

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Fawkes Auto ComplexOther names/site number: Loring Corners; The Fawkes Block; The Fawkes Building;

Name of related multiple property listing:

N/A

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

2. LocationStreet & number: 1621-1635 Hennepin AveCity or town: Minneapolis State: MN County: Hennepin

Not For Publication:

N/A

Vicinity:

N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☒

District

☐

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>4</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>5</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/specialty store

Current Functions

(Enter categories from instructions.)

COMMERCE/professional

COMMERCE/business

COMMERCE/restaurant

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS / Classical Revival

LATE 19TH AND 20TH CENTURY AMERICAN / Commercial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _Foundation: CONCRETE, STONE, Limestone, Granite; Roof: SYNTHETICS, rubber; Wall: BRICK, TERRA COTTA, METAL, CONCRETE_____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and non-contributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Fawkes Auto Complex is located at 1621-1635 Hennepin Ave in Minneapolis, MN. The complex consists of four (4) contributing buildings and one contributing alley, which sits on a 0.91-acre site divided into three parcels at the corner of Hennepin Ave and Harmon Place (Figure A). This complex is a group of early 20th-century automobile buildings, constructed primarily with traditional brick masonry, that served as the headquarters of Fawkes Auto Company from 1911 to 1931. Designed by Tyre, Chapman, and Bell, these buildings functioned as four interconnected spaces dedicated to automobile-related goods and services. Each building is linked by a network of interior passageways, reflecting the historic layout's functional intent (Figures D, F, G). Today, all contributing buildings remain interconnected. The primary facades feature classical revival style elements, creating a cohesive aesthetic across the four structures, while the rear facades are unified by yellow brick and commercial-style elements. The buildings are connected by an alley, a recognized contributing structure. Together, the front and back maintain a cohesive architectural character that emphasizes the complex's historic function. The complex, which included an auto showroom, headquarters, warehouse, and service garage until 1931, has retained strong architectural integrity in form, design, and materials from its period of significance, 1911 to 1931, and remains in good physical condition.

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Narrative Description

Location and Setting

The Fawkes Auto Complex is a cluster of four early 20th century automobile buildings aligned north-south on adjacent parcels along Hennepin Ave (Figure B). Ranging between two to three stories, these buildings are linked by interior passageways, automotive elevators, and a rear alley which historically allowed the movement of vehicles and personnel while under Fawkes Auto Company ownership. These passageways reveal the historic functionality of the buildings (Figure E & F).

The Fawkes Auto Complex is situated in the Loring Park neighborhood, near downtown Minneapolis. The buildings are bordered by Hennepin Avenue to the west and Harmon Place to the south, with Hennepin Avenue curving around the north end of the block. Maple Street runs along the east side of the complex. Across Harmon Place to the south lies Loring Park, and directly north across Hennepin Avenue is the Basilica of Saint Mary. Interstate 94 also runs west of Hennepin Avenue (Figure A).

The following descriptions detail each contributing building, and a noncontributing addition, as indicated on the map (Figure B). The building numbers in Figure B correspond to each building's construction year and address. The dotted red line outlines the historic complex boundary, consisting of four contributing buildings and one contributing structure (the alley). The non-historic addition postdates the period of significance and is considered to be noncontributing.

1625 Hennepin Avenue

1911

1 (one) contributing building

The Roycraft Company building at 1625 Hennepin Avenue is a notable building within the Fawkes Auto Complex, showcasing elements from both the late 19th century commercial and Beaux-Arts architectural styles. Built in 1911, the two-story, brick masonry building historically served as a showroom, service garage, and office for Fawkes Auto Company. This building was the first of the four contributing Fawkes buildings to be constructed on site.

The building's primary facade faces Hennepin Avenue and is predominantly composed of traditional red brickwork, accented with decorative terracotta details throughout (all of which is historic and in good condition). The facade features a symmetrical, tripartite design, with a large central bay flanked by two smaller bays, a layout mirrored on both the ground level and upper level.

At the ground level, the building rests on the historic granite base (photo 1). All three of the storefronts are recessed and retain their historic size and location. The jamb and head of the recessed bays are framed with terracotta, which is historic. The metal framing and glass panel

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layout for the central storefront and right (southern) storefront are historic. One of the glass panels of the central storefront system have been slightly modified to accommodate a modern storefront door but the majority of the overall storefront metal framing is historic. The decals on the glass are temporary and belong to the current tenant renting the space (photo 1). Archival blueprints from December of 1910 reveal that the building's historic front entrance used to be located at the smaller bay on the left (northern). The storefront framing within the left bay is non-historic and does not match the historic glass panel layout (missing a clerestory glass panel). It is unknown when the historic entrance was removed.

At the head of the left bay exists a protruding sheet metal structure that is not historic (photo 1). The protruding sheet metal structure above the left bay stretches further north onto the neighboring one-story building (1621 Hennepin Avenue). On the underside of the protruding sheet metal structure exists an exhaust vent, housing ductwork likely shared by both of the buildings (1625 Hennepin Avenue and 1621 Hennepin Avenue). The adjacent building, 1621 Hennepin Avenue, is a one-story, flat-roofed brick building that was constructed as an addition to 1625 Hennepin while owned by the Roycraft Company in 1941. Today, it is owned and operated by the same owner of the Fawkes Auto Complex and remains internally functionally related, providing auxiliary storage for the current tenant that occupies the first floor of 1625 Hennepin Avenue.

At the midpoint of the facade, there is a terracotta lintel above the storefronts that is historic and spans the entire width of the building. Above the terracotta lintel is a series of eight decorative brick rosettes that follow a pattern of different shapes from left to right: square, triangle, square, circle, repeat. The brick rosettes are historic. Above the brick rosettes is a terracotta windowsill capped with non-historic metal flashing that spans the entire width of the building. The terracotta windowsill is historic, but the condition is unknown due to the non-historic metal flashing (photo 1).

The second-level windows are historic but have been slightly modified on the exterior. The large central window was historically arranged as three vertical glass panels (one large panel in the middle with two smaller panels on the side). Now the central window features four vertical glass panels. The historic large central glass panel has been divided vertically into two glass panels, identical in size and proportion. Date of modifications unknown. The windows to the left and right of the central window are historic but have been modified on the exterior. A black metal flashing has been installed on the outside of the historic window frames to protect it from degradation. Despite this slight alteration, the overall glass panel arrangement has been preserved, and the historic integrity of the windows is intact. The windows to the left and right are identical in size and glass panel arrangement. They feature a large central fixed pane, framed by narrower sidelights, divided into a grid of smaller panes. It is set within a masonry facade. The thick mullions and transoms create a strong, geometric frame that emphasizes the building's early 20th-century commercial design (photo 1). There used to be a faux balcony adorned by iron grillwork at the window on the left (northern). The ironwork is no longer present (photo 1).

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Above the second level windows is a decorative terracotta cornice, which is historic and has retained its overall historic integrity (photo 1). This terra cotta cornice has several horizontal bands, each with specific decorative elements typical of early 20th-century commercial architecture. The upper band includes evenly spaced decorative blocks, or modillions, each with raised, carved details that add depth. Below this, a row of dentils runs across the cornice. The lower band features a series of recessed circular motifs, each with two concentric rings, adding texture and contrast to the more linear patterns above. These elements combine to form an ornamental cap for the facade.

The north elevation is primarily composed of a tan-colored brick without ornamental features (photo 25). The ground level portion of the north elevation is hidden by the adjoining addition (1621 Hennepin Avenue). The second level features three new windows set within the historic masonry openings and a roof access door that leads onto the adjoining one-story building (1621 Hennepin Avenue). The windows are new, but the glass panel arrangement matches the historic windows. Near the northeast corner of the building, the facade shows remnants of past signage. The paint has mostly faded, making it difficult to read any specific word. This sign suggests previous commercial or industrial use, though the details have been mostly lost to time.

The east elevation is similarly composed of tan-colored brick without ornamental features (photo 25). Photos from the 1970's, archived at the Hennepin County Library Digital Collections, reveal that the window openings on the east elevation were once infilled with CMU blocking. Between the 1970's and the 1990's, the window openings were reopened and returned to their historic openings. Although the windows and doors on east elevation have been updated, the openings have retained their historic size and location. At the ground level, the building features an updated, metal-framed, glass, overhead door, historically used for automobile access from the alley. To the right (north) exists a painted hollow-metal door for pedestrian access and a large three-over-three, fixed window system with metal frames, divided into smaller sections to mimic the industrial style windows that were once present. The brick around the pedestrian access door jamb has been modified/repared with concrete mortar. To the left of the garage door is a large, narrow, multi-pane, industrial-style window with metal frame, divided into smaller sections. Above the garage door, a rectangular painted sign reads "OLSON & CO. SHIPPING & RECEIVING," a relic of a past tenant. The second level displays two large, multi-pane, industrial-style windows with metal frames, divided into smaller sections. The windows span most of the building's width and interior ceiling height, allowing natural light into the interior. Overall, the rear elevation of the building retains much of its historic character, with the brickwork and window configuration representing historically appropriate features. The architecture character of the east elevation is consistent with the adjacent buildings that belong to the Fawkes Auto Complex, creating the impression that , the buildings are one (photo 11, 25, and 27).

Internally, the first level of the Roycraft Company building has a rectangular floor plan equally divided into two spaces. The front space, along Hennepin, was historically used as the auto showroom. The backspace, along the alley, was the auto repair and service garage. Both spaces have retained their historic volume and historic integrity. The front space is a large open space

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where automobiles would be displayed (Figure K). The space is currently used as office space. The historic tile floors are visible but have been painted white (photo 12). The brick walls are covered in the historic plaster and painted white. The ceiling is supported by a series of large, structural, concrete columns painted white with a classical-inspired design. The structural columns are historic and have retained their historic location and character. Each column is approximately 1'-6" wide with a substantial, smooth shaft and a prominent capital at the top. The capital is a modified version of a Tuscan style, with simple, rounded molding rather than detailed ornamentation. This streamlined design aligns with early 20th-century industrial aesthetics, blending a touch of classical style with utilitarian simplicity. The ceiling is the historic exposed concrete, painted white, and features non-historic ductwork, wiring, and light pendants.

At the north wall, three non-historic passageways exist, constructed in the 1940's to connect 1621 Hennepin and 1625 Hennepin. Two of the three passageways have been covered up with drywall. One of the three passageways, located at the northeast corner of the front space, remains accessible by non-historic stairs and a raised platform (photo 13). This passageway continues to be used by the current tenants.

The east wall features the historic central grand stair flanked by two bathrooms. The doors leading to the bathrooms are historic and feature the historic transom window above. The location of the bathrooms is historic, but the bathroom layout, finishes, and plumbing fixtures have been updated. The woodwork for the bathroom doors is painted white. On the far-right portion of the wall (southeast corner of the front space) is a wide passageway historically used to transfer automobiles between the front showroom and the service garage in the back. This passageway has retained its historic size and location but is no longer accessible due to the construction of bathrooms on the other side of the wall. The passageway features a walnut dual swing door, visible from the front space, and retains good historic integrity (photo 12).

The historic grand staircase is the focal point of the auto showroom (photo 12). Historically this grand staircase connected the first level showroom to the auto parts department on the second level. The stair has a central, wide run of warm-toned, granite steps and dark, painted, metal railings with a slightly raised landing area at the base with a smooth, rounded edge. Newel posts anchor the railings at each corner and along the sides, with minimal decorative finials at the tops. The railings feature a series of vertical metal balusters, each evenly spaced. Within these balusters, circular elements are incorporated in a repeating pattern, positioned near the top rail. The top rail is slightly rounded. The overall style reflects a mix of industrial robustness and classical decorative elements. The grand staircase has retained its historic placement and historic character, contributing to the historic significance of the showroom's historic purpose.

The south wall of the front space features two passageways that connect 1625 Hennepin to 1629 Hennepin. The metal door near the center of the wall is historic (photo 17) but is not currently used. The hollow metal door to the right, near the front of the building, is non-historic but is currently used by tenants as a primary means of egress. Steps and railings have been added to meet current code requirements.

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The back half of the building, accessed through the alley, has generally retained its historic volume and overall character (photo 14). The backspace is a large open space that historically functioned as an automobile garage, where automobiles would be serviced and repaired. The space is currently used as an event space. The floor is an unfinished, poured concrete floor, showing natural wear and minor imperfections. The structural walls are unfinished and exposed, displaying the building's brick masonry construction. The structural layout and character of the concrete columns mirror the conditions of the front space. The concrete ceiling is historic, painted white. The exposed HVAC ducts, piping, and electrical conduits mounted to the ceiling are not historic. Suspended from the ceiling are contemporary white chandelier fixtures and acoustic panels.

The north wall features three window openings that have been infilled with CMU blocking. It can be assumed that these windows were infilled in the 1940's during the construction of 1621 Hennepin. On the south wall exists an interior passageway that connects 1625 Hennepin to 1629 Hennepin, historically used to connect the service garage of each building (photo 15). In the southwest corner of the backspace a small men's bathroom has been built out to service the event space (date of construction unknown). The location of the added bathroom is adjacent to the passageway historically used to transfer automobiles from the service garage onto the auto showroom. The east wall features a central garage door flanked by large industrial style windows designed to let in natural light. The garage door leads into the alley that connects all four of the Fawkes buildings (Figure E and photo 11). In the southeast corner of the building is a freight elevator shaft. This freight elevator was historically designed to support vertical circulation of automobiles from the warehouse in the basement to the service garage on the first and second levels. This freight elevator was also shared by the adjacent building for the same purpose (1629 Hennepin). The automotive elevator shaft has been compromised due to the construction of a modern passenger elevator, but traces of the historic volume remain visible.

The second level of the Roycraft Co building was similarly divided as the first level, with the back half of the building used for servicing automobiles and the front half of the building used as a display room for auto parts. Over the years, office tenants have remodeled the second level to modernize the spaces and section off smaller rooms for private offices. Despite the added partition walls, most of the areas on the second level remain open, reflecting the historic ceiling heights and function. The material alterations to the spaces are consistent throughout the second level. The historic concrete floor has been covered with carpet. The exterior walls have been furred out and drywalled (non-historic). Partition walls have been added to create a corridor along the south wall that connects the grand staircase in the front of the building to the elevator at the rear of the building. On the south wall of the second level corridor there exists three access doors that connect 1625 Hennepin to 1629 Hennepin. Two of the three interior passageways are historic, historically used to connect the service garage and the parts department of each building. Today, they're all used to connect tenants in 1629 Hennepin to the new elevator in 1625 Hennepin and expand the means of egress for upper floor tenants in both buildings.

At the roof of the Roycraft Co building there exists three hip ridge skylights that appear to be historic. All three of the skylights are recessed. One skylight opening is located above the grand

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staircase and is framed by a rectangular wood structure with a coffered design, all of which is historic and painted white. The other two skylights are located above space near the rear building, historically used for servicing automobiles by Fawkes Auto Company

The basement level of 1625 Hennepin, which historically functioned as a licensed auto warehouse and storage, has since been partitioned into rentable storage spaces for tenants. Constructed of cast-in-place concrete walls, concrete floor slab, and concrete columns. The basement remains unfinished, reflecting the historic ceiling height and materials. The layout of concrete columns in the basement matches the layout of concrete columns found on the first and second levels. The automotive elevator shaft historically used to distribute automobiles between the basement level warehouse and the auto showroom and service garage above has been compromised due to the construction of the modern service elevator. The basement is accessible via the service elevator at the southeast corner of the building or can be accessed from the basement of the adjacent buildings (1629 Hennepin) via interior passageways. There are two masonry openings historically dedicated to automotive distribution between the basement of 1625 Hennepin and the neighboring automotive building (1629 Hennepin Avenue) (photo 24). Today, these openings are used by tenants that rent storage spaces in more than one of the Fawkes buildings.

