

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

A primary purpose of this project was to evaluate the eligibility of historic roadside development properties for the National Register of Historic Places. This evaluation occurred within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960," which was established as part of this study. The context includes a set of "registration requirements" that were developed to guide the evaluation. (See also the National Register Criteria, which are more general, in Appendix L of this report.) The registration requirements are listed below. The results of the evaluation begin on page 6.6 of this report.

■ REGISTRATION REQUIREMENTS

DETERMINING THE PARAMETERS OF THIS HISTORIC CONTEXT

The following criteria should be used to determine whether a property fits within the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960." A property falls within the parameters of this context if it meets ALL THREE criteria listed below:

1. Associated with the Minnesota Department of Highways (MHD)

The property was built by, or under the auspices of, the Minnesota Department of Highways operating alone or in cooperation with another agency or group; or, if not built by the Department of Highways, the property was transferred to the jurisdiction of the department.

2. Associated with the Field of Roadside Development

The property was built, established, or used to meet the goals of roadside development or was built following the principles of roadside development. Properties that were not built specifically for roadside development, but that were acquired and used for roadside development purposes are included. Properties that were designed or built to fulfill other transportation objectives, and/or had no association with the field of roadside development or its goals, are excluded.

3. Contains Structures Built Before 1961

To fall within the parameters of this historic context, the property should contain a structure or object that was erected before 1961.

EVALUATING NATIONAL REGISTER ELIGIBILITY**STEP 1: Determine if the property is associated with a Depression-era federal relief program**

For the purposes of evaluating National Register eligibility under this historic context, properties are divided into two groups based on whether or not they were built under the auspices of the federal government's Depression-era work relief programs. The two groups are defined below:

a. Federal Relief Properties

This group includes properties that were built or developed under the auspices of a Depression-era federal relief program such as the NYA, CCC, or WPA, or built using federal relief funds that were administered by state or local agencies. Federal relief programs operated during the years 1933 through 1943. Properties in this group are termed "Federal Relief Properties" in these registration requirements.

In some cases the construction of a property may have been started under a federal relief program but may have been finished after the federal relief programs ended in 1943. Such sites are considered to be "Federal Relief Properties" for the purposes of these registration requirements.

b. Non-Federal Relief Properties

This group includes properties that were not built or developed under the auspices of a Depression-era federal relief program. These properties are termed "Non-Federal Relief Properties" in these registration requirements.

STEP 2: Apply the fifty-year age criterion

A property must have been built or developed at least 50 years ago to be eligible for the National Register. Properties that are less than 50 years old are not eligible for the National Register except in rare cases of exceptional significance. (These cases are outlined in the National Register Criteria in Appendix L of this report.)

STEP 3: Determine significance

To be eligible for the National Register, a property must generally be either historically significant (thereby meeting National Register Criteria A, B, or D) or architecturally significant (thereby meeting National Register Criterion C). Under this historic context, a property will meet this requirement if it fulfills ONE of the following seven conditions:

1. *Important Federal Relief Project*

A Federal Relief Property may be eligible for the National Register if it is associated with a federal relief effort that was particularly significant in the state. For example, the federal relief project may have been particularly large in size and scope, or may have employed an especially large number of people, or may have been one of few projects to employ a particular category of workers. (National Register Criteria A and/or B)

2. *Rare Federal Relief Property Type*

A Federal Relief Property may be eligible for the National Register if it is one of few remaining sites associated with a specific federal relief program, or if it represents one of the few known examples of a particular type of structure or category of property. (National Register Criterion A)

3. *Non-Federal Relief Property That Closely Resembles a Federal Relief Property*

A Non-Federal Relief Property may be eligible for the National Register if it was built during the same years as the federal relief programs (1933-1943) or during the decade immediately following the end of the programs (1944-1954), AND if it strongly represents a continuation of the design principles established during the federal relief programs. The Non-Federal Relief Property is likely to have been designed or planned during the federal relief era, or designed to closely resemble a Federal Relief Property, or strongly influenced by the principles of federal relief-era design and therefore displays skilled craftsmanship, the use of indigenous building materials, or other specific building methods or stylistic characteristics of Federal Relief Properties. (National Register Criteria A and/or C)

