscape Architecture as Applied to the Wants of the West*, 63.
[199] Schuyler, *New Urban Landscape*, 114–125, 128.
[200] Ibid., 129–133.
[201] Ibid., 133–134, quotes Cleveland. Cleveland also discusses Chicago in *Landscape Architecture*, 36–45.

respectively. Schuyler observed that because these developments were overseen by the two park commissions and different architects, the result were "a series of discrete recreational grounds rather than a comprehensive integrated park system."[202]

Work on the parks was halted by the Chicago fire of 1871, and then slowed by the financial panic of 1873. When work resumed on the South Parks, Cleveland was put in charge to execute and refine Olmsted's plans, along with William Morse Berry as superintendent.[203]

Schuyler concluded: "The plans for Buffalo, Chicago, and Boston represented the effort—with varying degrees of success—to create comprehensive park systems and provided, in Buffalo's case, for the differentiation of recreational spaces according to use. Moreover, the parkways and boulevards were consciously conceived not only as linear extensions of parks but also as a means of providing openly built neighborhoods for residential development."[204]

[202] Ibid., 134.
[203] Ibid., 138; Neckar, "Fast-Tracking Nature," 80–82.
[204] Schuyler, *New Urban Landscape*, 146.

THE GRAND ROUNDS IN A NATIONAL CONTEXT

Once the MBPC was established and park construction was underway, comparisons between the systems in Minneapolis and other cities were inevitable. In some cases, these comparisons challenged the MBPC to think big. In an 1886 letter, Frederick Law Olmsted urged the MBPC to acquire land for parks in anticipation of future needs. From the 760 acres obtained for Central Park in 1858, New York had expanded its parklands to "upwards of 4,000 acres." He went on to list other cities: "Philadelphia during the same period has acquired 3,000 acres of land for park purposes and Brooklyn, Boston, Buffalo, Baltimore, Montreal, Chicago, St. Louis, San Francisco each from 500 to 2,000 acres."[205]

Other comparisons showed how much the city had accomplished. Some were written with the pride of a parent, while others offered a less biased perspective. An example of the former was an article by Folwell that was published in *New England Magazine* in 1890: "It is probably her park system which may give Minneapolis her widest reputation. Already her park area is proportionately to population in excess of that of any American city and of all foreign cities but three. There are twenty-two parks and parkways, not counting numerous parklets formed by street intersections. The existence and development of the park system is due to the indefatigable labors of Mr. Charles M. Loring; their beauty must be attributed to the taste and skill of Mr. Horace W. S. Cleveland, whose designs have been executed by a superintendent of great energy and good judgment."[206]

Folwell then took to his readers on a tour of the park system, "some fifteen miles," beginning at "Central Park, the jewel of the system, now sparkling in beauty, where six years ago lay a vile sink of bog and swamp. . . . From the Central Park the Kenwood Boulevard leads over a wooded bluffy region, from whose eminences charming gleams of distance waters may be caught." These are Lake of the Isles, Lake Calhoun ("as fair a bit of blue water as rests below the stars"), and Lake Harriet. From Lake Harriet, the tour followed Minnehaha Boulevard and the valley of Minnehaha Creek to Minnehaha Falls. "When the whole boulevard from Lake Harriet to the falls shall be completed, there will not exist on this planet a more charming drive." He continued: "N**o** description can do justice to the park at[,] and including the falls at[,] Minnehaha. . . . Mr. Cleveland‘s idea in forming his design for the park was to treat the open grounds near the railroad station, between the main road and the falls, in a highly artificial way, with lawn and shrubbery and high color in flowers and foliage, as if to honor the approach, and give the effect of contrast to the wildly picturesque features of the falls, and the long stretch of precipitous river bank, richly clothed with foliage, which no true artist would deem it other than sacrilege to attempt to improve by artificial decoration."[207]

The following month, Cleveland responded to Folwell‘s article: "When I was first invited to devise a system of parks for the city, the fact that such a scheme had been attempted at so early a

[205] Frederick Law Olmsted to Park Commissioners of Minneapolis, October 6, 1886, printed in Wirth, *Minneapolis Park System*, 34–36.
[206] William W. Folwell, "Minneapolis in 1890," *New England Magazine* 3 (September 1890): 107–109.
[207] Ibid.

stage of the city's growth was so unprecedented in my own experience that it inspired a feeling of profound respect, and of confidence in the men whose forethought was thus exhibited."[208]

When Folwell extolled the beauty of the park system in 1890, he was in the process of preparing the Report of the Special Committee on Park Enlargement for the MBPC so that beauty could be extended throughout the entire city: "Let Minneapolis aspire to be, what it is now in her power to become, THE BEAUTIFUL CITY of the land. Such a policy will attract residents and visitors of the most desirable sort, who will bring not only wealth, but what is better, taste, refinement, culture. It is not numbers merely our city should want but high quality in her citizens."[209]

Minneapolis was fortunate to be in a position to acquire land, whether by purchase or gift, for a connected park and parkway system, unlike many East Coast cities. Metropolitan Boston was an exception, as noted by an editorial in *Garden and Forest*: "In many cities it would not be possible to secure a continuous line of parks and parkways, but there are many other advantages of a single plan on a comprehensive scale. All the varied wants that are supplied by open spaces can be met in this way alone. . . . It is encouraging to know that the movement in Boston has begun before the opportunity for this magnificent provision for the future is lost. It is to be hoped that this example will be infectious, and that many other cities will arouse themselves to take decisive action in a similar direction."[210]

In 1895, the *New York Times* surveyed "Public Parks of Leading Cities," comparing the parks of Philadelphia, Baltimore, San Francisco, and Minneapolis. Philadelphia was commended for its number of parks, over fifty, encompassing 3,506 acres in all sections of the city. The Baltimore park system was funded by taxes on the city streetcar system, which allowed for expansion and the creation of small parks and squares. San Francisco was praised for the 1,000-acre Golden Gate Park with its many features, including an extensive botanical collection. Minneapolis stood out because its parkway system: "The parks of Minneapolis, while much smaller than those of other cities, are in a fine state of cultivation and development. In addition to the pleasure grounds there are twenty-two miles of beautiful boulevards, shaded by fine trees. Minnehaha Park surrounds the famous falls from which the park receives its name, and in other parks there is an abundance of water, providing boating and bathing for the residents." The author noted, "Minneapolis has given more attention to parks than any city west of Chicago."[211]

Two years later, *Garden and Forest* gave a brief history of the Minneapolis park system, highlighting its current state and looking to the future: "In 1883 Minneapolis had a population of one hundred thousand souls and a park area of about eighty acres, all told. But the far-seeing policy of Mr. Cleveland was designed to meet the needs of seven times that number of persons. The present park area of Minneapolis, though less than the original scheme provided for, is nearly 1,553 acres, including twenty-three and a half miles of parkways and boulevards." The article continued: "Though the resources of the city have not been large enough to greatly develop its system, the authorities have wisely expended them in securing land in different parts

[208] Cleveland to Folwell, handwritten letter, October 22, 1890, William Watts Folwell and Family Papers, Box 18, Minnesota Historical Society.
[209] Wirth, *Minneapolis Park System*, 116.
[210] "Parks for Growing Cities," *Garden and Forest* 5 (February 10, 1892): 61.
[211] "Public Parks of Leading Cities," *New York Times*, September 1, 1895.

of town while it could be bought at a moderate price." The writer observed that "the parks of Minneapolis fortunately possess such beauty of lake and river, wildwood and glen, that even in their undeveloped state they are full of attraction." In addition, they were "abounding in trees."[212]

Fifteen years after Folwell's article on Minneapolis in the *New England Magazine*, Minneapolis writer Ruby Danenbaum provided an update for the same periodical. She praised the Minneapolis park and boulevard system, commenting: "Her citizens may be provincial in their pride in these beauty spots, but as understanding strangers from all lands become enthusiastic over their beauty, Minneapolitans are reassured again and again that their pride is warranted. . . . Professor H. W. S. Cleveland, the well-known landscape architect, was employed to help lay out the boulevards and with the unrivalled material at hand, he developed one of the most beautiful drives that could be imagined." She also praised Loring, who "has well earned the name, 'Father of the Minneapolis Park System.'" Among the photographs illustrating the article are views of Loring Park, Minnehaha Falls, and "A Park Drive," which depicts Peavey Fountain along Lake of the Isles Boulevard.[213]

By 1910, four years after Wirth became superintendent, the parkway system had been extended to thirty-five miles. As the *Minneapolis Tribune* reported: "With her 35 miles of boulevards, Minneapolis offers drives for motor car owners, unexcelled by any city in the country. . . Park boulevards will be extended during this year, by the construction of Glenwood boulevard and the completion of East River drive. These two boulevards are on the extreme east and west sides of the city and are links in the chain which it is planned by the park board will extend within a few years completely around the city."[214]