Overall, the Roycraft Company building remains a recognizable example of turn-of-the-century architectural design, reflecting the practical commercial style of the late 19th century alongside the ornamental elegance of the Beaux-Arts movement. Despite minor modifications over time, the building's historic association with Fawkes Auto Co and the early automotive industry remains intact. As the first Fawkes Building to be constructed on site, it established a critical precedent for the company's subsequent expansion. For that reason, this building contributes to the historic significance of the Fawkes Auto Complex.

1635 Hennepin Avenue

1912

1 (one) contributing building

The three-story building at 1635 Hennepin Avenue was the second addition to the Fawkes Auto Complex and remains an impressive example of early 20th century commercial architecture indicative of automotive buildings from its period. Built in 1912, it was constructed one parcel south of 1625 Hennepin Avenue, leaving a gap intentionally designed for future expansion (figure C). This plan came to fruition in 1916 with the construction of 1631 Hennepin Avenue, which filled the space between the two buildings and connected them into a unified complex operated by Fawkes Auto Company

The 1635 Hennepin building functioned as an auto showroom, service garage, and warehouse owned and operated by Fakes Auto Company from 1912-1931. The building's primary facade faces Hennepin Avenue and is primarily composed of traditional red brickwork with prominent terracotta detailing. The facade features a symmetrical, tripartite design, with a large central bay flanked by smaller recessed windows on each side.

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Starting at ground level, the facade of 1635 Hennepin Avenue rests on the historic limestone base, colored to match the terracotta detailing (photo 3). The central bay features a large, arched display window that spans both the first and second floors, serving as the visual focal point of the facade. This expansive, steel-framed window is divided into a symmetrical grid-like structure of multiple panes that reflect the historic function of the interior spaces at each level. The first level of the central bay window is composed of four large, rectangular panes and transom windows that sit just above the limestone base. The second level of the central bay window is composed of four tall, vertically oriented windows divided into smaller panes that resemble french doors in character, with arched transom windows above. These large upper-level windows align with the large display windows below, creating visual continuity from the ground floor upward. There is a cast-iron balcony with a decorative railing nestled within the central bay window at the second level (historic). The arched central bay window is framed with an ornate terracotta molding that curves gradually into a rounded arch at the upper portion. At the apex of the arch, a keystone-like terracotta detail serves as the base for a historic flagpole that extends outward above the sidewalk along Hennepin Avenue. The terracotta surrounds and steel-frame structure of the central bay window is historic and remains in good condition. Tenant improvements to the interior are evident at the display windows of the ground level. One of the mullions have been slightly modified to support an interior partition wall and one of the transom windows have been modified to accommodate an air conditioner (photo 3).

Flanking the central bay window are two recessed entrances on the ground floor. The left bay (north) is the location of the historic recessed entrance. The historic glass double doors have been replaced with modern aluminum storefront doors. Above the historic entrance is the historic transom window and the historic decorative iron overhang (photo 3). The right bay (south) was historically a storefront window but has been modified to accommodate a second entrance into the building. A modern aluminum storefront door and fabric awning has been added. The historic steel-framed transom window within the right bay remains intact (photo 3).

At the second level, the central bay window is flanked by non-historic signage that belongs to current tenants (photo 3). Between the second and third level is a horizontal band of terracotta that ties into the top of the central bay's arched terracotta molding. This terracotta horizontal band spans the entire width of the building and serves as the continuous sill for the third level windows (photo 3). At the third level there are three, recessed windows that follow a similar tripartite arrangement with two smaller windows on each side of a larger central window. All of the windows are historic and feature decorative cast-iron balconies with decorative railings. The central window's balcony is flush with the facade, similar to the large central bay window below. The flanking window balconies are round and project outward.

The roofline is crowned with an ornate terracotta parapet, cornice, and paired brackets. The terracotta cornice is composed of several distinct layers and decorative elements, which project slightly from the building. The cornice begins with a series of large, square modillions interspersed with small decorative brackets that give additional support to the cornice. Below the brackets is a series of small, diamond-shaped brick details that are arranged in a consistent

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pattern across the facade. Above the modillions, the topmost edge of the cornice has a stepped, layered appearance. At the top of the parapet there are two sculpted terracotta cartouches, featuring a scrolling design, with intricate, curved reliefs (photo 3). The terracotta and brick detailing are historic and exhibit good historic integrity.

The east elevation is composed of tan-colored brick without ornamental features, identical in character to the other contributing Fawkes Auto buildings (photo 27). Near the base of the exterior wall, the concrete slab has been exposed due to changes in slope to the alley, supporting evidence that the ramps and stairs along the alley are not historic (photo 27). At ground level, the historic automotive garage door remains intact but has been modified to accommodate a modern service door (photo 27). This garage door entrance was historically used by Fawkes Auto Company to load and unload automobiles into the auto service area. Above the garage door is non-historic striped fabric awning. Above the striped awning is fading painted letters, "where art and commerce meet." The large window to the right of the historic garage door, and the windows directly above it, are located within the historic automotive elevator shaft. The east elevation of the automotive elevator shaft extends beyond the roofline of the building. All three levels are defined by large steel-framed windows, divided into multiple small panes, typical of industrial buildings from this period. These windows stretch nearly from floor to ceiling, allowing ample light into the interior space and giving the facade a utilitarian grid-like appearance. All of the windows on the east elevation appear to be historic with little evidence of modifications. One of the window awnings on the second level has been modified to accommodate an air conditioner. The windows at the third level are historic but the window opening has been framed with a non-historic black sheet metal for protection against the natural elements (photo 27).

The south elevation is only partially exposed, visible from the dead-end alley behind 1635 Hennepin Ave. The overall architectural character of the south elevation is consistent with the other Fawkes Buildings' elevations along the alley. It is predominantly composed of tan-colored bricks without ornamental features. However, the south elevation 1635 Hennepin employs a concrete structural frame with brick infill, as is only evident with buildings that share this dead-end alley (photo 28). The windows on the south elevation are historic and identical in appearance to the steel-framed windows on the east elevation. Similarly, some of the windows have been slightly modified to accommodate air conditioners.

Internally, the first level of 1635 Hennepin has a rectangular floor plan that spans the length of the parcel from Hennepin Avenue to the alley, as is consistent with the adjacent Fawkes buildings. The historic function and interior layout of 1635 Hennepin resembles 1625 Hennepin, with the front half of the building, along Hennepin, historically used as an automobile showroom and the back half of the building, along the alley, historically used as an automobile service garage (figure D). Starting in the front, the historic automobile showroom has been partitioned into a single loaded corridor with multiple tenant spaces. The corridor is not historic, located along the north wall (date of construction unknown). The corridor leads from the historic Hennepin entrance to the staircase located in the center of the building. This staircase is historic and retains good historic integrity. It features simple, early 20th-century detailing, with wainscoted wall paneling extending along the flight and a non-historic handrail affixed to the left

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side (modern code requirements). The balustrade on the right showcases minimal craftsmanship, with an understated square newel post capped with simple moldings and faint decorative accents. The steps are wood with granite treads (historic). Past the stairs, toward the center of the building, is what appears to be the historic safe room, which remains intact and in fair condition. The historic flooring of the auto showroom is visible in the single loaded corridor and the adjacent tenant space along Hennepin. The north wall is the historic painted plaster and features the historic wood wainscot paneling that span from the historic front entrance to the historic staircase. All of the other interior partition walls are non-historic painted drywall. Although the historic volume of the automobile showroom has been compromised, the historic ceiling height and historic structural support members are still visible throughout the spaces. The ceiling is supported by a series of large structural support concrete columns painted white with a classical-inspired design. The structural columns are historic and have retained their historic location and character. Each column is approximately 1'-6" wide with a substantial, smooth shaft and a prominent capital at the top. The capital is a modified version of a Tuscan style, with simple, rounded molding rather than detailed ornamentation. The columns are no longer freestanding, as was the historic layout of the space. The non-historic partition walls have been tied into the columns to create functional tenant spaces within the existing structural grid. The ceiling is the historic concrete slab, painted white, and remains visible throughout the current tenant spaces. In the back of the building, the historic automobile service area is currently used as a dance floor. The wood flooring is not historic. The historic volume of the automobile service area remains generally intact. The historic brick walls have been covered with drywall and painted. Non-historic partition walls have been added to create an office and bathrooms. The non-historic partition walls are made of painted drywall and brick (does not match historic brick in character or construction). The layout of the concrete structural columns continues into the back of the building and remains freestanding. The historic concrete ceiling has retained its historic height and character. All ceiling mounted mechanical and electrical is not historic. Near the alley, located in the northeast corner of the building, is the historic automotive elevator. This elevator shaft is one of the few automotive elevators within the Fawkes Auto Complex that has not been compromised over time. The historic automotive elevator car has been decommissioned but remains accessible from the basement level. The garage door entrance, located at the alley, was historically used to load and unload automobiles into the service area and elevator. The garage door has been permanently closed and modified to support the new function of the space. Adjacent to the automotive elevator, a modern utility staircase has been added to provide a second means of egress for the upper levels. The date of construction is unknown. The stairs are made of poured concrete with metal railings.

The second level of the 1635 Hennepin was similarly divided as the first level, with the back half of the building used for servicing automobiles and the front half of the building used as a display room for auto parts. Over the years, office tenants have remodeled the second level to modernize the spaces and section off smaller rooms for private offices. Despite the added partition walls, most of the areas on the second level remain open, reflecting the historic volume and function. The material alterations are consistent throughout the second level. The historic concrete floor has been covered with carpet. The exterior walls have been furred out and drywalled (non-historic). There were historically three interior access doors that connected the second level of

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1635 Hennepin to the second level of 1629 Hennepin and 1639 Hennepin. One of the two doors along the north wall remain accessible and continues to be used today for tenant circulation. The third interior access door is located along the south wall, connecting 1635 Hennepin to 1639 Hennepin. The structural layout of the concrete columns is consistent with the first level. Many of the concrete columns remain freestanding. The concrete ceiling is historic and retains its historic height. The mechanical and electrical fixtures mounted to the ceiling are not historic. The automotive elevator located near the rear of the building is no longer accessible from the second level, obstructed by modern interior partition walls.

The third level of the 1635 building was historically used as an automobile service area by Fawkes Auto Company. Today, it functions as shared office space for various tenants. Over the years, tenants have remodeled the third level to modernize the space and section off smaller rooms for private offices (primarily along the exterior walls). Despite the added partition walls, most of the areas on the third level remain open, reflecting the historic volume and function. The material alterations are consistent throughout the third level. The historic concrete floor has been covered with carpet and acoustic floor mat. The historic exterior brick walls are visible but have been painted. In some of the smaller offices, the exterior walls have been furred out and drywalled (non-historic). Interior partition walls are painted drywall (non-historic). The structural layout of the concrete columns is historic and consistent with the first and second level. Many of the concrete columns remain freestanding. The concrete ceiling is historic and retains its historic height. The mechanical and electrical fixtures mounted to the ceiling are not historic. The automotive elevator located near the rear of the building is no longer accessible from the third level, obstructed by modern interior partition walls. The utility staircase adjacent to the historic elevator shaft is not historic. Currently, two of the three historic interior access doors that once connected 1635 Hennepin to 1629 Hennepin and 1639 Hennepin remain intact. Although the doors have been updated, the location and size of the openings are historic. One door is located along the north wall, connecting the third level of 1635 Hennepin to 1629 Hennepin. The other door is located along the south wall, connecting the third level of 1635 Hennepin to the third level corridor of 1639 Hennepin (photo 21). These doors continue to be used by the current tenants as a critical means of egress, connecting tenants to secondary stairs and elevator access.

The roof of 1635 Hennepin features two recessed skylights near the center of the building, both retaining their historic locations and dimensions. The western skylight, an historic pyramidal design with a steel framework and triangular glass panels, remains intact, showcasing its historic character and craftsmanship. The eastern skylight, however, has been modernized with a slightly domed rectangular design, altering its historic appearance while maintaining its historic opening. Together, these skylights continue to serve their intended purpose, bringing natural light into the building's interior.

The basement level of 1635 Hennepin, which historically functioned as a licensed auto warehouse and storage, has since been partitioned into rentable storage spaces for tenants. Constructed of cast-in-place, concrete wall foundation, concrete floor slab, and concrete columns. The basement remains unfinished, reflecting the historic ceiling height and materials. The layout of concrete columns in the basement matches the layout of concrete columns found

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on the upper levels. The automotive elevator shaft historically used to distribute automobiles between the basement level warehouse and the automobile showroom and service garage above remains intact (photo 22). The basement is accessible via the non-historic utility staircase near the automotive elevator or can be accessed from the basement of the adjacent buildings (1629 Hennepin and 1639 Hennepin) via interior passageways. Although doors have been modified, the location and size of the interior passageways are historic. The interior access door located on the north wall connects to the basement of 1629 Hennepin. There are two interior access doors on the south wall. One leads to 1639 Hennepin and the other connects to the basement level below the alley (figure D). Interior access doors continue to be used today, serving as a critical means of circulation between the adjoining basement levels of the Fawkes Auto Complex.

Overall, the 1635 Hennepin building remains a prime example of turn-of-the-century automotive buildings, reflecting an architectural blend of commercial and Beaux-Arts architectural elements. Despite minor modifications to the interior, the building's historic significance in association with Fawkes Auto Company and the formative years of the automotive industry remains intact. As the second addition to the Fawkes Auto Complex, this building played a significant role in the strategic expansion of Fawkes Auto Company. For that reason, this building contributes to the historic significance of the Fawkes Auto Complex.

1629 Hennepin Avenue

1916

1 (one) contributing building

The three-story building at 1629 Hennepin Avenue was the third addition to the Fawkes Auto Complex and played a vital role in connecting internal circulation and automobile distribution throughout the site (figure C). Built in 1916, it was constructed between two pre-existing buildings that belonged to Fawkes Auto Company, 1625 Hennepin to the north and 1635 Hennepin to the south, consequently connecting all three of the automotive buildings (figure E). It similarly functioned as an auto showroom, service garage, and warehouse.

The building's primary facade faces Hennepin Avenue and is predominantly composed of non-historic marble panels and historic decorative terracotta elements at the ground level, and traditional red brickwork on the second level and third level. Despite modern alterations to the ground level, the overall facade exhibits a symmetrical, tripartite design, with a large central bay flanked by two smaller bays. Evidence of the tripartite layout is visible at all three levels of the building's primary facade (Photo 2).