4. *Significant to the History of Roadside Development*

A property within this historic context may be eligible for the National Register if it is associated with an event, trend, or project that is particularly significant to the history of roadside development in Minnesota. For example, a property may be eligible if it is associated with the earliest roadside development activities in the state, or represents one of the few known examples of a particular type of structure or category of property, or represents a particularly important accomplishment of the MHD Roadside Development Division. (National Register Criteria A and/or B)

5. *Significant to Transportation History*

A property within this historic context may be eligible for the National Register if it was built for roadside development purposes as part of a larger highway segment that is significant to the history of transportation in the state, or if the roadside development property is in some other way associated with events of outstanding significance to the history of transportation in the state. (National Register Criteria A and/or B)

6. *Significant to Local History*

A property within this historic context may be eligible for the National Register if the roadside development property made an unusually important contribution to the local community by providing an important amenity, facility, or recreational opportunity that was previously unavailable locally and was particularly significant to the social or economic history of the community. (National Register Criteria A and/or B)

7. *Design Significance*

A property within this historic context may be eligible for the National Register if it incorporates the distinctive characteristics of a type, period, or method of construction; or represents the work of an important designer or builder; or possesses superior artistic value. This condition may be met by ONE of the following:

- a. the property represents the work of highly skilled craftsmen, or displays the distinctive use of indigenous materials, or was built using a distinctive or innovative construction or engineering method, or represents a noteworthy example of the "National Park Service Rustic Style" or another specific design tradition. (National Register Criterion C)
- b. the landscape design of the site is associated with a significant movement or trend in landscape architecture, or is noteworthy for a particular innovation in landscape design or construction, or has superior artistic value. (National Register Criterion C)
- c. either the landscape design or the architectural design of the property is noteworthy within the body of work of an important landscape architect, artist, architect, engineer, or horticulturalist. (National Register Criterion C)
- d. the sculpture or other art contained within the site has superior artistic value. (National Register Criterion C)

STEP 4: Assess the property's physical integrity

To be eligible for the National Register, a property must be sufficiently intact to continue to convey its historic character and design intent.

If a property has been altered, the extent and impact of the changes, the potential reversibility of the changes, and the time period in which changes occurred are all taken into account when assessing the property's overall physical integrity. Additions and alterations that occurred more than 50 years ago, and were consistent with the property's original design intent, are often considered to be less detrimental to a property's integrity than changes that are out-of-character or changes that were made more recently.

A property may be in poor physical condition and still retain overall integrity. Poor physical condition is often considered to be a repairable or reversible state and, therefore, does not necessarily render a site ineligible for the National Register.

The National Register uses a composite assessment of seven qualities -- Location, Design, Setting, Materials, Workmanship, Feeling, and Association -- to help determine a property's overall integrity. A property need not retain integrity in all seven areas to be eligible for the National Register, but it must retain enough overall integrity that it continues to convey its historic character and design intent.

The guidelines below should be used within this historic context to determine each property's overall integrity. After changes to the property are analyzed using the guidelines, the cumulative effect of alterations to the site should be weighed against the cumulative impact of the historic features that remain unchanged.

1. Integrity of Location

The property's significant structures and features should be standing on or near their original location.

2. Integrity of Setting

The setting of a property is comprised of the natural and manmade features that surround it. A property's setting need not be entirely intact, but it should not be so inconsistent in character with the original setting that the property is no longer able to convey its historic associations and design intent. For example, if the property was originally designed to be adjacent to and a functional part of a roadway, then the roadway is generally considered to be an essential part of the setting. The property's Integrity of Setting would be compromised if the roadway were to be removed. In the same way, if a scenic overlook wall was designed to take advantage of a particular view, then the Integrity of Setting may be compromised if the view is now blocked by buildings. If a property was built as part of a larger complex such as a park, then the relationship between the roadside development facility and the larger complex should be generally intact.

3. Integrity of Design, Materials, and Workmanship

The structures and landscapes that comprise the property should be without major alteration. Original materials and prominent features should remain intact, and any additions and alterations should be modest in scale and should not obscure the property's major structural elements or design characteristics. Additions and alterations that occurred more than 50 years ago, and were consistent with the site's original design intent, may be considered to be less detrimental to a site's integrity than changes that are out-of-character or changes that were made more recently.

The presence of original site furnishings such as benches strengthens a property's integrity, but their absence does not necessarily mean that a site has lost integrity.

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

The paving of gravel access roads and parking areas with asphalt does not, in itself, mean that a site has lost integrity of Design and Materials.