Another article in the *Minneapolis Tribune* in the following year again extolled the Minneapolis park system and its natural advantages, comparing it to parks and water features of other cities: "Minneapolis now has a park area and system that is the envy of all its compeers. . . . Minneapolis is the Park city, by Providence, geological upheaval, and wise and far-seeing park commissioners. The Mississippi river, in its wild and supposedly cantankerous days, cavorted across country to the west of Minneapolis. . . When the river forsook that ancient bed and became accustomed to tumbling over St. Anthony falls, the chain of lakes was left where Minneapolis found it. There the lakes are today, public property, safe from encroachment, . . . any one of which would be to the everlasting glory of the park system of any one of a dozen inland cities that lack lakes." The article went on to discuss other cities on the coasts and along the Great Lakes that did not take advantage of such water features for parks. It also compared Minneapolis favorably to Pittsburgh, Kansas City, and Seattle.[215]

In 1917, the Civic Commission issued *The Plan of Minneapolis*, prepared by Chicago architect Edward H. Bennett. This was the Minneapolis counterpart of Daniel Burnham's Chicago Plan, which recast the metropolis in the City Beautiful mode. The Minneapolis plan was not executed,

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[212] Mary C. Robbins, "The Park Systems of Minneapolis and St. Paul, Minnesota," *Garden and Forest* 10 (April 28, 1897): 162–163.
[213] Ruby Danenbaum, "The City of Minneapolis," *New England Magazine* 33 (September 1905): 45–47, 58–59.
[214] "Boulevards Here a Potent Factor in Motoring Life," *Minneapolis Tribune*, February 20, 1910, 87.
[215] "Minneapolis Park System Based on Unsurpassed Natural Advantages; Lake Areas Here the Pride and Envy of Most Other American Cities." *Minneapolis Tribune*, Dec. 24, 1911.

except for a small area around the Gateway, primarily for reasons of timing and cost, but it had an interesting view of the park system and ways to improve and expand upon it.

Citing Cleveland's encouragement to the nascent MBPC that a well-developed park system was an essential component of a great city, the plan noted: "In this broad spirit, the City of Minneapolis in 1883, with a population of 50,000 initiated the acquisition of its present water-park system, covering, by the end of 1914, 3,813 acres of park land, including therein 52 miles of drives, in parks and parkways." Building from this foundation, the plan called for an expansion of a comprehensive park system beyond the boundaries of the city: "The broad spirit, the same recognition that all the wealth of a century hence cannot purchase lost opportunities call on the citizens of today to initiate a system of larger outlying reservations. . . . The Grand Rounds must be surrounded by the Greater Grand Rounds. . . . Minneapolis has surpassed in realization the suggestion of a system made by H. S. [*sic*] Cleveland in 1883. It was not merely a series of unrelated parks that he recommended, but parks linked by parkways into an organic whole—preceding by ten years the plan for the Metropolitan Park System of Boston, conceived by Charles Elliot, and generally regarded as establishing the precedent for such comprehensive treatment of the park problem." The report added: "A glance at the accompanying plans of the system proposed by Cleveland, and of the system thirty years later, will demonstrate the practical, result-getting force of a great ideal; for here again the fact today is far greater than what appeared to be only the suggestion of a vision a generation ago."[216]

In analyzing the existing park system, the report focused on the Chain of Lakes, linked by waterways, as the most important element. It also had several illustrations of Minnehaha Falls. Beyond calling for more playgrounds throughout the city to improve public health in broad terms, it largely ignored parks and parkways in the other areas of the city. Glenwood Park was in the process of being expanded, along with Glenwood-Camden Parkway, but much remained to be done in North and Northeast Minneapolis.

An overview of the system as it stood in 1925 was provided by *Hudson's Dictionary of Minneapolis*:

> Nature has supplied Minneapolis with all the requisites for the finest park system in the world. All that has been done in the way of improvement has simply been along the line of wide adaptation of the natural advantages lying ready to the hand. But it required courage, wisdom and forethought, to bring about the present admirable condition of the park properties of the city.
>
> Stated briefly the park system embraces a general plan of medium sized neighborhood parks, at convenient distances throughout the city, with an elaborate system of parkways and boulevards skirting the lakes, and the gorge of the Mississippi, and connecting several large parks in the outlying districts. The presence within or adjoining the city limits of several sightly ridges, no less than a

[216] Andrew Wright Crawford, ed., *Plan of Minneapolis* (Minneapolis: The Civic Commission, 1917), 125–127, 132–134, 136, 137–138.

> dozen beautiful lakes, the picturesque Minnehaha creek (the outlet of Lake Minnetonka) and the renowned Minnehaha Falls, left no lack of natural material. . . . The city has now 4,358 acres of park lands, or one acre to every 100 inhabitants, a larger area in proportion to population than any other American city and connecting and encircling driveways aggregating 56 miles in length.[217]

It went on to describe the route of the Grand Rounds, beginning at Loring Park and continuing along Kenwood Parkway, then southwest to Lake of the Isles Boulevard, and on to Lake Calhoun and Lake Harriet. "This group of lakes and surrounding parks forms a rare combination of natural beauty and the work of the landscape architect. The whole forms virtually one great park and as it is gradually perfected, will become one of the most beautiful parks in the world." Continuing east from Lake Harriet along Minnehaha Creek, the parkway intersected a boulevard around Lake Nokomis, "with its enticing bathing beach, broad green meadows, winding drive and walks—a masterpiece of landscape art and engineering skill." Further east on Minnehaha Parkway was Minnehaha Falls, and the road continued along the "summit of the Mississippi cliffs" to Riverside Park. The Cappelen Bridge provided a link to the parkway on the east side of the river that led to the University of Minnesota campus.

Because the route lacked a connection to the north, the guidebook recommended returning to Cedar Lake, northwest of Lake of the Isles, to continue on the Grand Rounds circuit through Glenwood Park, along Glenwood-Camden Parkway and Victory Memorial Drive. Crossing the river at Forty-second Avenue North, Saint Anthony Boulevard led through Columbia Park and continued east and south to East Hennepin Avenue at the city limits.[218]

In the same year that *Hudson's Dictionary* described this route, a writer for the *New York Times* praised the Minneapolis park system: "It's refreshing to read of such creative enthusiasm, and an inspiration to see what actually has been accomplished: The parking of nearly five thousand acres, the preservation to the people of the magnificent gorge of the Mississippi, and the linking of a chain of lake parks which is a glory. Six lake parks containing nearly two thousand acres of land and water are connected by bridges and parkways, and these in turn lead to the great gorge park, and fifty-mile circuit drive ties the whole system together."[219]

A book entitled *Parks: A Manual of Municipal and County Parks* provided a nationwide assessment of the status of local park systems as of 1928. Minneapolis was compared to the twelve other cities in the United States with populations between 250,000 and 500,000, according to the 1920 census. Although Minneapolis's 380,582 residents made it the sixth largest in this group, it ranked second in gross park area, with 4,736 acres. This was exceeded only by Denver, and most of Denver's parkland was in the mountains outside of the city limits. The study concluded that "the Minneapolis Park and Recreation System is one of the most outstanding systems in America from the standpoint of the number of acres, types of properties, distribution of properties, character of development and quality of maintenance. . . . Taking into consideration only those properties within the city limits or in close proximity to them,

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[217] *Hudson's Dictionary of Minneapolis: A Guide and Handbook* (Minneapolis: Hudson Company, 1925), 118.
[218] Ibid., 119–120.
[219] W. B. Van Engen, "Minneapolis Parks Sell Recreation at Cost Price," *New York Times*, May 3, 1925.