At the ground floor, the building rests on the historic granite base (photo 2). From 1916-1950's, the ground level facade featured three recessed storefronts framed entirely in a tan-colored terracotta with four decorative shields and a terracotta horizontal band above, separating the first and second level (figure L). In the 1950s, the primary facade was modernized at the ground level and the upper floors were covered with a billboard. The billboard that once covered the upper levels was removed in the 1980s, revealing the historic facade beneath. The historic integrity of the facade's upper levels remains intact but the effects of modernization have permanently

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altered the character of the ground level facade. Half of the terracotta remains covered in red marble panels (photo 2). The historic location of the historic entrance remains intact, but all of the historic storefronts have been removed or replaced. The historic recessed storefront and door located within the left (north) bay has been replaced with a non-historic storefront and double door. The historic recessed central storefront has been made flush with the facade and replaced with an aluminum storefront window. The small, recessed bay to the right (south) that historically featured a storefront has been enclosed and covered with marble panels and is now flush with the facade. Three non-historic fabric awnings have been installed above the historic location of the ground floor storefronts. Despite alterations to the storefronts, the historic, tan-colored terracotta panels that historically framed the ground level fenestration remains intact and in good condition. All four of the historic decorative shield motifs remain intact. The historic terracotta horizontal band between the first and second level has been removed, likely due to deterioration, and is now covered with parged concrete coating (photo 2).

The second and third levels exhibit good historic integrity. Each upper story has a series of equally spaced, recessed, rectangular, steel-framed windows, separated by a pair of narrow, brick piers that span from the second level to the roofline cornice. The upper story windows are historic and show no evidence of modification. Decorative steel panels are situated midway between the second and third level. Above the third level windows is a horizontal band of concrete parge coat where there once was a terracotta cornice, similar to the condition at the ground level. Date of cornice removal and parge coat repair is unknown.

The roofline is crowned with a decorative brick parapet wall capped with terracotta band, featuring a decorative terracotta element at the center that resembles the shield motifs at the ground level. There is a pattern of diamond-shaped brick motifs set within an extruded brick panel that repeats along the building's entire parapet. All of which is historic and in good condition.

The east elevation is the only other visible elevation, located at the rear of the building adjacent to the alley. The east elevation is composed of tan-colored brick without ornamental features, identical in character to the other contributing Fawkes Auto buildings. The ground floor features two prominent garage door entrances and two smaller personnel doors to the right. The historic garage door entrance to the far left (south) is the historic location of the automotive rear entrance used by Fawkes Auto Company for loading and unloading automobiles at the alley. The historic garage door entrance has retained its historic location and size, but the door has been removed and infilled with wood to accommodate for a smaller double door (photo 26). The garage door entrance to the right features a non-historic overhead garage door currently used for trash enclosure (date of modifications unknown). To the right is a hollow metal door and a glass double door located where the historic automotive elevator used to be. The single access doors are not historic. The hollow metal door is currently used as a means of egress by the tenants that occupy 1629 Hennepin. The glass double door provides ADA access to the new elevator and is primarily used by tenants within 1625 Hennepin and 1629 Hennepin. Above the single point access doors are two non-historic windows filled with glass blocking. The change in color of brick above the glass double door and CMU blocking adjacent to the garage door provides

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sufficient evidence that these doors are not historic. Above the garage doors, a black-and-white striped awning spans the width of the garage door entrances. Above the striped awning is a horizontal band of sheet metal, repeated at the third level (photo 26). At the second level, there are four non-historic windows that have been updated but retain their historic location, size, and arrangement. At the third level, there are four historic steel-framed windows that showcase their historic location, arrangement, and character.

Photos from the early 1970's, archived at the Hennepin County Library Digital Collections, reveal that the window openings located adjacent to the historic automotive elevator shaft were infilled with CMU blocking. Between the late 1970's and the early 1990's, one of the window openings located above the glass double doors were reopened and returned to their historic proportions. Two of the other historic windows remain infilled with CMU blocks (photo 26). The windows that remain enclosed are currently located adjacent to the new elevator shaft. Historically, these windows provided natural light into the automotive elevator shaft, as was common in early 20th century commercial/industrial design and is evident at 1635 Hennepin (photo 27) and 1639 Hennepin.

Internally, the first level of the building has a rectangular floor plan that spans the length of the parcel from Hennepin Avenue to the alley in the rear, as is consistent with the adjacent Fawkes building. The front space of the first floor that was historically used as an auto showroom is now used as an event space (photo 16). The floor is a polished terrazzo with a grid pattern created by dark, wide bands that intersect to form rectangular and square sections with decorative inset features. The terrazzo floor is historic and spans from the front space into the circulation corridor. Although the majority of the showroom's historic volume remains unobstructed, the addition of a partition wall at the north now separates the circulation corridor from the historic automotive showroom. The north wall features two sets of non-historic doors that lead into the non-historic corridor and a series of wall-mounted faux square columns to mirror the historic square columns located along the south wall (photo 16). The west wall, along Hennepin Avenue, was altered when the building was modernized. It now features a non-historic storefront and two radiators below. The small storefront (north of central storefront) that was removed during the modernization in the 1950's is now enclosed with drywall and painted white to match the room. At the east wall of the front space, the volume transitions to a low ceiling height due to an enclosed mezzanine level (photo 16). This change in volume forms a distinct separation between the front showroom and the area beneath the mezzanine historically used for servicing automobiles near the rear of the building. The coffered ceiling found in the front space is historic, made of plaster and wood, and painted white. Similar to the terrazzo floor, the coffered ceiling continues into the non-historic corridor to the north. The exposed mechanicals and lighting mounted to the ceiling appears to be non-historic.

Located at the center of the building, marking the threshold between the showroom and auto service area, is the historic automotive elevator shaft. This shaft historically housed a double-sided freight elevator, enabling loading from both the front (showroom side) and back (service area). The automotive elevator historically facilitated the exchange of automobiles between the basement warehouse, the ground level showroom, and the service areas on the upper levels. This

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automotive elevator shaft is one of the last elevators in the Fawkes Auto Complex that remain intact on all three levels. At the ground level, it features the historic elevator doors in the showroom and a non-historic overhead garage door in the service area.

Similar to the function of the adjacent Fawkes Auto Complex buildings, the area near the alley of the first level historically functioned as an auto service garage (figure D). Today, it functions as additional event space. The historic cast-in-place concrete flooring remains visible and painted. The historic volume of the space has been compromised due to partition walls constructed by previous tenants over the years. The historic exposed brick walls are visible in some areas but have been mostly covered with drywall and painted. Many of the historic concrete columns supporting the mezzanine have been consumed by new partition walls due to tenant modifications. At the north wall of the service area, there exists an interior passageway that historically connected to the auto service areas located at 1625 Hennepin (photo 15). It continues to be used today for connecting the event spaces. Historically, the adjacent automotive elevators located near the alley were accessible from the service garage. These two automotive elevators were historically shared by 1625 Hennepin, 1629 Hennepin, and 1635 Hennepin. They historically provided a means of vertical circulation of automobiles between the warehouse storage space in the basement and the auto showroom and service areas throughout the building (figure E). Both of the automotive elevators adjacent to the alley are no longer accessible from the service garage on the first floor of 1629 Hennepin due to the construction of partition walls, permanent trash enclosures, and a new utility stair shaft. The non-historic stairs are located at the northeast corner of the building near the new elevator and are made of cast-in-place concrete with painted metal railings. The date of construction is unknown, but the stairs provide a second means of egress that is critical to the safety of upper-level tenants.

The historic character and interior finishes of the circulation corridor located at the front of the building is identical to the historic showroom, because it was historically one space. The wall-mounted, light pendants within the corridor are not historic. A storefront has been constructed near the front entrance to create a vestibule. There are two interior access doors located along the north wall of the corridor that connect tenants within 1625 Hennepin to the corridor within 1629 Hennepin. One of the interior access doors is not historic, located within the vestibule. The other interior access door is historic, located near the base of the stairs (photo 17), and was historically used to connect the adjacent auto showrooms. The staircase leading from the corridor to the upper levels is historic. The steps and landings feature a black and white mosaic tile with a continuous border detail at the perimeter. The handrail features an ornate blend of geometric and twisted metalwork. The top rail is stained wood with a repeating Greek-key pattern below. The black metal handrail attached to the walls was added outside of the period of significance to meet Americans with Disabilities (ADA) compliance.

The mezzanine level within the 1629 Hennepin building historically functioned as an additional auto service area. Today, it functions as a gym. The historic volume of the space remains intact. The concrete floor is currently covered with a continuous rubber mat and the walls have been covered with mirrors. The structural concrete columns and beams are historic and painted black. The historic concrete ceiling above is visible and painted white. At the east wall, non-historic

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glass block has been installed to let natural light into the space. At the southeast corner of the mezzanine, exists a single stair that leads down to the first-floor service level. This staircase appears to not be historic. At the southwest corner of the mezzanine is the central automotive elevator. Historically, this is the only automotive elevator that provided access to the mezzanine level. The historic automotive elevator door remains intact and visible.

The second level was historically divided into a service garage in the rear and an auto parts department in the front, similar to the adjacent Fawkes Auto Complex buildings. Today, it is used by various tenants as offices. Over the years, office tenants have remodeled the second level to modernize the spaces and section off smaller rooms for private offices. Despite the added partition walls, most of the areas on the second level remain open, reflecting the historic ceiling heights and function. The existing historic integrity and material alterations to the spaces are consistent throughout the second level. The historic concrete floor has been covered with a modern carpet. The exterior walls have been furred out and drywalled (non-historic). The historic concrete columns have been tied into partition walls. The historic concrete ceiling and concrete beams remain exposed and painted white. The ceiling mounted mechanical, electrical, and lighting appear to be non-historic. Access to the automotive elevator shafts have been obstructed by the addition of new partition walls. Along the north wall there are three access doors that connect 1629 Hennepin to 1625 Hennepin. Two of the three interior passageways are historic, historically used to connect the service garage and the parts department of each building. The interior passageway located at the top of the historic stairs is historic, but the door has been updated. The other historic passageway is located near the new stair shaft at the rear of the building. The interior passageways along the north wall are regularly used by tenants of both buildings as a means of egress. Along the south wall there are two historic passageways that connect 1629 Hennepin to 1635 Hennepin. The access door located near the front is no longer functional, historically used to connect adjacent auto parts departments. The access door located in the rear is functional, historically used to connect the adjacent auto service areas. Today, it is used by tenants to provide an additional means of egress and ADA access to the new elevator.

The third level was historically used as an additional auto service area for Fawkes Auto Company. Today, it is used by various tenants as offices. Over the years, the historic volume of the third level has been slightly altered by tenant partitions and modifications to interior finishes. Despite the added partition walls, most of the areas on the third level have retained their historic ceiling heights and evidence of their historic function (photo 20). The historic concrete floor is intact and unpainted. The historic brick walls are painted but remain visible throughout the third level. The modern partition walls are painted drywall and extend from floor to ceiling. The structural elements appear to be heavy timber columns and beams wrapped in a fireproof tile or concrete panel. The roof assembly is a vaulted structural clay tile, designed to reduce weight and enhance fire resistance. The roof assembly is visible throughout the third level and presents a strong historic association with commercial/industrial construction during the early 1900's. Although most of the historic columns have been consumed by the addition of partition walls, some remain visible. Modern ductwork, lighting, and wiring has been added throughout the space to support its current function.

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At the roof, there are thirteen recessed pyramidal skylights arranged in a grid-like pattern that spans the entire third floor. The location and size of the openings are historic, but the current skylights appear to be made of a modern translucent material that is not historic. Historically, these skylights had a steel pyramidal frame and transparent glass that provided ample natural light. One of the three historic automotive elevators remains intact and accessible from the third level, located at the center of the building (photo 20). There are currently two non-historic rolling overhead doors that provide access to the double-sided automotive elevator shaft. Access to the other two automotive freight elevators near the alley has been compromised. The automotive elevator located at the northeast corner of the building, bordering 1625 Hennepin, was converted into a modern elevator. The automotive elevator shaft located at the southeast corner of the building, bordering 1635 Hennepin, remains intact but access has been obstructed by infill.

The basement level of 1629 Hennepin, which historically functioned as a licensed auto warehouse and storage, has since been partitioned into rentable storage spaces for tenants. Constructed of cast-in-place concrete wall foundation, concrete floor slab, and concrete columns. The basement remains unfinished, reflecting the historic ceiling height and materials. The layout of concrete columns in the basement matches the layout of concrete columns found on the first and second levels. One of the three automotive elevator shafts that were historically used to distribute automobiles between the basement level warehouse and the auto showroom and service garage above has been compromised due to the construction of the modern service elevator. The other two automotive elevator shafts remain intact and accessible. The historic automobile elevator car remains in place at the basement level but is no longer functional (photo 22). The centrally located automotive elevator shaft used to distribute automobiles between the basement and the auto spaces above remains intact and features two openings (photo 23). There are two masonry openings along the north wall (photo 24). These internal passageways were historically dedicated to automotive distribution between the basement of 1629 Hennepin and the neighboring automotive building at 1625 Hennepin Avenue (figure E).

Overall, the 1629 Hennepin building remains a recognizable example of turn-of-the-century architectural design, reflecting the practical and aesthetic appeal of commercial buildings of the early automotive era. Despite minor modifications over time, the building's historic association with Fawkes Auto Co and the early automotive industry remains intact. As the third addition to the Fawkes Auto Complex, this building played a critical role in connecting the internal circulation and automobile distribution throughout the Fawkes Buildings. For that reason, this building contributes to the historic significance of the Fawkes Auto Complex.

1635 Hennepin Avenue

1917

1 (one) contributing building

The three-story building at the corner of Harmon Place and Hennepin Avenue was in 1917 and has multiple tenet address. This building was the fourth and final addition to the Fawkes Auto Complex (photo 4 and 6). It occupies an irregular V-shaped parcel on the corner of Hennepin Avenue and Harmon Place that overlooks Loring Park (figure B). This building is the largest of

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the Fawkes buildings in the complex and remains an impressive example of early 20th century commercial architecture indicative of automotive buildings from its period.

Similar to the other Fawkes buildings, this building functioned as an automobile showroom, service garage, and warehouse owned and operated by Fakes Auto Co from 1917-1931. The building's primary facade faces both Hennepin Avenue and Harmon Place and is primarily composed of cast stone with classical detailing. The facade is a symmetrical three-story composition of equally spaced visual bays characterized by a series of large, ground-level display windows below ornamental upper story windows.

Starting at ground level, the primary facade rests on the historic granite base (photo 5). The granite visible at the base of the exterior was furnished by the Pioneer Granite Company, in St Cloud, MN, one of the largest quarry producers of granite in the world. These quarries were historically known as the old Baxter quarry before being purchased by Pioneer Granite in 1911. The primary facade is identical in character and spans three elevations: West, Southwest, and South (figure B). The facade features a series of twenty visual bays with large display windows punctuated by recessed entrances. Ten of the visual bays are located on the west elevation, facing Hennepin Avenue, the other half of the visual bays face Harmon Place, with three visual bays on the Southwest elevation and seven visual bays on the south elevation. The visual bays are composed of a large plate glass display window with a transom window above. The visual bays extend the full height of the ground level, and are framed by a narrow, painted metal, likely steel, with a slim profile. The material is historic and retains good historic integrity. These large display windows were historically designed to showcase the automobiles within. The large visual bays are flanked by a series of historic, cast stone, engaged columns and pilasters that project from the facade. All columns and pilasters are capped with a highly decorative, identical concrete capital featuring volute, acanthus leaf, and astagal. The base of each engaged column and pilaster features an identical concrete formed torus and scotia. The cast stone engaged columns and pilasters are historic and retain good historic integrity. This ornamentation is an example of beaux-arts architectural association with classical revival elements. A small portion of the facade at the southwest corner of the building, facing Hennepin Avenue, has been modified to accommodate mechanical systems/venting. The historic recessed wood panels (figure O) have been covered with granite panels (photo 7). Although the date of alteration is unknown, it was likely installed when the building was modernized around the 1950's. The granite panels match the non-historic, granite panels found on the facade of 1629-1631 Hennepin Avenue (photo 2).