Vegetation and similar landscape elements are subject to natural forces such as plant overgrowth, erosion, disease, and old age. (Many roadside development properties, for example, have lost their American Elms to Dutch Elm disease.) Changes to vegetation and similar landscape elements are often considered to be reversible in the same way that the physical condition of a building may be reversible. Landscape elements such as plantings need not be entirely intact for a property to retain Integrity of Design, Materials, and Workmanship.

The layout of site elements such as roadways, drives, walkways, and parking areas should be without major alteration. Changes to these features, or the cumulative effect of changes to these features, should not interfere with the property's overall ability to convey its historic character and design intent.

Original property boundaries need not be intact if the boundary changes do not prevent the property from conveying its historic character and design intent.

4. *Integrity of Feeling and Association*

The National Register defines Integrity of Feeling and Integrity of Association as intangible qualities that result from the cumulative effect of Location, Setting, Design, Materials, and Workmanship. To retain Integrity of Feeling, a property must retain enough of its historic physical characteristics that a visitor can still perceive or feel a sense of the property's historic character. To retain Integrity of Association, a property must retain enough of its historic physical characteristics to maintain a perceptible link with the events, trends, needs, or social forces that created and shaped it.

■ EVALUATION OF NATIONAL REGISTER ELIGIBILITY

Some of the 102 properties in the inventory are already listed on the National Register (either individually or within a National Register historic district). Others have been determined by this study to be eligible for the National Register under the Roadside Development historic context.

ALREADY LISTED ON THE NATIONAL REGISTER OR LOCATED IN A LISTED HISTORIC DISTRICT

Eleven of the properties in the inventory are already listed on the National Register, or are located within a National Register historic district, because of previous evaluations under other historic contexts. The 11 properties are listed below:

Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Gooseberry Falls Concourse	LA-SVC-046	1A

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Vineland Historical Marker	ML-KAN-006	3A
Mantorville Retaining Walls	DO-MTC-038	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E

RECOMMENDED ELIGIBLE UNDER ROADSIDE DEVELOPMENT CONTEXT

This study recommends that 51 properties individually meet the registration requirements of the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960" and are therefore eligible for the National Register under this historic context. The 51 properties are listed below:

Cascade River Overlook	CK-UOG-044	1A
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Whipholt Roadside Parking Area	CA-PLK-003	2A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Garrison Concourse	CW-GRC-001	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Kenney Lake Overlook	CW-GRT-003	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
* Vineland Historical Marker	ML-KAN-006	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Glenwood Overlook	PO-GLC-022	4B
Graceville Historical Marker	BS-GRA-017	4B
Stage Station Historical Marker	DL-OSA-021	4B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

Preston Overlook	FL-PRC-041	6A
Reads Landing Overlook	WB-PEP-012	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
* Birch Coulee Historical Marker	RN-BCO-004	8A
Avoca Historical Marker	MU-AVC-010	8B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Granite Falls Overlook	YM-GRN-078	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
* Burns Avenue Overlook	RA-SPC-2927	Met E
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Mendota Overlook	DK-MHC-012	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylor's Falls Overlook - South	CH-SHT-032	Met E
Chaska Historical Marker	CR-CKC-057	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park	HE-RBC-025	Met W
National Grange Historical Marker	SH-ERC-029	Met W
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

* Property was not quite 50 years old in 1998 but will be eligible in near future.

Lilac Way Historic District

This study recommends that the Lilac Way Historic District on T.H. 100 in Hennepin County, which had been previously identified by the State Historic Preservation Office, also meets the registration requirements of the Roadside Development historic context and is therefore eligible for the National Register under this context. The eligible historic district includes seven of the properties in this inventory:

Blazer Park	HE-GVC-047B	Met W
+ Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W
+ St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

+ Also among the 51 individually eligible properties listed above.

RECOMMENDED NOT ELIGIBLE UNDER ROADSIDE DEVELOPMENT CONTEXT

It is recommended that the 46 properties listed below do not meet the registration requirements of the Roadside Development historic context.

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
New Duluth Overlook	SL-DUL-2430	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Babcock Memorial Park	SH-ERC-028	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Leaf City Historical Marker	OT-LLT-001	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Chatfield Historical Marker	FL-CHC-034	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Wabasha Overlook	WB-WBC-183	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Frontenac State Park Gates	GD-FLC-057	6B
Mantorville Retaining Walls	DO-MTC-038	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W