Minneapolis is the only city within this group that comes within the ratio of one acre to every hundred inhabitants." A 1925 map of the Minneapolis park system was included in the study.[220]

When Minneapolis celebrated its centennial in 1956, a commemorative book stated: "Minneapolis today has a national reputation for its park system. . . . From meager beginnings in 1883, the city's park system has been steadily expanded until today it contains 5, 897.74 acres, including 22 lakes, with a water area of 1,321 acres; 63 miles of parkways almost completely encircling the city, and 59 playgrounds. . . . In early times, a park was a place of rest and relaxation. . . . Today, the park is a place of teeming activity where citizens, young and old alike, find surcease form the stresses and strains of modern life."[221]

The national significance of Minneapolis's park system has continued to be acknowledged in the late twentieth century and beyond. In his 1996 book, *The American City, What Works, What Doesn't*, city planner Alexander Garvin headlined "Minneapolis: America's Outstanding Park System." He praised it as "the best-located, best-financed, best-designed, best-maintained public open space in America." In his historic overview, he commented: "H. W. S. Cleveland provided the embryo of the Minneapolis Park System. However, the system is largely the work of Theodore Wirth, superintendent of parks from 1906 to 1935. He is the man who extended the system beyond Minnehaha Falls, the initial lake parks, and the early parkways. He dredged these and other lakes, graded their banks, eliminated flooding, and installed permanent paving. He supervised the addition of thousands of acres of new parkland, miles of connecting parkways, and dozens of smaller neighborhood facilities. He planted thousands of acres with grass, shrubs, trees, and flowers, built the park drives, and installed the recreation facilities which we see today." Garvin added: "The system Wirth built demonstrates the wisdom of Olmsted's view that each component in a park system should be individual in its character, reflecting the potential of the topography and the utility of its individual service function."[222]

This assessment was reinforced by landscape architect Alan Tate in his 2001 international study of urban parks. Tate began his critique of the Minneapolis park system by referencing Garvin: "The Minneapolis Park System has been justifiably described as 'the best located, best-financed, best-designed, best-maintained public open space in America.'" He noted, however, that the significance of the system and its creators has not always been acknowledged: "The Minneapolis system receives far less publicity than the most closely comparable park system, Boston's 'Emerald Necklace.' Equally its initial designer H. W. S. (Horace William Shaler) Cleveland (1814–1900), receives less attention than he merits."[223]

Tate's analysis continued: "The Grand Rounds, like the Emerald Necklace, comprises a network of open spaces, thoroughly integrated with their physical and social settings. Both are water-based systems that take advantage of the scenic and recreational value of water as well as

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[220] Weir, I: 95–98. The map also shows the paved and unpaved parkways. Still unpaved in 1925 were both parkways along the Mississippi River, the parkway around Lake Harriet, Kenwood Parkway, and Glenwood Parkway through Glenwood Park.

[221] *Minneapolis, City of Opportunity: A Century of Progress in the Aquatennial City* (Minneapolis: T. S. Dennison and Company, 1956), 70, 73.

[222] Alexander Garvin, *The American City, What Works, What Doesn't* (New York: McGraw-Hill: 1996), 63–64.

[223] Tate, *Great City Parks*, 178, 191. Of the twenty parks or park systems that Tate analyzes, seven are in the United States. In addition to Minneapolis, four are in New York City, one is in Chicago, and one is in Seattle.

working with the natural landform to facilitate surface drainage. Both the Grand Rounds and the Emerald Necklace have predominantly linear layouts through primarily residential areas." Tate concluded his discussion of the Minneapolis park system by observing: "The remarkable legacy of Cleveland, his visionary clients and their successors is an exceptional park system that continues to perform an invaluable role as an integral part of the physical structure and daily life of the city."[224]

These commentaries through the years consistently identify the unique qualities of the Grand Rounds. Unlike many American cities that focused on developing one or two large parks, in Minneapolis, the whole is truly greater than the sum of its parts. While individual parks and parkways are of interest in their own right, it is the collection of these components into a system that establishes the national significance of the Grand Rounds.

[224] Ibid.

NATIONAL REGISTER ANALYSIS

Landscape Type

National Register Bulletin 18 lists a number of property types under the general category of "designed historic landscape."[225] The Grand Rounds consists of two major property types and three secondary property types that are incorporated into the major property types. These are:

Major
- Parks (local, state and national) and camp grounds
- Parkways, drives and trails

Secondary
- Arboreta, botanical and display gardens
- Grounds designed or developed for outdoor recreation and/or sports activities such as country clubs, golf courses, tennis courts, bowling greens, bridle trails, stadiums, ball parks, and race tracks
- Bodies of water and fountains

Throughout the Grand Rounds, the designed historic landscape incorporates buildings and structures, many of which are of historic and architectural interest and are identified as contributing features to the overall landscape if they fall within the period of significance and retain their integrity.

The following segments of the Grand Rounds list the relevant property types:

Kenwood Parkway Segment

Parkway:
Kenwood Parkway
Park:
Loring Park with body of water, Loring Pond
Kenwood Park
The Parade with grounds for recreation and sports activities, and body of water, Spring Lake

Chain of Lakes Segment

Parkway:
Cedar Lake Parkway with body of water, Brownie Lake
Lake of the Isles Parkway
Dean Parkway
The Mall
Lake Calhoun Parkway
Linden Hills Boulevard
Lake Harriet Parkway

[225] J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes* (Washington, D.C.: Government Printing Office, 1994), 2–3.

Kings Highway
Park:[226]
Cedar Lake with its body of water, Cedar Lake
Lake of the Isles with its bodies of water, Lake of the Isles, Kenilworth Lagoon, and Calhoun-Lake of the Isles Lagoon
Lake Calhoun with its body of water, Lake Calhoun
William Berry Park with body of water, stream between Lake Calhoun and Lake Harriet
Lake Harriet with its body of water, Lake Harriet
Lyndale Park with botanical and display gardens
Lyndale Farmstead

Minnehaha Segment

Parkway:
Minnehaha Parkway with body of water, Minnehaha Creek
Lake Nokomis Parkway
Godfrey Parkway
Park:
Lake Nokomis Park with body of water, Lake Nokomis
Hiawatha Park with body of water, Lake Hiawatha, and grounds for recreation, Hiawatha Golf Course
Minnehaha Park with water features, Minnehaha Falls and Minnehaha Creek

Mississippi River Segment

Parkway:
West River Parkway
East River Parkway
Park:
Riverside Park

Northeast Segment

Parkway:
Stinson Parkway
Ridgway Parkway
Saint Anthony Parkway
Park:
Deming Heights Park
Columbia Park including grounds for recreation, Columbia Golf Course
Grounds for recreation:
Gross Golf Course

Victory Memorial Segment

Parkway:
Victory Memorial Parkway

[226] In the Chain of Lakes segment, the lake parks are identified only by the names of the lakes.

Park:
Webber Park including bodies of water, Webber Lake and Shingle Creek

Theodore Wirth Segment

Parkway:
Theodore Wirth Parkway
Park:
Theodore Wirth Park including bodies of water, Wirth Lake, Birch Pond, and Bassett Creek lagoons; grounds for recreation, Wirth Golf Course; and botanical and display gardens, Butler Wildflower Garden and Quaking Bog
Valley View Park

Areas of Significance

Properties must meet at least one of four criteria to qualify for the National Register of Historic Places. The Grand Rounds has achieved significance under the Criteria A, B, and C. The following points expand on the discussion in "Making the City Itself a Work of Art: An Historical Context for the Grand Rounds, Minneapolis."[227]

The Grand Rounds also falls within the statewide historic context, "Urban Centers, 1870 to 1940." Many components of the system were affected by the statewide subject context "Federal Relief Construction (1933 to 1941)." The Grand Rounds are covered by the local historic contexts of "North Minneapolis," "Northeast Minneapolis" (both Landscape Research, 1998) and "South Minneapolis" (Hess Roise, 2000).

Criterion A

- As a nationally significant example of urban park development in the nineteenth and twentieth centuries.
- For its influence on the physical development of Minneapolis and the adjacent suburbs of Golden Valley, Robbinsdale, and Saint Anthony.

The development of urban parks and parkways occurred throughout cities in the United States, beginning in the mid-nineteenth century. The Grand Rounds system is nationally significant because of its breadth and extent and its conscious effort to encompass and link all areas of the city into a comprehensive and unified system, beginning in 1884 and continuing into the 1940s.

The Minneapolis Board of Park Commissioners was established in 1883, the same year the city of Minneapolis greatly expanded its boundaries through annexation. Another major annexation took place in 1887. The initial proposal for the circumferential park system anticipated future residential development in previously unsettled areas of the city. The expansion of the plan in 1891, which was then christened the "Grand Rounds," carried this idea even further. The vision of parks and parkways helped to spur development, while residents of newly developed areas sought to bring the amenities of parks to their areas. As the MBPC acquired parkland outside the boundaries of the city, those parks stimulated development in adjacent suburban communities.

[227] Roise and Gardner, "Making the City Itself a Work of Art," 29.

Criterion B

- As the most important property associated with Charles M. Loring (1832–1922), "Father of the Minneapolis Park System" who is extolled as "apostle of parks and playgrounds."[228]

Charles M. Loring, one of the most prominent civic figures of the city of Minneapolis, was devoted to the establishment and cultivation of the Minneapolis park system. As the first president of the MBPC, he was instrumental in securing the services of Horace Cleveland. He took personal responsibility for the implementation of Central Park, the first component of the comprehensive park system that in 1890 was renamed Loring Park in his honor. Loring achieved national renown as one of first presidents of the American Park and Outdoor Art Association. He recruited Theodore Wirth in 1905 to serve as superintendent of the park system. As one of his final contributions to the Grand Rounds, he funded the installation and ongoing maintenance of the elm trees along Victory Memorial Boulevard.