There are currently eight ground level entrances along Hennepin Avenue and Harmon Place. For the purpose of this description, we will refer to these entrances by numbers 1-8, starting at the far-left entrance located on Hennepin Avenue. Entrances 1-4 face Hennepin Avenue while entrances 5-8 face Harmon Place. Entrance 1 features the historic glass panel door but is no longer used. Entrance 2 (photo 5) is marked by a gently curved arched canopy with a smooth plaster finish (historic). The floor of recessed entryway is covered in historic light-colored square tiles that lead to four historic solid wood doors with large rectangular glass panels, entering multiple tenant spaces. All entrance doors continue to be used today. Above the doors, a transom

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window is framed by the same metal as the display windows. The transom window above the central double door features an historic decorative brass detail, possibly a cartouche or emblem (photo 5). Although some of the door hardware has been updated, the historic integrity of the doors and windows remain intact. Entrance 3 (photo 6) is characterized by an ornamental curved metal canopy flanked by two pilasters on each side. This metal canopy is historic, supported by decorative metal brackets featuring intricate detailing, including scalloped edges and rivet-like accents. The doorway itself features a non-historic hollow metal door set within the historic, metal-framed, rectangular glass-panel system. The door is surrounded by large rectangular, glass panes framed in the same dark metal, with additional side lights extending vertically alongside the door (all historic). Above the doors, the word "FAWKES" is prominently displayed in gold lettering (historic). Entrance 4 is historic in location but has been modified with a modern storefront. The historic double door was replaced with a single hollow metal door with a sidelight. The non-historic aluminum storefront frame is easy to distinguish from the historic painted metal frames that belong to the historic display windows (photo 7). Above the door is a black and white striped canopy (not historic).

Entrance 5 (photo 8) is flanked by a pair of decorative pilasters and features the historic granite steps leading up to a recessed door with a large, rectangular, glass panel (historic). The transom windows above display windows of Entrance 5 have been removed and enclosed. The white floor tile and white plaster ceiling within the recessed entry appears to be historic. The ceiling mounted light fixture, and striped awning are not historic. Entrance 6 (photo 9) features the historic granite steps leading up to a recessed door and with a large rectangular glass panel (historic). The white floor tile and white plaster ceiling within the recessed entry appears to be historic. The ceiling mounted light fixture, and striped awning is not historic. Entrance 7 is similar to Entrance 2, characterized by a gently curved arched canopy with a smooth plaster finish (historic). The first few steps of the historic granite steps have been replaced with concrete. The white floor tile within the recessed entryway appears to be historic. There are three historic steel framed doors within the recessed entryway with large rectangular glass panels and sidelights, entering multiple tenant spaces. The transom window above the central door features an historic decorative brass detail, possibly a cartouche or emblem. Entrance 8 features the historic granite steps leading up to a recessed door and with a large rectangular glass panel (historic). The white floor tile and white plaster ceiling within the recessed entry appears to be historic. The ceiling mounted light fixture, and striped awning is not historic.

Above the ground level display windows is a horizontal band that spans the entirety of the facade from 1639 Hennepin Avenue to 1628 Harmon Place (photo 9). This horizontal band used to be an intermediary terracotta cornice but was removed and patched with concrete, date of removal unknown. The second and third floor windows are grouped and similarly divided into twenty bays that align with the visual bays on the ground level (photo 8). Windows on the upper levels are the historic metal-framed, fixed-pane windows, typical of early 20th-century commercial buildings. The second level windows feature two panes of glass with a transom. The third level windows are divided into a pair of glass panels. The second and third level windows are separated by decorative cast-metal panels that run horizontally across the facade (photo 9). The window bays are framed by decorative cast-metal panels that run horizontally across the facade.

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These metal panels feature intricate geometric and floral motifs. Although some of the glass panels have been altered to accommodate air conditioning units, the upper-level windows and decorative cast-metal panels are historic and retain good historic integrity.

The roofline of the building is defined by the historic cast stone parapet featuring a series of round medallion-like motifs. At the corners of the parapet, the design becomes slightly more prominent, with the parapet projecting outward to emphasize the building's edges. Below the parapet, a horizontal band runs along the entirety of the facade. Similar to the intermediary cornice, this has been removed and patched with concrete. crowned with a decorative brick parapet wall capped with terracotta band, featuring a decorative terracotta element at the center that resembles the shield motifs at the ground level. There is a pattern of diamond-shaped brick motifs set within an extruded brick panel that repeats along the building's entire parapet. All of which is historic and in good condition.

On the roof, the building is capped with a high protruding mansard roof (figure O). Based on old photos, the mansard roof was historically covered with shingles but is now covered with a white waterproofing membrane, date unknown. Although the mansard roof is usually a stylistic choice, it was used here to house trusswork and avoid the use of obstructive columns on the floors below (partially visible in photo 9).

The alley-facing elevations of the building are composed of tan-colored brick without ornamental features, identical in character to the east elevations of the adjacent Fawkes buildings (photo 27). The architectural character transitions from cast stone concrete to tan-colored brick at the east elevation of the Harmon Place portion of the building near the south entrance of the alley (photo 11). Behind the building there is a dead-end alley that provides access to the rear of 1639 Hennepin Avenue (photo 27). The dead-end alley was historically used for automobile distribution (figure E). Today, it is used as a shared courtyard by the current tenants (figure B). The steel-framed windows facing the dead-end alley are historic. Although some have been slightly modified to accommodate an air conditioner, the historic integrity of the windows remains intact. At the ground level, there are three garage door entrances and evidence of a fourth that was previously removed. Two of the garage doors appear to be historic, made of wood, located on the backside of the Harmon Place portion of the building (photo 28). One of the garage doors has been modernized, made of steel and glass, located on the backside of the Hennepin Avenue portion of the building. There is also evidence of a fourth garage door entrance on the backside of the Hennepin Avenue portion of the building. The garage door has been infilled with tan colored brick and steel-framed windows to match the character of the elevation, date of construction unknown. Modern mechanical ductwork and electrical equipment has been mounted to the exterior face of the elevations located within the dead-end alley.

Internally, the first level of the building has an irregular V-shaped floor plan, unlike any of the preceding buildings within the Fawkes Auto Complex. The shape of the building is designed to accommodate the irregular shape of the corner, allowing the building to face both Hennepin Avenue and Harmon Place. At the time, these two streets were two of the busiest streets in downtown Minneapolis and a critical access point into Automobile Row. The irregular shape of

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the building is designed to maximize natural light distribution and accommodate the dead-end alley historically used for automobile distribution. Historically, the first level functioned as a series of interconnected automobile showrooms. Today, the first level is occupied by office tenants, retail, and a restaurant known as Cafe Lurcat.

Due to the irregular floor plan of the building, there are three stairways, and one passenger elevator located within 1639 Hennepin Avenue. The stairways and passenger elevator shaft are historic and continue to be used today by tenants throughout the building. Historically, these vertical circulation paths provided a variety of circulation routes for each portion of the building and contributed to the overall connectivity of the Fawkes Auto Complex (Figure F) One stairway is located along Hennepin Avenue and is accessible from Entrance 2. This stairway terminates at the second level. The stairs feature the historic dark, tiled treads and risers. The steel railings are composed of simple, evenly spaced vertical balusters painted black, capped with a rounded wood handrail (all historic). At the base of the stair and along the landings, robust wooden newel posts anchor the railing system. These posts are slightly more decorative than the rest of the railing, featuring rounded tops and a wider profile. The second stairway and passenger elevator are in a circulator corridor, accessible from Entrance 3, providing a centrally located vertical circulation path for both portions of the building. This stairway and passenger elevator are both historic and provide access to all three levels of the building. This centrally located circulation corridor connects to the double loaded corridor on the upper levels and provides direct access to the dead-end alley behind the building at the ground level (photo 19). The overall character of the central-located corridor is historic. The flooring on the ground level features a checkerboard pattern of black and white marble tile with a dark border of green marble. The plaster walls are clad in polished marble wainscotings, which appears to be historic. Although the elevator car has been modernized, the elevator's size and location are historic. The overall character of the second stairway is historic. The steps feature small square white ceramic tiles arranged in a tight grid framed by a double border of black tiles, identical in character to the stairway found in 1629 Hennepin Avenue. This tile pattern is consistent throughout all three levels of the stairway and continues onto the landings (photo 21). The wall-mounted wooden handrail on the left and the wooden cap rail integrated into the balustrade are both historic. The third stairway is located along Harmon Place and is accessible from Entrance 7. This stairway terminates at the third level. The historic steps and floor landings are covered in a non-historic carpet. The overall character of the railing is historic, identical to the character of the railing found in the first stairway. The steel railings are composed of simple, evenly spaced vertical balusters painted black, capped with a rounded wood handrail (all historic). At the base of the stair and along the landings, robust wooden newel posts anchor the railing system. These posts are slightly more decorative than the rest of the railing, featuring rounded tops and a wider profile. The lighting fixtures do not appear to be historic. Above the stairs is one of the four recessed pyramidal skylights found throughout the third level, which is historic and retains good historic integrity.

Starting with the ground level, 1639-1641 Hennepin is currently used as open offices. The historic floor is covered with carpet. The historic open floor plan and historic volume of the space remains intact. The historic plaster walls are visible but have been painted a variety of colors. The historic concrete columns and concrete beams are exposed and retain good historic

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integrity. The historic concrete ceiling is visible and painted off-white. The modern electrical fixtures and mechanical equipment mounted to the ceiling are not historic. At the front of the tenant space, there are two entrances (previously referred to as Entrance 1 and Entrance 2). At the rear of the tenant space there's a decommissioned double-sided freight elevator that was historically used to distribute automobiles between the warehouse space in the basement and the ground level automobile showroom (photo 22). This automotive elevator was historically shared by the automobile showroom in 1639 Hennepin and the automobile showroom in 1643 Hennepin. The elevator car is still present but is no longer functional. At the east wall, a modern glass garage door has replaced the historic garage door. This garage door was historically used to load and unload automobiles from the alley.

The adjacent space, the ground level of 1643 Hennepin, is currently used as retail space. The historic open floor plan and historic volume of the space remains intact. The front half of the tenant space was historically used as an automobile showroom. The back half of the tenant space was used for servicing automobiles and features a mezzanine level above. The mezzanine level appears to not be historic, but the date of construction is unknown. The historic floor is covered with faux wood floor paneling. The historic plaster walls are visible and painted. The historic concrete columns and concrete beams are exposed and retain good historic integrity. The historic concrete ceiling is visible and painted to match the walls. The modern electrical fixtures and mechanical equipment mounted to the ceiling are not historic. At the front of the tenant space, there is one entrance (previously referred to as Entrance 2). The decommissioned double-sided freight elevator is also present in this space. On the exterior wall adjacent to the elevator, there is a large window and brick infill where there used to be a garage door. The garage door was historically used to distribute automobiles from the alley.

The next adjacent space at the ground level spans from Hennepin Avenue to Harmon Place. During the period of significance, it functioned as a series of interconnected automobile showrooms (figure D). Today, it functions as a bar and restaurant known as Cafe Lurcat. The historic open floor plan has been modified to accommodate a kitchen/bar near the rear of the building, adjacent to the dead-end alley. Above the kitchen, a mezzanine level has been constructed to accommodate employee offices, restaurant seating, and additional storage. The historic volume of the space remains intact near the front of the building, along Hennepin Avenue and Harmon Place. The flooring features a variety of floor tile that appears to be non-historic. The walls are composed of a mix of historic plaster and non-historic drywall, painted a variety of colors. The historic concrete columns and structural beams are visible throughout the space and retain good historic integrity. Some of the historic columns have been consumed by the addition of partition walls due the construction of the kitchen and mezzanine level. The ceiling features the historic coffered structure, consisting of recessed square and rectangular panels framed by decorative moldings. Modern electrical fixtures and mechanical equipment found throughout the space are not historic. At the front of the tenant space there are five entrances (previously referred to as Entrance 4-8). At the rear of the tenant space there are currently three personnel doors that exit into the dead-end alley. Although the doors themselves have been updated over time, the location of the personnel doors are consistent with the historic circulation. There are also two garage doors that previously provided access to the alley but are

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no longer accessible due to the construction of the kitchen. These garage doors remain visible from the exterior (photo 28). The personnel and automobile passageways along the alley provided critical access points for the circulation of people and automobiles within the Fawkes Auto Complex during operation.

The second level of 1639 Hennepin Avenue features a double loaded corridor of office spaces. Although the size and layout of offices have been slightly modified over time, the overall function of the second level as office space is consistent with the historic use during the period of significance. Starting with the corridor, the floors feature the historic hardwood flooring, which stretches continuously along its length and retains good historic integrity. The walls are coated with a light-colored textured plaster finish (historic) and framed with the historic baseboards and crown molding, painted white. The entry doors to the offices are the historic dark-stained solid wood doors outfitted with the historic brass/bronze hardware. The ceiling of the corridor is clad with pressed tin panels, a hallmark of early 20th-century interior design. Each tin panel features an intricate, repeating geometric motif. The ceiling is punctuated by evenly spaced flush-mounted globe light fixtures, which appear to be historic. The corridor spans the entire length of the building. At the north end of the corridor, there is an interior access door that connects circulation to the second level of 1635 Hennepin. This interior access door was historically used to connect office spaces to the upper levels of the preceding Fawkes Buildings (1625-1637 Hennepin). Today, it continues to be used as a critical access point and secondary means of egress for the current office tenants on the upper levels within both buildings. Within the second level offices, tenants have modernized the spaces and sectioned off larger offices into smaller rooms for private offices. Despite the added partition walls, the offices on the second level continue to show evidence of the historic volume and function. The material alterations are consistent throughout the second level offices. The historic wood floors are visible in most of the office spaces except for a few that have been covered with carpet. The historic plaster walls remain intact and painted. Non-historic partition walls are painted drywall. The historic plaster ceiling remains intact and visible. Ceiling mounted light fixtures within the offices have been modernized. On the inside of the second level office windows, the historic granite windowsill remains intact, contributing to the historic integrity of the space.

The third level of 1639 Hennepin Avenue features a double loaded corridor of office spaces. Historically, the third level featured a grand ball room nestled within a layout of offices that mirrored the second level offices (figure D). During the period of significance, the grand ball room was located at the southwest corner of the building, overlooking the corner of Hennepin Avenue and Harmon Place, and functioned as a space for Fawkes Auto to host social events. After Fawkes sold the building during the Great Depression the grand ballroom was divided into offices. Today, there are no clear vestiges of the grand ballroom. Although the size of offices have been slightly modified over time to accommodate the needs of various tenants, the overall layout and current function of the third level as office space is consistent with the historic use during the period of significance. Starting with the corridor, the floors feature the historic hardwood flooring, which stretches continuously along its length and retains good historic integrity (photo 21). The walls are coated with a light-colored textured plaster finish (historic) and framed with the historic baseboards and crown molding, painted white. The entry doors

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along the historic office layout are the historic dark-stained solid wood doors outfitted with the historic brass/bronze hardware. Offices near the area previously used as a grand ball room feature a glass partition and modern doors that are easily distinguishable from the historic doors. The ceiling of the corridor is clad with pressed tin panels, a hallmark of early 20th-century interior design. Each tin panel features an intricate, repeating geometric motif. The ceiling is punctuated by evenly spaced flush-mounted globe light fixtures, which appear to be historic. The mechanical ductwork found throughout the corridor is not historic. The corridor spans the entire length of the building from 1639 Hennepin Avenue. At the north end of the corridor, there is an interior access door that connects circulation to the third level of 1635 Hennepin. This interior access door was historically used to connect office spaces to the upper levels of the preceding Fawkes Buildings (1625-1637 Hennepin). Today, it continues to be used as a critical access point and secondary means of egress for the current office tenants on the upper levels within both buildings. Within the third level offices, tenants have modernized the spaces and sectioned off larger offices into smaller rooms for private offices. Despite the added partition walls, the offices on the third level continue to show evidence of the historic volume and function. The material alterations are consistent throughout the second level offices. The historic wood floors are visible in most of the office spaces except for a few that have been covered with carpet. The historic plaster walls remain intact and painted. Non-historic partition walls are painted drywall. Concrete columns and concrete beams are visible throughout the third level and retain good historic integrity. The historic plaster ceiling remains intact and visible. Ceiling mounted light fixtures within the offices have been modernized. On the inside of the third level office windows, the historic granite windowsill remains intact, contributing to the historic integrity of the space. Some of the exterior walls have been furred out to accommodate modern electrical needs. In the area previously used as a grand ballroom, plexiglass has been installed on the interior of the historic west-facing windows. The historic granite windowsill is visible on the outside of the plexiglass. On the inside of the plexiglass, a walnut windowsill has been installed and stretches the full length of the wall. Some of the offices that now occupy the grand ballroom have retained their historic volume while others have received a drop ceiling to accommodate new mechanical systems.

At the roof, there are four recessed pyramidal skylights scattered throughout the third level. All of the skylights are identical in character, made of a steel pyramidal frame and transparent glass. All of the skylights are historic and retain good historic integrity. One skylight is located above the stairway, accessible from Entrance 7. The second skylight is located atop the mansard roof, historically used to allow natural light into the grand ballroom. The third skylight is located above the corridor within the Hennepin Avenue portion of the building.

The basement level of 1639 Hennepin Avenue, which historically functioned as a licensed auto warehouse and storage, has since been partitioned into rentable storage spaces for tenants (Figure E). Constructed of cast-in-place concrete wall foundation, concrete floor slab, and concrete columns. The basement remains unfinished, reflecting the historic ceiling height and materials. To address building settlement over time, steel columns have been installed throughout the basement to provide additional support. The basement level of 1639 Hennepin Avenue expands under the dead-end alley to create a large network of underground spaces connected by various

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passageways (figure D). Some of the passageways are large enough to support the distribution of automobiles. Two of the passageways connect to the basement level of the adjacent Fawkes Building, 1635-1637 Hennepin Avenue.

Important to note, the Fawkes Complex's fireproof construction was not only a strategy for mitigating risk but also a hallmark of modernity in the early 20th century. The late 19th and early 20th centuries witnessed several devastating urban fires, such as the Great Chicago Fire of 1871, underscoring the need for fire-resistant architecture. Automobiles and their components—gasoline, oil, and rubber—are highly flammable, making fireproof materials like concrete, steel, and stone critical in reducing fire risk and preventing the spread of flames. These materials not only protected the building itself but also safeguarded neighboring properties. The widespread adoption of fireproof construction methods during this period reflects a broader shift toward safer, more resilient urban infrastructure. The Fawkes Building exemplifies this shift by using minimal wood in its structure, prioritizing durability and fire resistance. The survival of the Fawkes Buildings as some of the few remaining examples in Minneapolis of this critical era in architectural and automotive history can be attributed to the success of these fireproof construction techniques.

Overall, 1639 Hennepin Avenue remains a prime example of early 20th century automotive buildings, reflecting an architectural blend of commercial and Beaux-Arts architectural elements. Despite minor modifications to the interior, the building's historic significance in association with Fawkes Auto Company and the formative years of the automotive industry remains intact. As the fourth contributing building and final addition to the Fawkes Auto Complex, it represents Fawkes Auto Co at the peak of their influence on the automotive industry before the Great Depression. It is not only the most prominent Fawkes building on site but also one of the most widely known surviving automotive buildings associated with Minneapolis Automobile Row during its heyday. For that reason, this building contributes to the historic significance of the Fawkes Auto Complex.

Alley

1 (one) contributing structure

The alley, colloquially known as “Fawkes Alley,” spans the rear of all four contributing buildings and includes the dead-end alley behind 1935 Hennepin Ave. “Fawkes Alley” provided a critical means of automobile distribution between buildings, complimenting the network of interior passageways found within the Fawkes Auto Complex and the overall connectivity of the site. The alley was the primary point of access for incoming and outgoing automobiles into the Fawkes Auto Complex service garages and showrooms. Customers were able to drive their automobiles off the showroom floor upon purchase and return for repair or auto parts via the alley as needed. The historic cobblestone that once defined the alley's path has been replaced with non-historic brick pavers laid in a running bond pattern. Along the alley, the east elevation of the Fawkes Auto Complex is defined by the uniform use of tan-colored brick without ornamental features, creating a unified character (photo 11). The historic cobblestone that once

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defined the alley's path has since been replaced with non-historic pavers (photo 11). The existing location of the alley remains intact but the slope of the alley has been adjusted over time to improve stormwater management. Evidence of changes in elevation is visible along the east elevation of the Fawkes Auto Complex. Previously buried construction materials are visible at the base of the wall and the addition of exterior concrete steps and ramps have been added to the rear entrances. Today, the alley is primarily used by pedestrians. The narrow width of the alley does not easily accommodate modern cars and trucks.

The dead-end portion of the alley located behind 1635 Hennepin Avenue is currently used as an outdoor dining patio by Cafe Lurcat. The underside of the dead-end alleyway is observable from a basement space below the alley. Long-term settlement of the building foundation systems associated water leaks into the structural system, and previously deferred repairs have led to severe deterioration of the structure. The building has experienced significant settlement and related deterioration dating back to the 1930s. Foundation studies and stabilization repairs appear to have been completed previously, and additional reviews and studies have been completed by numerous engineering firms over the years. In 2022, the topside of the alley received a new EPDM membrane and a floating paver system. In 1986, temporary shoring was installed below the alleyway slab to provide additional support. Three beam spans were added to support the alley slab between concrete beams at each bay. Supplemental steel posts were added at various locations in the past. Generally, two kinds of steel posts were observed: Various red painted posts installed at unknown dates; Newer, unpainted steel posts installed in 2022. The structurally supported concrete slab consists of one-way conventionally reinforced concrete supported by concrete beams. Based on a 2021 condition assessment, the slab thickness was determined to be about 10" to 11" thick. A trench drain (likely tied into the city storm drains) is observed at the entrance to the dead-end alleyway.

Overall, the "Fawkes Alley" remains a clear example of the historic design and function of the Fawkes Auto Complex as an early 20th century automotive distributor. Despite minor modifications to the alley's ground coverage, the alley's historic significance in association with Fawkes Auto Company and the formative years of the automotive industry remains intact. As the primary means of exterior automotive distribution throughout the Fawkes Auto Complex, this alley played a significant role in the overall design and expansion of Fawkes Auto Company. For that reason, this structure contributes to the historic significance of the Fawkes Auto Complex.

1621 Hennepin Avenue

1941

1 (one) non-contributing addition

The one-story building at 1621 Hennepin Avenue is a non-historic addition to the Fawkes Auto Complex. Built in 1941, this 50' X 126' commercial brick building was constructed by the Roycraft Company as an addition to the northside of 1625 Hennepin. It historically functioned as an attached garage for 1625 Hennepin. Today, it is owned and operated by the same owner of the Fawkes Auto Complex and remains internally connected to 1625 Hennepin. The non-historic

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addition at 1623 Hennepin postdates the period of significance and does not compromise the overall historic integrity of Fawkes Auto Complex.

The primary facade of 1621 Hennepin does not reflect the historic character of the Fawkes Auto Complex. The addition's primary facade faces Hennepin Avenue and is predominantly composed of traditional red brickwork. The building exhibits a utilitarian design typical of mid-20th century architecture. Unlike the other Fawkes buildings, there are no decorative brickwork or ornamental features present. The facade is symmetrical, with a large, central inset panel currently occupied by a modern billboard framed in black metal (photo 30). The billboard location is historic to the building and displays a contemporary advertisement. To the left of the billboard is a large modern window opening divided into two glass panels (photo 30). To the right of the billboard is the front entrance. It consists of a metal-framed glass door and sidelight, likely a later alteration, distinguished by its red-painted frame (photo 30). All of the window openings on the primary facade appear to be historic to the structure but have likely undergone some replacement or modification, with modern frames and glazing.

Above the front entrance exists a protruding sheet metal structure that is not historic (photo 1 and 30). The protruding sheet metal structure above the entrance stretches further south onto the neighboring building (1625 Hennepin Avenue). On the underside of the protruding sheet metal structure exists an exhaust vent, housing ductwork likely shared by both buildings (1625 Hennepin Avenue and 1621 Hennepin Avenue).

At the top of the structure, the parapet extends slightly above the roofline and is capped with a simple, narrow metal coping (photo 30). The metal coping appears to be relatively new, providing a protective edge and a clean termination to the facade. The parapet shows no decorative embellishments, consistent with the utilitarian design of mid-20th century commercial buildings.

The north and east elevation are hidden by the adjoining buildings (1619 Hennepin Avenue and 1625 Hennepin Avenue).

The east elevation features a utilitarian design unlike any of the other Fawkes buildings, with a painted masonry exterior primarily composed of concrete block construction (photo 29). A raised cast-in-place concrete platform, historically used as a loading dock, runs along the rear facade (photo 29). The loading dock has been adapted to accommodate modern outdoor seating for the current tenants (cafe). A set of non-historic concrete steps lead onto the loading dock, located adjacent to the rear entry. Metal railings surround the platform and steps. The rear elevation features a set of plain, black hollow metal doors flanked by a large rectangular window to the left. Although the window appears to be relatively new, the window and door opening appears to be historic. A flat-roof canopy extends outward from the rear facade, supported by simple metal beams, providing cover over the rear entry and patio area. Evidence of a painted sign on the north facade of 1625 Hennepin leads us to believe that the canopy above the loading dock was likely extended when the building was modified to accommodate later tenants.

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Internally, the first level of 1621 Hennepin has a 50'x126' rectangular floor plan that spans from Hennepin Avenue to the alley in the rear. The addition was historically used as a storage garage for 1625 Hennepin while it was owned by Roycraft Company. The previously open floor plan has since been divided into three tenant spaces and is now used for retail, office, and hospitality use. Two tenant spaces are accessible from the rear entrance. One tenant space is accessible from the front entrance). A shared corridor has been created along the north wall of the building to provide additional paths of egress for various tenants in 1623 Hennepin and 1625 Hennepin. The non-historic corridor connects the front tenant space of 1625 Hennepin to the rear entrance of 1621 Hennepin. This interior corridor is regularly used by tenants that belong to the Fawkes Auto Complex.

The material alterations to the interior of 1621 Hennepin are generally consistent throughout all of the tenant spaces. The historic cast-in-place concrete floor is visible throughout the building. The historic concrete block is visible at the exterior walls. The interior partition walls found throughout the building appear to be non-historic. Over the years, tenants have repeatedly remodeled the first level to modernize the spaces and section off smaller rooms for various uses. Despite the added partition walls, many of the areas retain their historic ceiling height and large open spaces. The majority of the historic concrete columns have been buried in non-historic partition walls. At the ceiling, the historic structural system is exposed and consists of open-web steel joists painted black, supporting a black metal decking. The ceiling in the front tenant space has been covered with GYP and painted. All of the exposed mechanicals and lighting installed throughout the building appears to be updated and non-historic.

The basement level of 1621 Hennepin, which historically functioned as additional storage for the Roycraft Company, has since been partitioned into rentable storage spaces for current tenants. The basement is accessible from a tenant space located near the rear of the building. The location of the stairs appears to be historic. Constructed of cast-in-place concrete wall foundation, concrete floor slab, and concrete columns. The basement remains unfinished, reflecting the historic ceiling height and materials. The layout of concrete columns in the basement reflects the layout of concrete columns found on the first level. Unlike the other Fawkes buildings, there are no interior connections to the basement level of neighboring buildings.

Integrity

The Fawkes Auto Complex retains good historic integrity and continues to convey the association with the automotive industry during the early twentieth century. Until 1931, the buildings operated in tandem as a network of automotive showrooms, service garages, and the office headquarters for Fawkes Auto Company and retain sufficient levels of all seven aspects of integrity to convey its history from its period of significance, 1911 to 1931. The non-historic addition of 1941, known as 1621 Hennepin, does not compromise the historic character of the Fawkes Auto Complex. All buildings are currently owned by Loring Corners and occupied by an assortment of tenants: retail, hospitality, and offices.

Location

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The Fawkes Auto Complex has not been moved and retains integrity of location.

Design

The Fawkes Auto Complex retains good integrity of design at the exterior and interior spaces. The exterior retains its organization, texture, and fenestration. At the interior, the building retains the commercial design, circulation patterns, automotive elevators, decorative staircases, concrete columns, and skylights.

Setting

While the uses of the automotive buildings within the Fawkes Auto Complex have changed, the architectural character of the buildings has remained. The alley historically used for external circulation of automobiles between service garages and automobile showrooms retains historic location, size, and character. The site retains integrity of setting.

Materials

The historic Fawkes Auto complex materials including brick, terra cotta ornamentation, local granite, cast stone concrete, concrete columns, terrazzo flooring, floor tile, plaster, wood coffered ceiling, cast iron stairs and wood railings remain intact and the site retains integrity of materials at the exterior and interior.

Workmanship

The architectural workmanship of the buildings remains intact and visible.

Feeling

While the site is no longer an automotive dealership and service garage, the Fawkes Auto Complex retains the feeling of an early twentieth century automotive specialty store.

Association

The Fawkes Auto Complex remained in use as the headquarters, automotive showroom, and service garage for Fawkes Auto Company until 1931 and is sufficiently intact to continue to convey its historic association.