None of Loring's Minneapolis residences, from his house on Nicollet Island to a house on Clifton Avenue near Loring Park, survive. His various office locations in the vicinity of Bridge Square and the Gateway have long succumbed to redevelopment. Consequently, the Minneapolis park system is the most important property associated with the man who helped to conceive, implement, promote, and enhance that system.

Criterion C

- As the most comprehensive design by, and crowning achievement of, nationally prominent landscape architect Horace William Shaler Cleveland (1814–1900).
- As the most important work by nationally prominent landscape architect and parks official Theodore Wirth (1863–1949).
- As a representation of key periods in the evolution of American landscape architecture.

Horace William Shaler Cleveland had a national reputation when he first lectured in Minneapolis and Saint Paul in 1872 to promote the idea of a unified park system that would take advantage of the beauties of the Mississippi River. When Cleveland was hired by the newly formed MBPC in 1883, he recommended a circumferential plan of "an extended system of boulevards, or ornamental avenues," that would link parks throughout and beyond the densely populated areas of the city. Cleveland's initial plan included boulevards on both banks of the Mississippi River (although not realized during his tenure) and boulevards around Lake Calhoun and Lake Harriet, as well as Loring Park, Riverside Park. Kenwood Parkway, and Lake of the Isles Boulevard. When the Special Committee on Park Enlargement proposed the concept of the Grand Rounds in 1891, it was extolled as an extension of Cleveland's original vision. Other components of the Grand Rounds designed during Cleveland's tenure included portions of Minnehaha Parkway, Minnehaha Park, Dean Parkway, William Berry Park (originally Interlachen Park), Kings Highway, and Linden Hills Boulevard (originally Park Boulevard).

In his thirty years as superintendent of the Minneapolis park system, Theodore Wirth designed, planned, and executed major portions of the Grand Rounds and made it a system that truly extended to all sections of the city. Not only did he take advantage of the existing natural

[228] Wirth, *Minneapolis Park System*, 25; Folwell, *History of Minnesota*, 4:425, 434.

features and topography, he enhanced those features through engineering and large-scale landscaping to unify the system. He brought Lake Nokomis and Lake Hiawatha and the surrounding parkland into the system, and undertook the enlargement of Columbia Park and Glenwood Park (later renamed Theodore Wirth Park). Much of the work undertaken along the Grand Rounds and in the adjacent parks was to promote recreational activities all year round. In addition, he fostered major programs in forestry and horticulture to enhance park properties. With the exception of the extension of West River Parkway north of Franklin Avenue, the historical Grand Rounds achieved its present extent during Wirth's tenure.

From promoting the admiration of scenic wonders, whether by walking, riding, or driving, to incorporating active recreation, the Grand Rounds represents the evolution of American landscape architecture in urban park systems.

Period of Significance

The overall period of significance for the Grand Rounds begins in 1884, the year after the MBPC was established and began work on Loring Park. The board quickly began to implement Cleveland's initial circumferential plan. The scope and the concept of the plan was greatly expanded in 1891, when the Special Committee on Park Enlargement called for the creation of the Grand Rounds. From the beginning of his tenure as superintendent in 1906 until his retirement at the end of 1935, Theodore Wirth improved the already established parts of the system and expanded the Grand Rounds throughout the city and, in some cases, into adjacent suburban communities. Between 1933 and 1942, the board used Depression-era federal relief programs to improve the parks and parkways, as well as to expand West River Parkway north of Franklin Avenue. Each period of improvement and expansion followed Cleveland's original vision of using natural features as the basis of park creation. Little work was done on the Grand Rounds during World War II. In the 1950s and 1960s, the board focused on maintenance issues and improving recreational facilities. Based on this information, 1942 is an appropriate end date for the overall period of significance.

Since the establishment and construction of the various segments and components of the Grand Rounds occurred over many years, more discrete beginning and end dates might be established for those elements.

Changes over Time and Issues of Integrity

Landscape architecture and designed historic landscapes by their very nature change over time. The Grand Rounds system today is very different from the landscape and natural features seen by Cleveland and the initial park plan that he proposed to shape that landscape. Cleveland looked at the Mississippi River and the lakes and urged the MBPC to take advantage of these features by creating a system of parks linked by boulevards and parkways that would extend through much of the city, with the boundaries as they then existed. When the Special Committee on Park Enlargement made its report in 1891, it commented on Cleveland and his plan: "It was not the expectation of the artist that this plan would be carried out with literal exactness. His purpose was to impress upon his clients *the idea of a plan*, so that whatever particular works they might

be pleased to undertake and execute, should not be isolated and unrelated fragments, but parts of a comprehending and systematic whole." The report went on to propose a system of new and expanded parks throughout the city, as well as the encircling parkway system, which was to be called the "Grand Rounds." The Grand Rounds was carried out and expanded under the direction of William Berry until his retirement in early 1906, and then under Theodore Wirth. Writing in 1945, Wirth commented, "It is most gratifying to perceive how that well-thought-out, courageously-conceived plan of fifty years ago has in most respects been happily realized." He also suggested: "If Professor H. W. S. Cleveland could visit our city today, he would be highly gratified that so many of his original recommendations have been realized."[229] At the same time, it is clear that the Grand Rounds was never intended to be a static system. From Cleveland to Berry to Wirth, it was anticipated that it would grow and evolve, and it has continued to do so.

Comparing the parks and parkways as they exist today with depictions in historic photographs, descriptions of work undertaken in the annual reports, and Wirth's enlightening historical study make clear how much change has occurred over time. What appears in early photographs to be a natural and almost rural landscape was remade into a naturalistic landscape that fits into an urban environment. It took the vision of successive landscape architects to shape and enhance that landscape, building on the raw components of nature. The Grand Rounds system and related parks had been largely completed by 1942, when the Works Progress Administration programs ended. Nonetheless, the system has hardly remained unchanged since that time.

After the end of World War II, the park and parkway system was suffering from long-neglected maintenance and was being threatened by new highways and other encroachments. When Robert Ruhe became superintendent in 1966, he was very concerned about the conditions of the parkways and their increasing use as commuter routes. It was at Ruhe's recommendation that the board hired the prominent San Francisco landscape architects Eckbo, Dean, Austin and Williams to analyze the parkway system. As a result of their work and with input from a citizens' parkway committee, major improvements were made along the parkways, including changes in roadway widths, the installation of pedestrian and bicycle paths, and the implementation of a uniform identification system through lighting, signage, and other graphics. These improvements were intended to enhance the overall character of parkways and promote new recreational opportunities, while reinforcing the historic sense of the Grand Rounds.

The National Register identifies the following qualities of integrity: location; design; setting; materials; workmanship; feeling; and association. A property must retain all or most of these qualities to have historic integrity and to be eligible for listing in the National Register. Several of these qualities are particularly relevant to the landscape architecture and designed historic landscape of the Grand Rounds: location, design, setting, feeling, and association. The qualities of materials and workmanship are largely related to the engineering, horticulture, and forestry endeavors that created the various segments of the Grand Rounds and their ongoing maintenance in relation to the broader landscapes of the Grand Rounds. More discrete qualities of materials

[229] Wirth, *Minneapolis Park System*, 81, 113; the quote is from the "Report of the Special Committee," which is reprinted in Wirth, *Minneapolis Park System*, 113.

and workmanship can be more readily applied to individual components such as buildings, bridges, walls, and similar structures.[230]

Overall, the Grand Rounds system has retained its integrity as the MPRB has responded to changing needs, recreational uses, and environmental considerations. Each of the seven historic segments of the Grand Rounds system has also retained its overall integrity, although the quality of integrity of the sub-segments and their components varies. For the most part, the MPRB has resisted the encroachment of buildings and other structures into the landscape. Recreational sites like tennis courts and playgrounds have been rehabilitated or replaced in their original locations. Roadways and pedestrian and bicycle paths and trails have generally been rehabilitated or adapted in ways that are compatible with their historic character.

Planting, thinning, clearing, and replacing trees and other vegetation and the treatment of lakeshores are ongoing challenges. The manicured lawns around the lakes that Wirth created are not compatible with present-day environmental concerns, so broad swaths of lawn have been selectively replaced by meadows and other native plantings. The monoculture of elm trees along Victory Memorial Parkway made it susceptible to disease, which forced pragmatic decisions about replacements.

The integrity of the following sub-segments of the Grand Rounds has been compromised by overall changes, by the introduction of new elements or features that postdate the period of significance, or by both. These have been discussed in more detail in earlier sections of this report.

Kenwood Parkway Segment
Loring Park
The Parade

Minnehaha Segment
Minnehaha Park

Northeast Segment
Stinson Parkway, south of the intersection with Ridgway Parkway

Victory Memorial Segment
Webber Park

Other sub-segments are somewhat peripheral to the Grand Rounds, even though they retain their integrity.