Conclusion

The Fawkes Auto Complex, located at 1621-1635 Hennepin Avenue in Minneapolis, Minnesota was built between 1911 and 1917 as the headquarters, automotive showroom, and garage for Fawkes Auto Company. The site, comprising four (4) contributing buildings and one (1)

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contributing structure (alley), retains good historic integrity. Though Fawkes Auto Company sold the property in 1931 due to the Great Depression, the site retains sufficient levels of all seven aspects of integrity to convey its history from its period of significance, 1911 to 1931. The 1941 addition, known as 1621 Hennepin, postdates the period of significance but does not compromise the historic character of the Fawkes Auto Complex. Despite minor alterations, the essential form, materials, workmanship, and setting of the Fawkes Auto Complex is intact, giving it sufficient integrity to qualify in the National Register of Historic Places.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

INDUSTRY

Period of Significance

1911 - 1931

Significant Dates

1911

1912

1916

1917

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Tyre, Chapman, and Bell

(later known as Tyre, Chapman, and Gage)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Fawkes Auto Complex stands on the corner of Hennepin Avenue and Harmon Place in the Loring Park neighborhood of Minneapolis. This collection of buildings is one of Minneapolis's most significant resources associated with the exponential growth of the automobile industry during the early twentieth century. The conglomeration of buildings, clad with brick, terra cotta, and cast stone were built to house the distributorship of Fawkes Auto Company during the peak of its influence on the growing automotive market in the Midwest.

Fawkes Auto Company was one of the first automobile dealerships in Minneapolis.¹ Its success and legacy starts with its founder, Leslie Fawkes, who is credited as being the first automobile dealer in Minneapolis. Bohn Fawkes, managing the Fawkes Auto Company alongside his father, was championed as the youngest auto dealer in the country at the time. Together, they established Fawkes Auto Co as a reputable leader of the area's burgeoning automobile industry. The Fawkes Auto Complex stands as one of the most intact examples of early twentieth century automobile dealerships in Minneapolis and is recognized as the nucleus of Automobile Row. It is located within the locally recognized Harmon Place Historic District, holding statewide significance relating to the history of Minneapolis's first major Automobile District known as Automobile Row.

The Fawkes Auto Complex at 1621-1935 Hennepin Avenue in Minneapolis, Minnesota is significant under the National Register of Historic Places Criterion A in the area of Commerce and Industry for its important role in the formative years of the automotive industry in Minnesota. The automotive complex is significant as the headquarters, automotive showroom, and service garage of Fawkes Auto Company, which is credited as one of the first automotive showrooms in Minneapolis and an early major distributor in the Midwest for Oldsmobile and other early makes of automobiles. The period of significance (1911-1931) for the Fawkes Auto Complex spans the Fawkes ownership of the buildings and reflects the company's significant role in the formative years of the automotive industry before the Great Depression.

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

Fawkes: Automotive Pioneer

Fawkes emerged as a key figure at the turn of the 20th century, significantly shaping the formative years of automotive commerce in the Twin Cities. Before starting Fawkes Auto Co, he first gained attention for being actively involved in the local bicycle industry. In 1896, Fawkes

¹ Loring Corners: the Historic Fawkes Building

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emerged in the Minneapolis newspapers as an outspoken advocate for new transportation technology. His reputation and opinions on transportation development continued to populate the newspaper until his death in 1947.² Fawkes Auto Company regularly appeared in the Minneapolis newspapers as a reputable distributor, early advocate for autocentric urban development, and an active organizer/participant of auto competitions and cross-country tours. Fawkes's regional success as a major bicycle distributor allowed him to smoothly transition from the cycling craze of the late 19th century to the burgeoning automobile industry of the early 20th century.

From 1883 to 1900, Fawkes owned and operated a bicycle shop called Great Western Cycle Company, later known as Northwestern Cycle Company, located at 519 First Avenue South in Minneapolis, Minnesota. Fawkes was known for having the "largest [bicycle] repair department in the Northwest,"³ selling a wide variety of popular bicycles, and organizing public forums for bicycle dealers at his store. In November of 1896, Fawkes led discussions to form the Cycle Board of Trade, a unanimous agreement that required all future cycle shows to be committee approved for the protection against outside profiteering and the artificial fixing of prices. It was the first of its kind in the region. As an early organizer of the region's efforts to regulate the bicycle market, Fawkes was appointed to the committee of the board.⁴ Fawkes's influence as a local leader in the bicycle trade provided the financial and social platform for his success as one of Minneapolis's earliest automotive trailblazers.

In 1899, Fawkes became the first person to own a gasoline driven automobile in Minneapolis⁵ (Figure S). Known as the Orient Autogo, it had four wire wheels with a French De Dion air-cooled motor on the rear axle. The driver sat in the seat like a motorcycle and there was room for one passenger on a seat in front. Although the car does not resemble the cars we see today it was the first of its kind to be introduced to Minneapolis. Fawkes attracted so much attention touring it around the city that he bought the motor agency and began selling the cars himself.

This marked the beginning of an eye-catching new transportation industry for Minneapolis and a lifelong career for Fawkes as a local automotive pioneer (Figure Q). In 1901, Fawkes began selling the Fanning electric automobile and established himself as one of the first automotive dealers in Minneapolis. Fawkes staged the city's first grand opening of an automobile agency at his new showroom at 111 South 6th Street and became a frontrunner of the new horseless industry on wheels in Minnesota.⁶

Steering Public Perception: Uphill Climbing Contests, Tours, and Auto Exhibitions

Fawkes was an avid promoter of automobile contests and an outspoken enthusiast about the future of automobile culture in America. Much like the bicycle contests of the late 19th century,

² "Fawkes Services to Be Held Today." Star Tribune. Oct 11, 1946.

³ "Why Tribune Excel." Star Tribune. April 5th, 1896.

⁴ The Minneapolis Journal. November 14, 1896.

⁵ "Minneapolis First Gasoline Auto." Star Tribune. Feb 1, 1914.

⁶ Loring Corners: the Historic Fawkes Building

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automotive contests were fundamental to popularizing a new industry and steering the public perception of automotive safety and comfort. Races and uphill climbing contests gained local recognition while cross-country tours and auto exhibitions facilitated regional and national engagement.

In 1900, all thirteen of the automobiles owned in Minneapolis held their first rally to demonstrate the need for better roads.⁷ The event was a successful beginning to the debate for road improvements and gained attention as a public attraction. That year, the growing interest in automobile races broke attendance records at the Minnesota State Fair. Fawkes was in attendance, adding to the public spectacle driving his Orient Autogo.⁸

Uphill races and long-distance tours were treated as “reliability contests” to prove the workmanship and safety of the cars. Uphill races were hosted on steep dirt roads lined with crowds of spectators (Figure R). Contests like these were crucial for drumming up excitement and winning over the public during a time when automobiles were still seen as unsafe and unreliable. The Fawkes family were cultural figures in the Twin Cities by that time, demonstrating their support for automobiles of all kinds by regularly competing in multiple classes, men's and women's division, and entering multiple automobiles in the same contest.⁹ During the early years of automobile contests, bicyclists and automobiles briefly shared the spotlight on event day before enthusiasm for automobiles quickly overshadowed their two-wheeled predecessors.

Cross-country tours attracted a range of spectators and sparked regional discussions between private owners, automobile dealers, and motor car makers. The tours allowed automotive dealers to observe the performance of cars under strenuous conditions and for auto makers to prove the reliability of their products to the public. To demonstrate the reliability of the automobile, Fawkes ran a Rambler non-stop for over 200 hours and 2,000 miles, breaking the world record for engine endurance.¹⁰ Fawkes used long-distance tours to decide which car he believed was worth selling at Fawkes Auto Company. These tours also allowed dealers and the general public to develop an understanding of which type of car was best for which driving condition.

Automotive Tours were pivotal in steering the public perception of automobiles from unsafe machines to dependable family vehicles. Driving across the Midwest through deep mud, trackless roads, and uncertain mountains, was proof of reliability. During the endurance races, Fawkes was famous for having his family ride along as passengers, a public testament to the confidence he had in automobiles as a family-safe and comfortable form of transportation. With the growing popularity of automobile tours and the spike in private ownership, Fawkes joined the national conversation about road development and became an outspoken supporter for the importance of road improvements.¹¹

⁷ Loring Corners: the Historic Fawkes Building

⁸ “A Pioneer in the Automobile Industry.” *Star Tribune*. Feb 1, 1914.

⁹ “Wins Big Hill Climbing Contest.” *Minneapolis Daily Times*. Jun 27, 1905.

¹⁰ Loring Corners: the Historic Fawkes Building

¹¹ “Good Roads the Big Item for Autos, Says Mr. Fawkes.” *Star Tribune*, July 28, 1913.

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In 1911, Fawkes Auto Company won first place in a month-long tour between Helena, Montana and Minneapolis, Minnesota. Then again in 1912, Fawkes Auto Company won first place in another “endurance run” that stretched 1,100 miles from Winnipeg to Minneapolis. This international tour was considered one of the hardest contests ever undertaken by automobile organizations and the most important motor event in the Northwest considering the length of tour and the conditions of the road.¹² Winning first place for two consecutive years earned the Fawkes Auto Co the Journal Cup.¹³ In 1913, Fawkes Auto Company went on to win the Glacier Park-Twin Cities Tour hosted by American Automobile Association for driving the Metz. Winning this many successive tours alongside leading car brands such as Buick and F.I.A.T solidified the Fawkes name as a “pioneering automotive institution in Minneapolis.”¹⁴

Auto Exhibitions were another popular public event to showcase new developments in automobile engineering and call national attention to cities with strong automobile markets. Exhibitions promoted a range of personal and commercial motor cars designed for luxury, hauling, and negotiating countryside road conditions.¹⁵

By 1919, Minneapolis was home to the largest Automotive exhibition show in the United States.¹⁶ The Northwestern Automobile and Industrial Exposition outmatched New York City, Chicago, and other of the nation’s leading auto exhibitions. Thousands of visitors attended to witness more than 500 exhibits of automobiles. Hosted at the exposition building, this was the first post-World War I auto show in the country and marked the dawn of a new era in the automotive industry. As the success of the Minneapolis automotive exhibition made headlines in the Minneapolis Journal, included was a picture of Bohn Fawkes representing Fawkes Auto Co alongside the biggest names in the Midwest automotive industry.¹⁷

Besides participating in regional exhibitions organized by the American Auto Association, Fawkes Auto Company also hosted their own auto exhibitions at the Fawkes Auto Complex that spanned multiple buildings and featured a variety of gasoline and electric automobile brands: Reo, Metz, Marmon, Stutz, Premier, Ohio Electric, and Oldsmobile. For all of which Fawkes Auto functioned as the Northwestern distributor.¹⁸

Reliability contests and auto exhibitions played an important role across the country in disarming early prejudice against automobiles amongst the public. As an avid promoter of uphill climbing contests, tours, and auto exhibitions, Mr Fawkes was locally recognized as one of the leaders in bringing this shift in cultural perception.¹⁹

¹² “Automobile Endurance Run.” Star Tribune, Aug 16, 1912.

¹³ “Makes Perfect Score on Both Tours,” Star Tribune. September 1, 1912.

¹⁴ “New Fawkes Firm Officials Named.” The Minneapolis Journal. August 15, 1926.

¹⁵ “Fawkes Auto Company.” Star Tribune. June 17, 1919.

¹⁶ “Home of Largest U.S. Automotive Show.” The Minneapolis Journal. Feb 16, 1919.

¹⁷ “Home of Largest U.S. Automotive Show.” The Minneapolis Journal. Feb 16, 1919.

¹⁸ “A Pioneer in the Automobile Industry.” Star Tribune. Feb 1, 1914.

¹⁹ “Fawkes Auto Company.” Star Tribune. June 17, 1919.

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Minneapolis's Automobile Row

In 1907, Minneapolis staged its debut automobile exhibition, which was just seven years after the inaugural U.S. auto show in New York City. Being amongst the first cities in the nation to host an exhibition of this scale underscores the relative strength of the Minneapolis market, given that only a few prominent cities like Philadelphia and Chicago had a strong enough market to hold similar events. Minnesota's inaugural auto exhibition at the Armory on Kenwood Parkway drew over 10,000 attendees, reflecting the city's enthusiasm for the emerging automotive industry. Although the earliest car shows were intended primarily for dealers and company representatives, they were regularly attended by members of the public. Minneapolis's favorably flat topography was also recognized as a recipe for success amongst local auto exhibitions and contributed to establishing the Minneapolis market as the "greatest automobile city of the Northwest." The number of privately owned cars quickly increased across the state. From 1903 to 1912, the number of registered automobiles in Minnesota jumped from only a few thousand to 20,000 cars.

Minneapolis experienced a surge in car ownership that surpassed the overall growth rate in Minnesota. By 1911, residents of Minneapolis owned 20 percent of the state's automobiles. Hennepin County's expanding suburban areas and proximity to Lake Minnetonka's wealthy upper-class residents played key roles in the city's comparatively swift adoption of automobiles. The city earned the moniker "a great motorcar center" not only due to its high rate of automobile ownership but also because of the presence of several leading dealerships that served the entire Northwest region.²⁰

As the needs of an expanding automobile industry changed the urban character of roads and cities across the nation, commercial districts devoted to automobile trade and services began popping up throughout the United States. These districts became popularly known as "Automobile Row." Typically located in urban downtown districts, cities of all sizes had their own automobile row. They were made up of dealerships, service stations, auto parts stores, garages, and showrooms. Minneapolis's Automobile Row transformed the south end of Hennepin Avenue and adjacent streets (like Harmon Place) into a commercial urban neighborhood dedicated to automobile culture.

In 1908, the national journal *Automobile* announced the formation of Minneapolis's automobile row following a surge of investments in site development and elaborate buildings dedicated to auto-related businesses along Hennepin Avenue.²¹ By 1910, an article in the Minneapolis Journal publicized the construction of the new headquarters of Fawkes Auto Company on Hennepin Avenue and went on to call forth others to address the shortage of automobile "garages" (a colloquial term for dealerships) in the newly formed district. The market conditions and rapid growth of Minneapolis's automobile row was forecasted to become "a great automobile distributing and sales center."²²

²⁰ "Automobile Show Bigger and Better than Ever," Minneapolis Journal, February 20, 1910.

²¹ "Dealers Need Many Garages," Minneapolis Journal, February 20, 1910.

²² "Dealers Need Many Garages," Minneapolis Journal, February 20, 1910.

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In 1911, The Fawkes Automobile Company moved into their new headquarters at 1625 Hennepin Avenue. Service stations, auto repair, and parts shops soon followed as Hennepin Avenue became the springboard for other car dealerships and businesses to capitalize on the area's high traffic and visibility. The area quickly became recognized as "Automobile Row," Minneapolis's first automobile district. By 1912, a listing in the Minneapolis Journal identified sixty motor car dealers in the vicinity of downtown. More than one-third of these dealerships had Hennepin Avenue addresses and sixteen more were located within a couple blocks of Hennepin.²³

At the time, Automobile Row was synonymous with modernity and progress. The district was home to a diverse array of car brands, many of which have since faded into obscurity, such as the Ashley, Auburn, and LaFayette. Major names like Buick, Packard, Studebaker, and Ford also had a strong presence, further solidifying the area's reputation as a premier automotive destination. These dealerships, with their finely detailed facades and captivating storefronts, transformed the area into a vibrant hub of commerce and innovation. The Fawkes establishment, along with others that followed, created a concentrated marketplace where the latest automotive innovations were showcased to an eager public. The architectural style of the buildings reflected the era's industrial optimism, with large, expansive windows designed to display the latest car models and attract potential buyers.