Chain of Lakes Segment
The Mall
Linden Hills Boulevard

[230] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Government Printing Office, 1977, updated 1997), 44; *National Register Bulletin 18*, 6–8.

EXISTING DESIGNATIONS AND RECOMMENDATIONS

National Register Listings to Date

The following properties within the Grand Rounds study area are listed in the National Register of Historic Places:

Cappelen Memorial Bridge, East Franklin Avenue over the Mississippi River to Franklin Avenue Southeast, Minneapolis. Listed 1978.

Como-Harriet Streetcar Line and Trolley, West Forty-second Street at Queen Avenue South, Minneapolis. Listed 1977.

Interlachen Bridge, William Berry Parkway in William Berry Park, Minneapolis. Listed 1989.

Minnehaha Historic District, vicinity of Hiawatha and Minnehaha Avenues and Godfrey Parkway, Minneapolis. Listed 1969. The district includes the site of Godfrey‘s Mill, the John M. Stevens House, Minnehaha Station, and the Longfellow House, all in Minnehaha Park.

Minnesota Soldiers‘ Home Bridge, spanning the Minnehaha Gorge from Minnehaha Park, Minneapolis. Listed in 1989 as part of the Minnesota Soldiers‘ Home Historic District.

Queen Avenue Bridge, West Lake Harriet Parkway, Minneapolis. Listed 1989.

Theodore Wirth House and Administration Building, 3954 Bryant Avenue South, Lyndale Farmstead, Minneapolis. Listed 2002.

National Register Eligibility Determinations

The following properties within the Grand Rounds study area have been determined eligible for National Register listing by the State Historic Preservation Office in conjunction with Section 106 reviews.

Lake of the Isles and Kenwood Park. 1999.

Minnehaha Parkway. 1999.

Theodore Wirth Park and Parkway. 2002.

East River Parkway. 2002, 2007.

West River Parkway and the Winchell Trail. 2001.

Victory Memorial Parkway, 2005.

Saint Anthony Boulevard, 2006.

Proposed National Register Historic District

This study has taken an expansive and inclusive approach to a Grand Rounds Historic District. Based on fieldwork and research, we recommend that the area of the Grand Rounds indicated on the maps accompanying this report be nominated for listing in the National Register of Historic Places as the Grand Rounds Historic District, with national significance. The areas of significance and the period of significance would be as discussed in the preceding pages. The overall landscape and its components are judged to be contributing to the historic district unless otherwise identified as having compromised integrity. The problematic sub-segments identified in the discussion of integrity need careful review. Buildings, structures, and objects located within the boundaries of the district that fall within the period of significance are judged to be contributing to the district if they retain sufficient integrity. A number of buildings, structures, and objects would be considered noncontributing because of their age or because they were located in the Grand Rounds after the period of significance. The property list accompanying this report gives the existing National Register status of each item and a recommendation of whether it is contributing or noncontributing.

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APPENDIX A: RESEARCH DESIGN

Research Design for Grand Rounds Historic District Survey and National Register of Historic Places Nomination

This research design provides a framework for the collection and analysis of information for the Grand Rounds Historic District survey and National Register of Historic Places nomination. The project will include the preparation of inventory forms and related documentation for the landscape elements and character-defining features of the Grand Rounds Historic District; a survey report based on the inventory and documentation; and a National Register of Historic Places nomination for the Grand Rounds Historic District. The research design is divided into four sections: Background, Objectives, Methodology, and Expected Results. The Background section summarizes the purpose and need for the project and explains the basis for the inventory, survey report, and National Register nomination. The Objectives section states three aims of the study. The Methodology section describes the research and field survey methods that will be used for the inventory and subsequent reports. The Expected Results section describes the anticipated final products of the project and their intended use.

Background

In 1883, Minneapolis voters passed a referendum to create the Minneapolis Board of Park Commissioners, which was charged with establishing a park system for the city. One of the board‘s first acts was to invite noted landscape architect Horace W. S. Cleveland to present his ideas for a comprehensive park and parkway system. Cleveland envisioned a system of picturesque parkways linking such natural features as the Mississippi River gorge and a series of lakes, making "the city itself a work of art." The circumferential route that Cleveland proposed became the basis of what board member William Watts Folwell christened the "Grand Rounds" in 1891. Cleveland‘s plans were first implemented by Park Superintendent William M. Berry, then greatly expanded under the leadership of Park Superintendent Theodore Wirth to achieve the 53-mile route that is today‘s Grand Rounds.

As Cleveland hoped, the park system fundamentally shaped the growth of Minneapolis. Almost from its inception, the Minneapolis Grand Rounds was recognized nationally as an exceptionally innovative, comprehensive, and beautiful park system. The acclaim continued as the system grew and evolved in response to changing recreational needs, landscaping practices, and aesthetic preferences. The changes, including one done in the 1970s by Garret Eckbo and Roger Martin, have added layers of new buildings, landscaping, circulation, and furnishings, that have sometimes enhanced—and sometimes detracted from—the original design. The Grand Rounds were designated a Minnesota State Scenic Byway in 1997 and a National Scenic Byway the following year.

Students and cultural resources professionals have studied many of the component parts of the Grand Rounds, but a comprehensive historic survey and inventory of the Grand Rounds have not been completed. The Minnesota State Historic Preservation Office has received a federal Preserve America‘s Treasures grant from the National Park Service to undertake inventory and

documentation, prepare a survey report, and complete a National Register of Historic Places nomination for the Grand Rounds Historic District.

Objectives

The project has three major objectives:

1. To document systematically the landscape elements and character-defining features of the Grand Rounds Historic District and its distinct historic segments: Loring Park/Kenwood Parkway; Chain of Lakes; Minnehaha; Mississippi River; Northeast; Victory Memorial; and Theodore Wirth. Although information has been compiled for many sections of the system, the data are not uniform, and some sections are not covered at all. The first phase of the project will produce inventory forms and a survey report.

2. To assess the significance of this H. W. S. Cleveland-inspired landscape within a national context of parkways of the period. While the Minneapolis park system is recognized at a local and regional level, it has never been fully explored within a larger national context. This evaluation will be included in the survey report.

3. To prepare a National Register Historic District nomination for the Grand Rounds Historic District. While the district has been considered eligible for listing, boundaries have never been clearly defined for all segments nor have all elements been evaluated for their contributing or noncontributing status to the district as a whole. The nomination documentation will further enhance the interpretation and protection of this uniquely designed historic landscape.

Methodology

Phase 1
Documentation and Survey

Historical Research. A significant amount of primary and secondary source information has been gathered by Hess Roise and other cultural resource consultants pertaining to various segments of the Grand Rounds. This information is available in Hess Roise and SHPO files and will be reviewed and compiled as part of this project. Particular attention will be focused on the *Annual Reports* and *Proceedings* of the Minneapolis Board of Park Commissioners. The indexes of the *Minneapolis Journal* and the subject clippings files in the local history collection of the Hennepin County Central Library in downtown Minneapolis will also be examined for the various segments of the Grand Rounds. In addition, we will undertake general and site-specific research at the Minneapolis Park and Recreation Board, Minnesota Historical Society reference library, the University of Minnesota libraries, and other repositories in the Twin Cities as needed.

The research will be undertaken to help in the identification and analysis of the landscape elements and character-defining features; to assess changes over time; and to develop an overall historic context for the survey report and the National Register nomination. Research files will be compiled as part of the process and submitted to the SHPO at the end of the project.

Fieldwork and Photography. Prior to undertaking fieldwork, we will compile historic plans of various segments of the Grand Rounds from the *Annual Reports* for comparison of current conditions. We will also take advantage of the digital resources of Google Maps and Virtual Earth to analyze existing conditions. We will tour the segments of the Grand Rounds system, recording our observations about the landscape elements and character-defining features and locating them on field maps with GPS coordinates. Using black-and-white film, we will photograph landscape elements and features and submit the exposed film to the SHPO for processing. We will also take color digital photographs to aid our assessment of the various features and components of the Grand Rounds and to illustrate our survey report.

Inventory Forms. Inventory forms will be prepared based on segments of the Grand Rounds (e.g., Chain of Lakes Segment); major components within each segment (e.g., Lake of the Isles and Lake of the Isles Parkway); and major individual elements within the major components (e.g., Lake of the Isles Parkway bridge over the Calhoun-Isles Channel). Inventory numbers will be assigned by SHPO. We will complete inventory forms for each resource surveyed based on field notes, survey photographs, and historical research files. Information from previously completed inventory forms will be compared to current conditions. Pertinent information will be entered into a computerized database. Inventoried resources will be analyzed to determine if and how they contribute to the historic district. Completed forms will be generated from the database.

Historic Contexts. The Grand Rounds of the Minneapolis Park System falls within the statewide historic context, "Urban Centers, 1870 to 1940." Many components of the system were affected by the statewide subject context, "Federal Relief Construction (1933 to 1941)," The Grand Rounds are covered by the local historic contexts of "North Minneapolis," "Northeast Minneapolis" (both Landscape Research, 1998) and "South Minneapolis" (Hess Roise, 2000). Hess Roise also prepared a historic context for the Grand Rounds in 1999.

While this project will reference previous studies, additional research and analysis will place the Grand Rounds within a national context of historic landscape architecture and park planning, so the national significance of the resource can be properly assessed.

Survey Report

We will prepare a survey report that consists of the following components:

- Overall description of project and process, including goals and survey methodology.
- Description of the Grand Rounds and its component resources and an assessment of contributing or noncontributing status of the various components.
- Historic context and significance statement that sets the Grand Rounds within a national context of parkways developed during the period of significance. The period of significance will be discussed in greater detail and the discussion of significance will be related to National Register criteria.
- Recommendations
- Bibliography
- Appendices: Research design, list of inventoried resources, photo log

Phase 2
National Register Nomination

The nomination will be prepared in accordance with relevant National Register Bulletins and SHPO Supplemental Instructions. Using the survey report as a basis, the nomination will describe the Grand Rounds, its seven distinct segments, and the various landscape elements and character-defining features. The nomination will identify contributing and noncontributing features and describe and justify the boundary of the historic district. The significance statement will place the Grand Rounds within its national context, discuss its significance in the areas of Community Development and Planning and Landscape Architecture, explain the significance of the associations with prominent historical figures (i.e., H. W. S. Cleveland, Theodore Wirth), and establish the national significance of the Grand Rounds. The nomination will include historic and current maps and historic and current photographs, prepared in accordance with the required specifications.

Expected Results

Phase 1

It is expected that Phase 1 of the project will provide a comprehensive overview and analysis of the Grand Rounds and its segments that will serve as a basis for preparing the Grand Rounds Historic District National Register of Historic Places nomination in Phase 2.

Products from Phase 1 will include this research design; completed inventory forms for the various segments and components of the Grand Rounds; black and white and digital photos; a survey report that meets the Secretary of the Interior‘s Standards for reporting identification results and provides sufficient basis for preparing the National Register nomination; and related research files.

Phase 2

It is expected that Phase 2 will result in the completion of a nomination form for the Grand Rounds Historic District with the required accompanying documentation. It is anticipated that the documentation that accompanies the nomination will be used to enhance the interpretation and to assist in the ongoing protection of this significant historic landscape.

Analyzing the component parts, landscape elements, and character-defining features of the Grand Rounds will enhance our understanding of its overall significance and provide guidance for management decisions as the system continues to evolve in the twenty-first century. Listing the Grand Rounds Historic District in the National Register will raise awareness of its national significance and reinforce the importance of respecting the historic characteristics of this beloved resource.

APPENDIX B: LIST OF INVENTORIED RESOURCES BY SEGMENT

Minnesota SHPO Inventory No.	Segment	Sub-Segment	Property Type	Major Feature	C/NC
HE-MPC-00532	Kenwood	Loring Park	Building	Park Pavilion	C
HE-MPC-00573	Kenwood	Loring Park	Building	Superintendent's Office	C
HE-MPC-01780	Kenwood	Loring Park	Object	Ole Bull Statue	C
HE-MPC-01781	Kenwood	Loring Park	Building	Maintenance Building	C
HE-MPC-01784	Kenwood	Loring Park	Object	Commemorative Boulder Grouping (6)	C
HE-MPC-01785	Kenwood	Loring Park	Object	Loring Boulder	NC
HE-MPC-01786	Kenwood	Loring Park	Site	Loring Park	C
HE-MPC-01787	Kenwood	Loring Park	Object	Berger Fountain	NC
HE-MPC-01789	Kenwood	Loring Park	Site	Loring Pond	C
HE-MPC-01790	Kenwood	Loring Park	Structure	Recreational Areas (5 C/1 NC)	C
HE-MPC-01791	Kenwood	Loring Park	Structure	Whitney Bridge	NC
HE-MPC-01792	Kenwood	Loring Park	Structure	Wading Pool	C
HE-MPC-01908	Kenwood	Loring Park	Structure	Whitney Gazebo	NC
HE-MPC-01782	Kenwood	The Parade	Site	The Parade	NC
HE-MPC-01783	Kenwood	The Parade	Site	Spring Lake	C
HE-MPC-01788	Kenwood	The Parade	Building	Cowles Conservatory	NC
HE-MPC-01793	Kenwood	The Parade	Site	Minneapolis Sculpture Garden	NC
HE-MPC-01795	Kenwood	The Parade	Structure	Athletic Complex	NC
HE-MPC-06473	Kenwood	The Parade	Building	Parade Ice Garden	NC
HE-MPC-01796	Kenwood	Kenwood Parkway	Structure	Kenwood Parkway	C
HE-MPC-01797	Kenwood	Kenwood Parkway	Site	Kenwood Park	C
HE-MPC-01798	Kenwood	Kenwood Parkway	Site	Playground	NC
HE-MPC-01799	Kenwood	Kenwood Parkway	Building	Service Buildings (2)	1 C / NC
HE-MPC-01800	Kenwood	Kenwood Parkway	Site	Athletic Field	NC
HE-MPC-06475	Kenwood	Kenwood Parkway	Structure	Kenwood Water Tower	C
HE-MPC-01818	Chain of Lakes	Cedar Lake	Site	Brownie Lake	C
HE-MPC-01819	Chain of Lakes	Cedar Lake	Structure	Cedar Lake Parkway Bridge	NC
HE-MPC-01820	Chain of Lakes	Cedar Lake	Site	Cedar Lake	C
HE-MPC-01833	Chain of Lakes	Cedar Lake	Structure	Cedar Lake Parkway	C
HE-MPC-01821	Chain of Lakes	Lake of the Isles	Object	Fort Snelling Boulder	C
HE-MPC-01822	Chain of Lakes	Lake of the Isles	Site	Kenilworth Lagoon	C
HE-MPC-01823	Chain of Lakes	Lake of the Isles	Structure	Lake Calhoun-Lake of the Isles Channel	C
HE-MPC-01824	Chain of Lakes	Lake of the Isles	Site	Lake of the Isles	C

HE-MPC-01825	Chain of Lakes	Lake of the Isles	Structure	Lake of the Isles Parkway	C
HE-MPC-01826	Chain of Lakes	Lake of the Isles	Object	Peavey Fountain	C
HE-MPC-01832	Chain of Lakes	Lake of the Isles	Structure	Burnham Road Bridge	NC
HE-MPC-01835	Chain of Lakes	Lake of the Isles	Structure	Park Board Bridge No. 2	C
HE-MPC-01850	Chain of Lakes	Lake of the Isles	Structure	Kenilworth Railroad Bridge	NC
HE-MPC-01851	Chain of Lakes	Lake of the Isles	Structure	Pedestrian Bridge over Kenilworth Lagoon	NC
HE-MPC-05335	Chain of Lakes	Lake of the Isles	Structure	Railroad Bridge over East Calhoun Parkway	C
HE-MPC-06896	Chain of Lakes	Lake Calhoun	Structure	Park Board Bridge No. 1	C
HE-MPC-06900	Chain of Lakes	Lake of the Isles	Structure	Park Board Bridge No. 3	C
HE-MPC-06901	Chain of Lakes	Lake of the Isles	Structure	Park Board Bridge No. 4	C

HE-MPC-05341	Chain of Lakes	Dean Parkway	Structure	Railroad Bridge	C
HE-MPC-08727	Chain of Lakes	Dean Parkway	Structure	Dean Parkway	C

HE-MPC-01827	Chain of Lakes	The Mall	Structure	The Mall	C

HE-MPC-01811	Chain of Lakes	Lake Calhoun	Site	Lake Calhoun	C
HE-MPC-01834	Chain of Lakes	Lake Calhoun	Structure	Lake Calhoun Parkway	C
HE-MPC-01845	Chain of Lakes	Lake Calhoun	Object	Pond Brothers Boulder	C
HE-MPC-01846	Chain of Lakes	Lake Calhoun	Object	Dakota Boulder	C
HE-MPC-01847	Chain of Lakes	Lake Calhoun	Object	Naval Memorial Tablet	C
HE-MPC-01848	Chain of Lakes	Lake Calhoun	Site	Swimming Beaches (3)	C
HE-MPC-01849	Chain of Lakes	Lake Calhoun	Object	Marine Corps Tablet	C
HE-MPC-06328	Chain of Lakes	Lake Calhoun	Building	Lake Calhoun Park Pavilion	C
HE-MPC-06329	Chain of Lakes	Lake Calhoun	Object	World War I Memorial Mast	C