As the automotive industry flourished, so too did the architectural landscape of Automobile Row. The Fawkes buildings, like other auto-oriented enterprises along Automobile Row, reveal transitions in style and technology performed by an architecture responding to turn-of-the-century economic transformations that made this century vastly different from its predecessor. Classical Revival-style elements that formerly served to shroud 19th-century buildings became delineators of a 20th-century structural-framework system made possible by engineered structural steel. Storefront windows were enlarged to display automobiles. Store interiors, characterized by columns spaced further apart, high ceilings and expanses of display windows, created opportunities for space to dominate as a design feature. This open concept design was widely adopted and carried on into mid-century commercial and industrial architecture.

The Fawkes Auto buildings are a prime example of the defining character of Automobile row. Between 1911 and 1931, the automotive building developed as a specific building type addressed by real estate investors and architects. The Fawkes buildings (built 1911 – 1917) are among the district's first and finest examples of automotive showroom design. Modern concrete and brick curtain wall construction allowed an emphasis on display areas. These buildings and their other counterparts such as parts buildings and repair garages exhibit a range of Renaissance Revival and Classical treatments. Their expansive display areas enabled dealerships to highlight their vehicles in grand fashion. These buildings, with their emphasis on display windows and eye-catching signage, became iconic symbols of the American automotive revolution.

²³ "Minneapolis Motor Car Dealers," Minneapolis Journal, February 18, 1912.

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Automobile Row recognized as local Harmon Place Historic District

Today, the historic integrity of automobile row has been compromised due to generations of urban development since the Great Depression. To preserve what is left, the Minneapolis Heritage Preservation Commission has locally registered the area as Harmon Place Historic District. Although the Fawkes buildings are not officially associated with the historic nomination, it stands as the nucleus of Harmon Place Historic District's west wing and is popularly referenced as the best kept examples of Minneapolis's Automobile Row.²⁴

In contrast to other automotive buildings in Harmon Place Historic District, the historic integrity of the Fawkes buildings remains largely intact. Important to note, the Fawkes buildings predate all of the contributing automobile structures within the locally recognized Harmon Place Historic District. The Fawkes Buildings also feature a higher degree of facade ornamentation than any other automotive structures within the area, underscoring their historic association with the formative years of the automotive industry in Minneapolis and the significance of Fawkes Auto Company as a prominent leader.

Despite the Fawkes buildings being located within the boundaries of the local Harmon Place Historic District, the previous owner of the Fawkes buildings previously requested that the buildings not be officially surveyed in the previous registration due to the generally poor level of historic integrity within the proposed district of Harmon Place Historic District. The locally recognized Harmon Place Historic District failed to qualify for the National Register of Historic Places because of the amount of new construction in the area and the generally poor condition of the other automotive buildings.

The Fawkes Buildings are not only the oldest surviving automobile showrooms in the locally recognized Harmon Historic District, they also retain the greatest integrity of historic fabric and stand as one of the most architecturally elaborate conglomeration of interconnected automotive buildings defined by a rich variety of terra cotta, brick, and cast stone ornamentation. The interior layout of the Fawkes Auto Complex features an integrated network of automotive spaces within a series of multiple buildings unlike any other automotive buildings in the area.

Construction of Fawkes Buildings: Landmark of Automobile Row

In November 1910, Fawkes began constructing a two-story automotive dealership that would become the new headquarters of Fawkes Auto Company (Figure I) and a landmark of Automobile Row for decades to come. Having opened the first automobile dealership in Minneapolis, the construction of the new headquarters further solidified Fawkes Auto Company as a "pioneering automotive institution in Minneapolis."²⁵

²⁴ "Twin Cities car showrooms in early 20th century were as showy as the vehicles they sold." Star Tribune. Aug 8, 2020.

²⁵ "New Fawkes Firm Officials Named." The Minneapolis Journal. August 15, 1926.

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Earlier that year, Fawkes bought two lots on Hennepin Avenue for \$30,000.²⁶ Archival blueprints from October of 1910 reveal the original plan was to build a two story building that spanned all three parcels (1625-1637 Hennepin Avenue) and would function as a salesroom, garage, warehouse, and headquarters.²⁷ Given the size and era of this automotive sales building, it is likely that Fawkes always intended for it to accommodate the sale and service of a wide range of makes and models. For unknown reasons, the architectural drawings were revised in December of 1910 to reflect the single parcel building we now recognize as 1625 Hennepin Avenue.²⁸ Fawkes's original plan to build a grand automotive hub with multiple display rooms and services, as demonstrated in the original archival blueprints of October of 1910, was ultimately constructed in three phases we now recognize as 1625 Hennepin (1911), 1635 Hennepin (1912), and 1629 Hennepin (1916). This resulted in a horizontally integrated network of automotive buildings with interconnected automotive display rooms and services.

The overall layout and function of the Fawkes Automotive Complex echoes the spatial arrangement and character of the original architectural blueprints from October of 1910. The long rectangular floor plan spans the entirety of the parcel. At the rear of each display room is a service garage tailored to each make and model on the display floor. The variety of showrooms, each with their own street entrance, appealed to Fawkes Auto Company's wide selection of cars and thus appealed to a broader spectrum of consumers. All three showrooms were connected by automotive elevators, stairs, and interior access doors, allowing customers access to all of the automotive products and services across all of the buildings without going outside. The sales floor and service garage were vertically integrated with an automotive warehouse in the basement and department store on the second floor. Fawkes's vision for the new headquarters would be a one-stop-shop for customers. This was uncommon at the time, the norm being for private automobile owners to visit multiple locations to buy and service their vehicles.

The first building was built in 1911 at 1625 Hennepin Avenue. The next addition was built in 1912 at 1635 Hennepin. The third addition was constructed between the existing structures in 1916 at 1629 Hennepin (Figure C). William Beyer, architectural historian, suspects that the four-year gap between the second and the third addition was due to the construction of the Fawkes family's personal "dream estate," Cobble Crest mansion built in St. Louis Park in 1914. The mansion would become another regular feature for Fawkes in the newspapers' society pages until he sold the estate during the Great Depression.²⁹

Although all three buildings were designed to function collectively, each addition's facade has a unique arrangement of early 20th century renaissance revival elements that define the automotive dealership's architectural character (Figure N). The street facade of the initial building, located at

²⁶ "In Minneapolis 25 Years Ago." The Minneapolis Journal. Feb 3, 1935.

²⁷ Tyre, Chapman, and Bell Architects. "Garage Fawkes Auto Co." Architectural Plans. 1910. Available at Northwest Architectural Archives, University of Minnesota, Minneapolis.

²⁸ Tyre, Chapman, and Bell Architects. "Garage Fawkes Auto Co." Architectural Plans. 1910. Available at Northwest Architectural Archives, University of Minnesota, Minneapolis.

²⁹ "The Cobble Crest Story." St. Louis Park Historic Society. Volume 23.1 Spring, 2024.

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1625 Hennepin, most resembles the design of the original structure.³⁰ Despite having three architecturally unique facades, the design intent of the interior organization of automobiles and circulation paths remained interconnected (Figure E, F).

The Fawkes buildings were a big success in the automobile industry for the region. Northwestern dealers and salesmen considered it “one of the finest examples of its kind in the United States.”³¹ Designed by architects Bell, Tyre & Chapman, the auto showrooms featured large central windows along Hennepin Avenue that showcased the latest automobile models. The first floor had a grand staircase that led customers up into the accessory department and repair shop on the second floor. The accessory department, located on the second floor, was stated as being the “best equipped accessory department in the Northwest.”³² The basement was used as a licensed warehouse for storing cars. Along the alley was an automotive elevator that transported cars between floors and allowed customers to drive their product off the showroom or up into the repair shop. The overall design and internal organization of the Fawkes buildings contributed to the establishment of automobile showrooms as a recognizably modern and sought-after building typology during the early years of the automobile industry.

In 1917, Fawkes Auto Company constructed the fourth and final addition to the existing auto complex on the southern V-shaped corner lot overlooking Loring Park (Figure O). Expanding on the success of the first three Fawkes buildings, the corner building was designed to house a similar mix of auto-related spaces that would connect to the original Fawkes buildings. The 1917 corner expansion housed the biggest auto display room of any of the Fawkes buildings (Figure P). Grand display windows at street level spanned from Hennepin Avenue to Harmon Place and overlooked Loring Park. An unenclosed corridor behind the building would connect the new automotive elevators to the existing network of automotive circulation along the alley (Figure E). Overall, this building is the largest of all automotive buildings that belong to Fawkes Auto Complex on site and represent Fawkes Auto Company at the peak of their success. The second and third floor were designed for offices and featured a grand ball room for Mr Fawkes to host cultural events.³³ The facade is characterized by cast stone concrete with classical motifs, an architecturally unique example of early 20th century automotive dealerships in Minneapolis. Entrances are punctuated by deeply recessed entrances that retain many original features to this day, including a historic metal canopy.

The newest Fawkes building (1917) was praised for its European tastes in architecture and unlike any other automotive buildings in Minneapolis at the time. It was popularly recognized as a “monument to the growth of upper Hennepin.”³⁴ The new headquarters for Fawkes Auto Co was sought out as one of the most accommodating motor car distribution businesses in the northwest

³⁰ Tyre, Chapman, and Bell Architects. “Garage Fawkes Auto Co.” Architectural Plans. 1910. Available at Northwest Architectural Archives, University of Minnesota, Minneapolis.

³¹ “Fawkes Building Please.” Star Tribune. March 5, 1911.

³² “Fawkes Building Please.” Star Tribune. March 5, 1911.

³³ Charles L. Pillsbury Co, Engineers. “Building for Mr L.H. Fawkes at 1639-1641 Hennepin Avenue South.” Heating and Lighting Plans. 1916. Available at Northwest Architectural Archives, University of Minnesota, Minneapolis.

³⁴ Bohn E Fawkes Gains Fame As Distributor of Oldsmobile.” Star Tribune. Sep 3, 1916.

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due to its integrated network of showrooms, repair garages, offices, and warehouse space. Automobile companies, such as the Auburn automobile company, regularly sought out Fawkes Auto Company. The variety of spaces allowed Fawkes Auto Co to carry a full line of display cars and a complete line of parts under the same roof as the service garage. For this reason, Fawkes Auto Company was praised by automobile companies for being “unusually well adapted”³⁵ for retail and wholesale distribution.

The Fawkes Auto Complex housed a variety of cars throughout its period of significance, 1911 - 1931. Complete new lines of cars were introduced to the Northwest in the showrooms of the Fawkes Buildings. New makes were shipped by train from across the country and introduced to the Minneapolis automotive market on these showroom floors. For example, in 1924, Rollin introduced their complete line of Touring, Coupe, Roadster, and Sedan on the auto display rooms of Fawkes Auto Company³⁶ Fawkes Auto Company would then display the new line of cars at the Twin City automotive exhibitions. In 1914, Fawkes Auto Co was the Midwest agency for seven popular makes of cars and had one of the largest service garages and auto showrooms in Automobile Row. The lines consisted of the Reo, the Oldsmobile, the Metz, the Ohio electric, the Marmon, the Premier, and the Stutz.³⁷ By 1923, the showrooms of the Fawkes Auto Complex expanded to carry a range of popular automobile lines, some of which we recognize today: Ohio Electric, Marmon, Hudson, Stutz, Buicks, Chevrolet, Ford, and Cadillac.³⁸

The Minneapolis Journal regularly published an extensive list of all the variety of makes and models of automobiles for sale in Minneapolis. In 1919, Fawkes Auto Company appeared more often than any other motor distributor in Minneapolis on the list. Fawkes Auto Complex offered a wider variety of makes at different price points than any other dealership on the market in Minneapolis.³⁹ From a salesman standpoint, Mr Fawkes recognized the variety of opportunities for automobiles in American culture.

Bohn Fawkes, Youngest Automotive Dealer in the United States

Although all four buildings functioned as a collective under the umbrella of Fawkes Auto Co, the salesroom on the corner of Hennepin Avenue and Harmon Place was regularly associated with Bohn Fawkes, the son of Leslie Fawkes. Bohn Fawkes had been driving cars since he was 8 years old when his father brought the first automobile to Minneapolis, the Orient Autogo. He continued to gain experience in boyhood driving and assisting in the assembling of cars after school hours. By 1914, Bohn Fawkes had joined Fawkes Auto Company, becoming the “youngest sales manager of a big auto house in the United States”.⁴⁰ At 22 years old, he was famous for being one of the most successful men in the automotive business for his age. “He got

³⁵ “Fawkes Firm Gets N.W. Distributorship.” Star Tribune. Feb 9, 1930.

³⁶ “Complete Line of New Rollin Car Arrives in City by Express.” Star Tribune, Jan 20, 1924.

³⁷ “Minneapolis First Gasoline Auto.” Star Tribune. Feb 1, 1914.

³⁸ “Automobiles for Sale.” Star Tribune. Nov 14, 1923.

³⁹ “Specifications Of Pleasure Automobiles Sold In Minneapolis.” The Minneapolis Journal. March 14, 1909.

⁴⁰ “Bohn Fawkes Visits Shows.” Star Tribune. Feb 1, 1914.

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into the game early for his father was one of the pioneers in the automobile industry in the northwest.”⁴¹

Fawkes Auto Company’s Bohn Fawkes is credited as becoming the first Oldsmobile distributor in the Northwest region. This was a particularly impressive feat within the Minneapolis automotive market considering Oldsmobile was at peak popularity for both its manufacturing and engineering advances nationwide.⁴² Oldsmobile was one of the largest distributors in the country at the time that Bohn Fawkes and Fawkes Auto Company became the face of the Northwest region. The Fawkes automobile showrooms located along Harmon Place (1917) housed the distributorship of Oldsmobile (Figure T).

Oldsmobile was a prominent automobile company during the formative years of the automotive industry in the United States. The Olds Motor Works was the first American company to achieve mass-production of gasoline vehicles in 1897. Oldsmobile's early success as an automobile company went beyond commercial success. Oldsmobile's impact on American popular culture was memorialized in poems, stories, and songs, such as the 1905 tune, “In my Merry Oldsmobile.”⁴³ Bohn Fawkes leveraged the brand’s influence in popular culture to draw attention to Fawkes Auto Complex (Figure T). More than 12,000 Oldsmobiles had been produced by the time the song became a popular hit.⁴⁴ In spirit of the song's chorus, "you can go as far as you like with me in my merry Oldsmobile," Fawkes drove two of the longest transcontinental tours on record by 1916 as proof of the Oldsmobile ease of operation.⁴⁵

As a representative of Fawkes Auto Company, Fawkes regularly traveled to all of the biggest automobile shows east of Minneapolis: Chicago, Detroit, and New York and gained fame as the Midwest distributor of Oldsmobile and agent for G.M.C Trucks (Figure T). Fawkes’s success further solidified the Fawkes Auto’s influence in the automobile market on a local and regional level. Following the construction of the final addition to the Fawkes Auto Complex (1917) and the regional success of Fawkes, the Minneapolis auto exhibition broke records as the largest automotive show in the United States. It was twice as large as those held in New York or Chicago.⁴⁶

Fawkes Returns as Tenant

⁴¹ “Bohn E. Fawkes Gets Oldsmobile Branch.” Star Tribune. Aug 9, 1914.