HE-MPC-01828	Chain of Lakes	William Berry Park	Site	William Berry Park	C
HE-MPC-01829	Chain of Lakes	William Berry Park	Object	William Berry Boulder	C
HE-MPC-01830	Chain of Lakes	William Berry Park	Structure	William Berry Parkway	C
HE-MPC-06637	Chain of Lakes	William Berry Park	Structure	Interlachen Bridge	C

HE-MPC-01843	Chain of Lakes	Linden Hills Boulevard	Structure	Linden Hills Boulevard	C
HE-MPC-06330	Chain of Lakes	Linden Hills Boulevard	Structure	Queen Avenue Bridge	C

HE-MPC-01836	Chain of Lakes	Lake Harriet	Site	Picnic Grounds	C
HE-MPC-01837	Chain of Lakes	Lake Harriet	Site	Lake Harriet	C
HE-MPC-01838	Chain of Lakes	Lake Harriet	Structure	Beard's Plaisance Pavilion	C
HE-MPC-01839	Chain of Lakes	Lake Harriet	Object	Lake Harriet Mission School Boulder	C
HE-MPC-01840	Chain of Lakes	Lake Harriet	Structure	Lake Harriet Parkway	C
HE-MPC-01841	Chain of Lakes	Lake Harriet	Site	Beaches (2)	C
HE-MPC-01842	Chain of Lakes	Lake Harriet	Structure	Bandshell	NC

HE-MPC-01844	Chain of Lakes	Lake Harriet	Building	Linden Hills Depot	NC
HE-MPC-05606	Chain of Lakes	Lake Harriet	Building	Restroom Buildings (2)	C
HE-MPC-05752	Chain of Lakes	Lake Harriet	Site	Beard's Plaisance and Picnic Grounds	C
HE-MPC-06604	Chain of Lakes	Lake Harriet	Structure	Como-Harriet Streetcar Line and Trolley	C

HE-MPC-01812	Chain of Lakes	Lyndale Park	Site	Roberts Bird Sanctuary	C
HE-MPC-01813	Chain of Lakes	Lyndale Park	Object	Heffelfinger Fountain	NC
HE-MPC-01814	Chain of Lakes	Lyndale Park	Object	Phelps Fountain	NC
HE-MPC-01815	Chain of Lakes	Lyndale Park	Site	Lyndale Park	C
HE-MPC-01816	Chain of Lakes	Lyndale Park	Site	Peace Garden	NC
HE-MPC-01817	Chain of Lakes	Lyndale Park	Site	Municipal Rose Garden	C

HE-MPC-01831	Chain of Lakes	King's Highway	Structure	King's Highway	C

HE-MPC-01808	Chain of Lakes	Lyndale Farmstead	Building	Recreation Center	NC
HE-MPC-01809	Chain of Lakes	Lyndale Farmstead	Building	Southside Operations Center	NC
HE-MPC-01810	Chain of Lakes	Lyndale Farmstead	Site	Lyndale Farmstead Park	C
HE-MPC-03316	Chain of Lakes	Lyndale Farmstead	Building	Theodore Wirth House/Administration Building	C

HE-MPC-01753	Minnehaha	Minnehaha Parkway	Structure	Minnehaha Creek and Creek Bank Walls	C
HE-MPC-01754	Minnehaha	Minnehaha Parkway	Structure	Paths	C
HE-MPC-01755	Minnehaha	Minnehaha Parkway	Structure	Post-1999 Pedestrian Bridges (15)	NC
HE-MPC-01758	Minnehaha	Minnehaha Parkway	Structure	Bridge No. 27A20	NC
HE-MPC-01766	Minnehaha	Minnehaha Parkway	Structure	Minnehaha Parkway Bridge at Longfellow Gardens	NC
HE-MPC-01769	Minnehaha	Minnehaha Parkway	Structure	Thirty-fourth Avenue Bridge	NC
HE-MPC-01770	Minnehaha	Minnehaha Parkway	Structure	Bridge No. 93827	C
HE-MPC-01771	Minnehaha	Minnehaha Parkway	Structure	Cedar Avenue Bridge over Minnehaha Creek	NC
HE-MPC-01772	Minnehaha	Minnehaha Parkway	Structure	Chicago Avenue Bridge	NC
HE-MPC-01773	Minnehaha	Minnehaha Parkway	Structure	Bridge No. 5765	C
HE-MPC-01774	Minnehaha	Minnehaha Parkway	Structure	East Fiftieth Street Bridge	C
HE-MPC-01775	Minnehaha	Minnehaha Parkway	Structure	Bridge No. L5732	C
HE-MPC-01776	Minnehaha	Minnehaha Parkway	Structure	Bridge No. L5731	C
HE-MPC-01777	Minnehaha	Minnehaha Parkway	Structure	Bridge No. L5730	C
HE-MPC-01778	Minnehaha	Minnehaha Parkway	Structure	Bridge No. 9612	C
HE-MPC-04812	Minnehaha	Minnehaha Parkway	Structure	Bloomington Avenue Bridge	C
HE-MPC-04813	Minnehaha	Minnehaha Parkway	Structure	Twenty-eighth Avenue Bridge	C
HE-MPC-05045	Minnehaha	Minnehaha Parkway	Structure	Twelfth Avenue Bridge	C
HE-MPC-05359	Minnehaha	Minnehaha Parkway	Structure	Minnehaha Parkway	C
HE-MPC-06062	Minnehaha	Minnehaha Parkway	Structure	Bridge No. L6393	C
HE-MPC-06529	Minnehaha	Minnehaha Parkway	Structure	Nicollet Avenue Bridge	NC
HE-MPC-06897	Minnehaha	Minnehaha Parkway	Structure	Lyndale Avenue Bridge	C

HE-MPC-09000	Minnehaha	Minnehaha Parkway	Structure	Nokomis Avenue Bridge	C
HE-MPC-09001	Minnehaha	Minnehaha Parkway	Structure	Portland Avenue Bridge	C
HE-MPC-09008	Minnehaha	Minnehaha Parkway	Structure	Bridge No. L5736	C

HE-MPC-01731	Minnehaha	Lake Nokomis	Site	Lake Nokomis	C
HE-MPC-01748	Minnehaha	Lake Nokomis	Site	Beaches (2)	C
HE-MPC-01749	Minnehaha	Lake Nokomis	Site	Lake Nokomis Park	C
HE-MPC-01750	Minnehaha	Lake Nokomis	Structure	Lake Nokomis Parkway	C
HE-MPC-01751	Minnehaha	Lake Nokomis	Site	Picnic Grounds	C
HE-MPC-01752	Minnehaha	Lake Nokomis	Site	Athletic Fields (4)	C
HE-MPC-01767	Minnehaha	Lake Nokomis	Structure	Cedar Avenue Bridge over Lake Nokomis	NC
HE-MPC-04183	Minnehaha	Lake Nokomis	Building	Nokomis Community Center	NC
HE-MPC-09007	Minnehaha	Lake Nokomis	Structure	Nokomis Parkway Bridge	C

HE-MPC-01742	Minnehaha	Lake Hiawatha	Building	Hiawatha Park Maintenance Building	C
HE-MPC-01743	Minnehaha	Lake Hiawatha	Structure	Golf Course	C
HE-MPC-01744	Minnehaha	Lake Hiawatha	Building	Golf Clubhouse	C
HE-MPC-01745	Minnehaha	Lake Hiawatha	Site	Lake Hiawatha	C
HE-MPC-01746	Minnehaha	Lake Hiawatha	Site	Lake Hiawatha Park	C
HE-MPC-04536	Minnehaha	Lake Hiawatha	Building	Recreation Center	C

HE-MPC-01732	Minnehaha	Minnehaha Park	Object	Gunner Wennerberg Statue	C
HE-MPC-01733	Minnehaha	Minnehaha Park	Object	Hiawatha-Minnehaha Statue	C
HE-MPC-01734	Minnehaha	Minnehaha Park	Site	Playground	C
HE-MPC-01735	Minnehaha	Minnehaha Park	Site	Longfellow Gardens	NC
HE-MPC-01736	Minnehaha	Minnehaha Park	Object	Longfellow Statue	C
HE-MPC-01737	Minnehaha	Minnehaha Park	Structure	Milwaukee Road RR Bridge	C
HE-MPC-01738	Minnehaha	Minnehaha Park	Building	Pavilion	C
HE-MPC-01739	Minnehaha	Minnehaha Park	Object	John Stevens Statue	C
HE-MPC-01740	Minnehaha	Minnehaha Park	Building	Bandshell	NC
HE-MPC-01741	Minnehaha	Minnehaha Park	Site	Wabun Picnic Areas	NC
HE-MPC-01747	Minnehaha	Minnehaha Park	Site	Minnehaha Park	C
HE-MPC-01756	Minnehaha	Minnehaha Park	Structure	Godfrey Parkway	C
HE-MPC-01909	Minnehaha	Minnehaha Park	Object	Little Crow Mask	NC
HE-MPC-04111	Minnehaha	Minnehaha Park	Site	Minnehaha Falls and Gorge: Lower Glen	C
HE-MPC-04264	Minnehaha	Minnehaha Park	Building	Stevens House	C
HE-MPC-04265	Minnehaha	Minnehaha Park	Building	Longfellow House	C
HE-MPC-04266	Minnehaha	Minnehaha Park	Building	Minnehaha Depot	C
HE-MPC-04286	Minnehaha	Minnehaha Park	Structure	Minnesota Soldiers Home Bridge	C
HE-MPC-04811	Minnehaha	Minnehaha Park	Structure	Minnehaha Avenue Bridge	C

HE-MPC-01705	Mississippi	West River Parkway	Object	Sesquicentennial Boulders	C
HE-MPC-01706	Mississippi	West River Parkway	Structure	Winchell Trail	C
HE-MPC-01707	Mississippi	West River Parkway	Object	Winchell Trail Boulder	C
HE-MPC-01708	Mississippi	West River Parkway	Structure	West River Parkway	C
HE-MPC-01709	Mississippi	West River Parkway	Structure	Lake Street-Marshall Avenue Bridge	NC
HE-MPC-01713	Mississippi	West River Parkway	Structure	Interstate 94 Bridge	NC
HE-MPC-01714	Mississippi	West River Parkway	Building	Minneapolis Rowing Club Boathouse	NC
HE-MPC-04104	Mississippi	West River Parkway	Structure	Cappelen Memorial Bridge	C
HE-MPC-04388	Mississippi	West River Parkway	Structure	CMSP&P Mississippi River Bridge	C
HE-MPC-04711	Mississippi	West River Parkway	Structure	Intercity Bridge	C

HE-MPC-01710	Mississippi	Riverside Park	Structure	Restroom Building and Wading Pool	C
HE-MPC-01711	Mississippi	Riverside Park	Site	Riverside Park	C
HE-MPC-01712	Mississippi	Riverside Park	Structure	Sluiceways (2), Staircase, and Retaining Walls	C

HE-MPC-01700	Mississippi	East River Parkway	Structure	East River Parkway	C
HE-MPC-01701	Mississippi	East River Parkway	Site	East River Flats Park	C
HE-MPC-01702	Mississippi	East River Parkway	Structure	East River Parkway Bridge over Interstate 94	NC
HE-MPC-01703	Mississippi	East River Parkway	Building	University of Minnesota Boathouse	NC
HE-MPC-01704	Mississippi	East River Parkway	Object	Old Portage Trail Boulder	C
HE-MPC-07244	Mississippi	East River Parkway	Structure	Bridal Veil Falls Bridge	C

HE-MPC-03604	Northeast	Stinson Parkway	Structure	Stinson Parkway	C

HE-MPC-01871	Northeast	Ridgway Parkway	Structure	Ridgway Parkway	C

HE-SAC-00005	Northeast	Gross Golf Course	Site	Gross Golf Course	C
HE-SAC-00006	Northeast	Gross Golf Course	Building	Gross Golf Course Clubhouse	NC

HE-MPC-01861	Northeast	Saint Anthony Parkway	Site	Deming Heights Park	C
HE-MPC-01862	Northeast	Saint Anthony Parkway	Object	Portius C. Deming Boulder	C
HE-MPC-01864	Northeast	Saint Anthony Parkway	Structure	Bridge No. 90664	C
HE-MPC-01865	Northeast	Saint Anthony Parkway	Structure	Bridge No. 27055	NC
HE-MPC-01866	Northeast	Saint Anthony Parkway	Structure	Bridge No. 27074	NC
HE-MPC-03713	Northeast	Saint Anthony Parkway	Structure	Saint Anthony Parkway	C
HE-MPC-07852	Northeast	Saint Anthony Parkway	Structure	Bridge No. 5584	C

HE-MPC-01867	Northeast	Columbia Park	Site	Picnic Grounds	C
HE-MPC-01868	Northeast	Columbia Park	Site	Golf Course	C
HE-MPC-05334	Northeast	Columbia Park	Structure	Bridge No. 93111	C
HE-MPC-05336	Northeast	Columbia Park	Structure	Railroad Bridge over Saint Anthony Parkway	C

HE-MPC-08600	Northeast	Columbia Park	Site	Columbia Park	C
HE-MPC-08601	Northeast	Columbia Park	Building	Columbia Manor Clubhouse	C

HE-MPC-01881	Victory Memorial	Webber Park	Structure	Webber Pond	C
HE-MPC-01882	Victory Memorial	Webber Park	Site	Webber Park	NC
HE-MPC-01883	Victory Memorial	Webber Park	Building	Recreation Center	NC
HE-MPC-01884	Victory Memorial	Webber Park	Structure	Webber Parkway	C
HE-MPC-01885	Victory Memorial	Webber Park	Structure	Shingle Creek Bridge	C
HE-MPC-01886	Victory Memorial	Webber Park	Object	Lumberman Statue	NC
HE-MPC-01887	Victory Memorial	Webber Park	Building	Community Center	NC

HE-MPC-01888	Victory Memorial	Victory Memorial Parkway	Structure	Victory Memorial Parkway	C
HE-MPC-01889	Victory Memorial	Victory Memorial Parkway	Object	Lincoln Statue and GAR Circle	C
HE-MPC-01890	Victory Memorial	Victory Memorial Parkway	Object	Victory Trees (1,200+) and Markers (528)	C
HE-MPC-08275	Victory Memorial	Victory Memorial Parkway	Object	Victory Memorial Flagpole and Plaza	C

HE-GVC-00015	Theodore Wirth	Theodore Wirth Park	Building	The Chalet	C
HE-GVC-00049	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. 6247	C
HE-GVC-00050	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. L9327	C
HE-GVC-00056	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. 5908	NC
HE-GVC-00081	Theodore Wirth	Theodore Wirth Park	Site	Theodore Wirth Park	C
HE-GVC-00082	Theodore Wirth	Theodore Wirth Park	Structure	Theodore Wirth Parkway	C
HE-GVC-00083	Theodore Wirth	Theodore Wirth Park	Building	Picnic Pavilion	C
HE-GVC-00084	Theodore Wirth	Theodore Wirth Park	Object	Forty-fifth Parallel Boulder	C
HE-GVC-00085	Theodore Wirth	Theodore Wirth Park	Building	Par 3 Golf Course Clubhouse	NC
HE-GVC-00086	Theodore Wirth	Theodore Wirth Park	Building	Tool Building	C
HE-GVC-00087	Theodore Wirth	Theodore Wirth Park	Site	Par 3 Golf Course	NC
HE-GVC-00088	Theodore Wirth	Theodore Wirth Park	Site	Valley View Park	C
HE-GVC-00089	Theodore Wirth	Theodore Wirth Park	Structure	Bassett Creek Lagoons (5)	C
HE-GVC-00091	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. 27678	NC
HE-GVC-00092	Theodore Wirth	Theodore Wirth Park	Building	Wirth Lake Beach House	NC
HE-GVC-00093	Theodore Wirth	Theodore Wirth Park	Site	Wirth Lake Beach	C
HE-GVC-00094	Theodore Wirth	Theodore Wirth Park	Site	Wirth Lake	C
HE-GVC-00095	Theodore Wirth	Theodore Wirth Park	Object	Finnish-American Monument	NC
HE-GVC-00096	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. 27677	NC
HE-GVC-00097	Theodore Wirth	Theodore Wirth Park	Site	Theodore Wirth Golf Course	C
HE-GVC-00098	Theodore Wirth	Theodore Wirth Park	Object	Theodore Wirth Interpretive Statue Garden	NC
HE-GVC-00099	Theodore Wirth	Theodore Wirth Park	Object	Loring Cascade	NC
HE-GVC-00100	Theodore Wirth	Theodore Wirth Park	Building	Glenwood Line Streetcar Shelter	C
HE-MPC-01898	Theodore Wirth	Theodore Wirth Park	Site	Birch Pond	C
HE-MPC-01899	Theodore Wirth	Theodore Wirth Park	Building	Martha E. Crone Visitors Shelter	NC
HE-MPC-01910	Theodore Wirth	Theodore Wirth Park	Object	Victory Memory Drive Boulder	C

HE-MPC-01906	Theodore Wirth	Theodore Wirth Park	Site	Quaking Bog	C
HE-MPC-01907	Theodore Wirth	Theodore Wirth Park	Structure	Bridge No. 27607	NC
HE-MPC-01913	Theodore Wirth	Theodore Wirth Park	Site	Sunset Hill	C
HE-MPC-05098	Theodore Wirth	Theodore Wirth Park	Site	Eloise Butler Wildflower Garden	C