⁴² “The Cobble Crest Story.” St. Louis Park Historic Society. Volume 23.1 Spring, 2024.

⁴³ “History of Oldsmobile.” Oldsmobile Club of America. <https://www.oldsmobileclub.org/page/History>

⁴⁴ “The Motoring Boom”. The story of Veteran & Vintage Cars. John Wood, illustrator (Phoebus 1977 ed.). London: Hamlyn / Phoebus. pp. 36–49. ISBN 0-600-39155-8.

⁴⁵ “Bohn E. Fawkes Gains Fame As Distributor of Oldsmobile.” Star Tribune. Sep 3, 1916

⁴⁶ “Home of Largest U.S. Automotive Show.” The Minneapolis Journal. Feb 16, 1919.

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According to Fawkes's grandson, Bohn E. Fawkes Jr, the factories of many automobiles distributed at Fawkes Auto Co went bankrupt following the 1929 market crash of the Great Depression.⁴⁷ Although there is no way of knowing when exactly Fawkes sold the Fawkes Buildings, there is evidence that Fawkes began selling his portfolio of commercial properties in 1931.⁴⁸ By 1933, Fawkes sold Cobble Crest mansion and moved his place of residence to Loring Park.⁴⁹

Fawkes' vision for the automotive industry continued to evolve with shifts in American culture. After the Great Depression, he capitalized on the growing mobility of the population by founding the Travel Coach Company in 1937, becoming Minneapolis's first licensed trailer dealer. Despite selling the Fawkes Auto Complex buildings, Fawkes returned as a tenant to 1624 Harmon Place on the corner of Hennepin Avenue and Harmon Place.

Travel Coach Company was the Northwest distributor of an extensive line of leading makes of trailers praised for their curved plate glass windows and lightweight steel design.⁵⁰ Around this time, trailer camps became the next generation of automobile culture to impact urban and rural development in major cities across the country. By the end of the 1930's, Travel Coach Company led the region in distributorship and reportedly sold 3/4 of all trailer homes sold in the Northwest.⁵¹

Despite losing ownership of the Fawkes Buildings in the early 1930s due to the Great Depression, the Fawkes legacy continued to define the vibrant community of businesses and social spaces that developed there. Although ownership has changed over the years, the complex remains referred to as the "Fawkes Block," the "Fawkes Building," and even the alley is locally known as "Fawkes Alley." Since the Great Depression, the building has continued to serve as a defining landmark for one of the most prominent entrances into Downtown Minneapolis and a cultural hub for various industries, from used-car dealerships to publishers, law offices, and commercial-art studios, reflecting the area's dynamic evolution in a major urban corridor.

Conclusion

The Fawkes Auto Complex at 1625-1649 Hennepin Avenue and 1620-1628 Harmon Place stands as a flagship company of the early 20th century automobile industry in Minneapolis. Clearly a product of its time, the conglomeration of four low-rise automotive buildings was occupied by the Fawkes Auto Company from 1911 to 1931, a twenty-year period that represents the growth and influence of the Fawkes Auto Company on the flourishing of the automobile industry in Minnesota.

⁴⁷ "The Cobble Crest Story." St. Louis Park Historic Society. Volume 23.1 Spring, 2024.

⁴⁸ "Eighth Street Hotel Bought." The Minneapolis Journal. March 8, 1931.

⁴⁹ "The Cobble Crest Story." St. Louis Park Historic Society. Volume 23.1 Spring, 2024.

⁵⁰ "Stream-Lite Coach." Star Tribune, September 13, 1937.

⁵¹ "Travel Coach Co." Star Tribune. April 9, 1939.

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Ironically, most of Hennepin Avenue's Automobile Row has since been demolished and replaced with freeway infrastructure and surface parking lots. The Fawkes Auto Complex stands at the corner of Hennepin Avenue and Harmon Place, slightly altered but retaining sufficient integrity to communicate its historical significance. The Fawkes Auto Complex is eligible for listing as a grouping of properties in the National Register of Historic Places under Criterion A as a significant resource associated with the phenomenal local and regional growth of the automobile trade during the early twentieth century. The properties as a group achieve significance in the areas of Commerce and Industry, with a period of significance from 1911 to 1931.

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- "Exhibits at Auto Show Attract Thousands," Minneapolis Tribune. March 2, 1907.
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- "Fawkes Company Has Good Space At Show." Star Tribune. March 3, 1907.
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- "Garage Almost Ready." The Minneapolis Journal. Dec 25, 1910.
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- "Marmon Wins The Journal Trophy." The Minneapolis Journal. Sep 1, 1912.
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- "Minneapolis First Gasoline Auto." Star Tribune. Feb 1, 1914.

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- "Minneapolis will have Motor Row." Automobile National Journal. October 1908.
- "Minneapolis Motor Car Dealers," Minneapolis Journal, February 18, 1912.
- "New Faces on Minneapolis Automobile Row." Minneapolis Journal, February 20, 1910.
- "New Fawkes Building to be Started July 1st." Star Tribune. May 8, 1910.
- "New Fawkes Firm Officials Named." The Minneapolis Journal. Aug 15, 1926.
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- "Snapshots At The Hill Climbing Contest." Minneapolis Daily Times. June 27, 1905.
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- "Safety of Steel In Stream-lite House Trailer." Star Tribune. Sep 13, 1937.
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- "Travel Coach Co." Star Tribune. April 9, 1939.
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Plans, Drawings, and Maps

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Sanborn Map Company. Insurance Maps of Minneapolis, Hennepin County, Minnesota. Volume 3, 1951. Library of Congress Geography and Map Division Washington, D.C.

Previous documentation on file (NPS):

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

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): HP-MPC-22888

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10. Geographical Data

Acreage of Property .91

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|----------------------------|--------------------------|
| 1. Latitude: 44°58'16.96"N | Longitude: 93°17'8.97"W |
| 2. Latitude: 44°58'18.77"N | Longitude: 93°17'8.41"W |
| 3. Latitude: 44°58'19.16"N | Longitude: 93°17'10.62"W |
| 4. Latitude: 44°58'17.75"N | Longitude: 93°17'11.12"W |
| 5. Latitude: 44°58'16.36"N | Longitude: 93°17'11.62"W |
| 6. Latitude: 44°58'16.17"N | Longitude: 93°17'10.89"W |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The Fawkes Auto Complex is located in the Loring Park neighborhood of Minneapolis, encompassing 1621-1635 Hennepin Avenue. Hennepin Avenue defines the northern and

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western boundary of the site. Turning eastward, the boundary follows Harmon Place until it intersects the alley at the southeastern corner of the property. The eastern boundary incorporates the alley behind the buildings. The eastern boundary is defined by the alley that runs parallel with Hennepin Avenue separating the Fawkes Auto Complex from neighboring buildings. The building addressed as 1635 Hennepin Avenue occupy an irregular V-shaped parcel at the intersection of Hennepin Avenue and Harmon Place.

Boundary Justification

This boundary contains the property historically associated with the Fawkes Auto Company.

11. Form Prepared By

name/title: Jacob Dommer and Alex Haecker, AIA, NCARB
organization: AWH Architects
street & number: 12 E 25th St
city or town: Minneapolis state: MN zip code: 55404
e-mail alex@awharchitects.com
telephone: (612) 558-5383
date: 7/15/2024

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Figure H	Sanborn Fire Insurance Map from Minneapolis, Hennepin County, Minnesota. Volume 3. 1951.
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Figure M	Continuation of Hennepin Ave street elevation of one of the four Fawkes Buildings that constitute the Fawkes Auto Complex. Representation of Hennepin Ave facade. 1643 Hennepin Ave (1917). This building continues along Harmon Place. Source: Antenucci, Steven J. Loring Corners: the Historic Fawkes Buildings 1980.
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Figure P	1920's photo Fawkes buildings on the corner of Hennepin Ave and Harmon Place.
Figure Q	Fawkes recognized as "Pioneer in the Automobile Industry." Star Tribune, Feb 1, 1914.

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Figure R	Snapshot at the Hill Climbing Contest. Minneapolis Daily Times, June 27, 1905.
Figure S	Fawkes was accredited as the first person in Minneapolis to own a gasoline powered automobile in 1899. Star Tribune, February 1, 1914.
Figure T	Bohn E Fawkes Gains Fame As Distributor of Oldsmobile. Advertisement for new headquarters in Fawkes Building, corner of Hennepin Ave and Harmon Place. Photos of the auto show room on the first floor and offices on the second floor. Star Tribune, September 3, 1916.

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Figure A. Fawkes Auto Complex aerial in 2023. Property Map underlay provided by Hennepin County GIS. The applicant owns all of the parcels highlighted in yellow. The red dashed line represents the historic boundary of the Fawkes Auto Complex.

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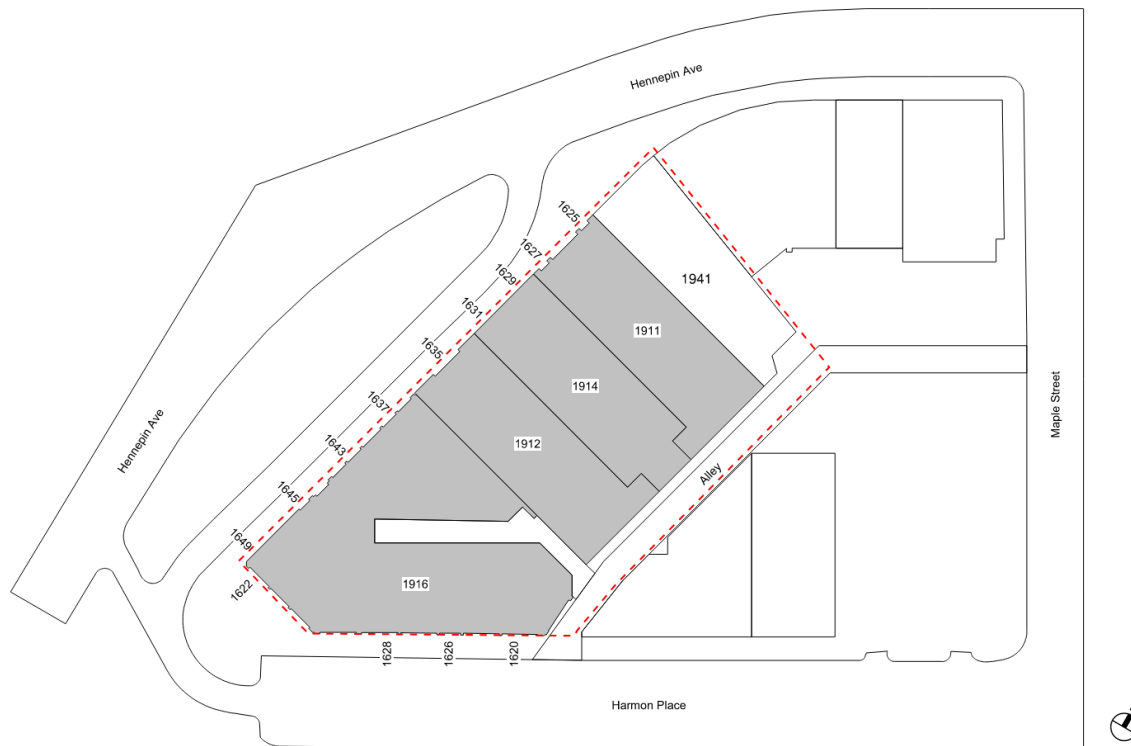


Figure B. Fawkes Auto Complex historic boundary map with building dates and address numbers. Four contributing buildings total: 1621-1635 Hennepin Ave and include the alley adjacent to the automotive elevator access.

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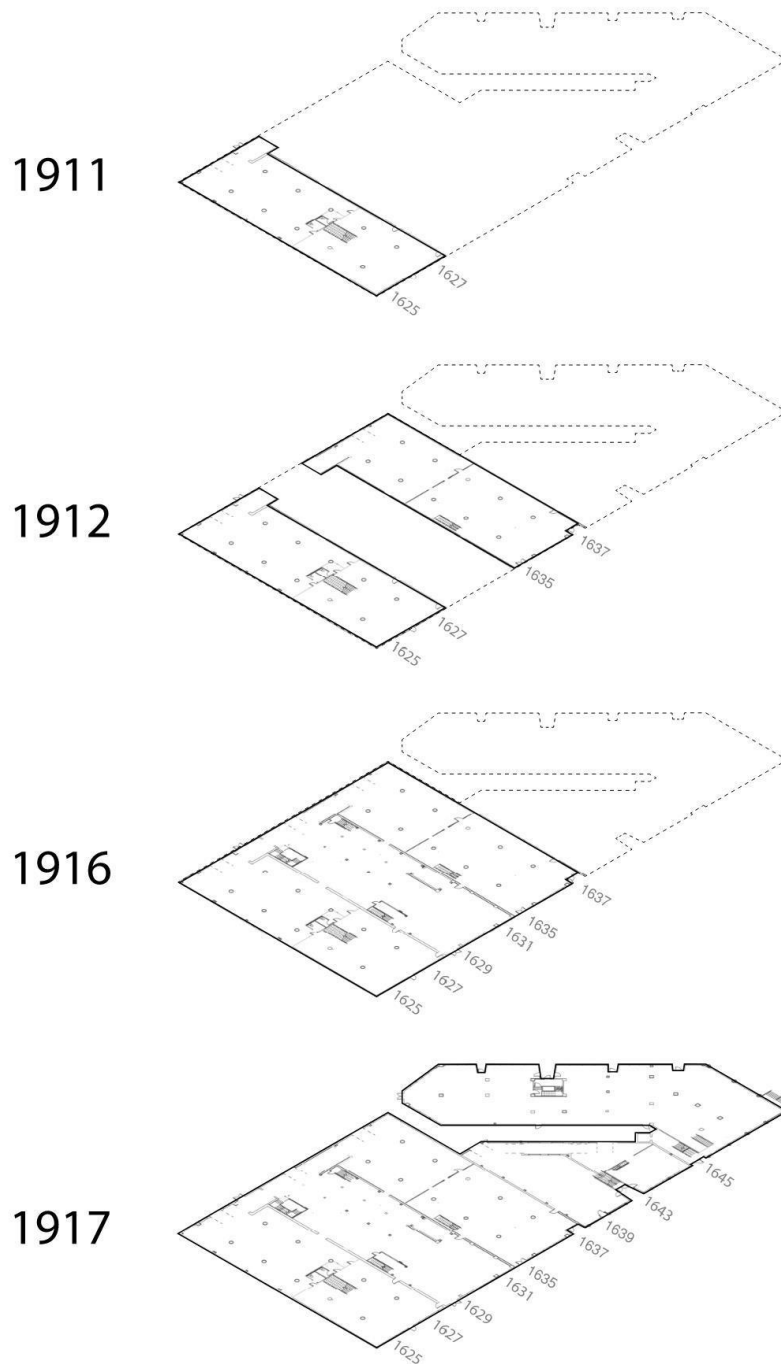


Figure C. Fawkes Auto Complex site development diagram from 1911 to 1917. Created by AWH.

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Figure D. Fawkes Auto Complex spatial diagram. Created by AWH. 2024

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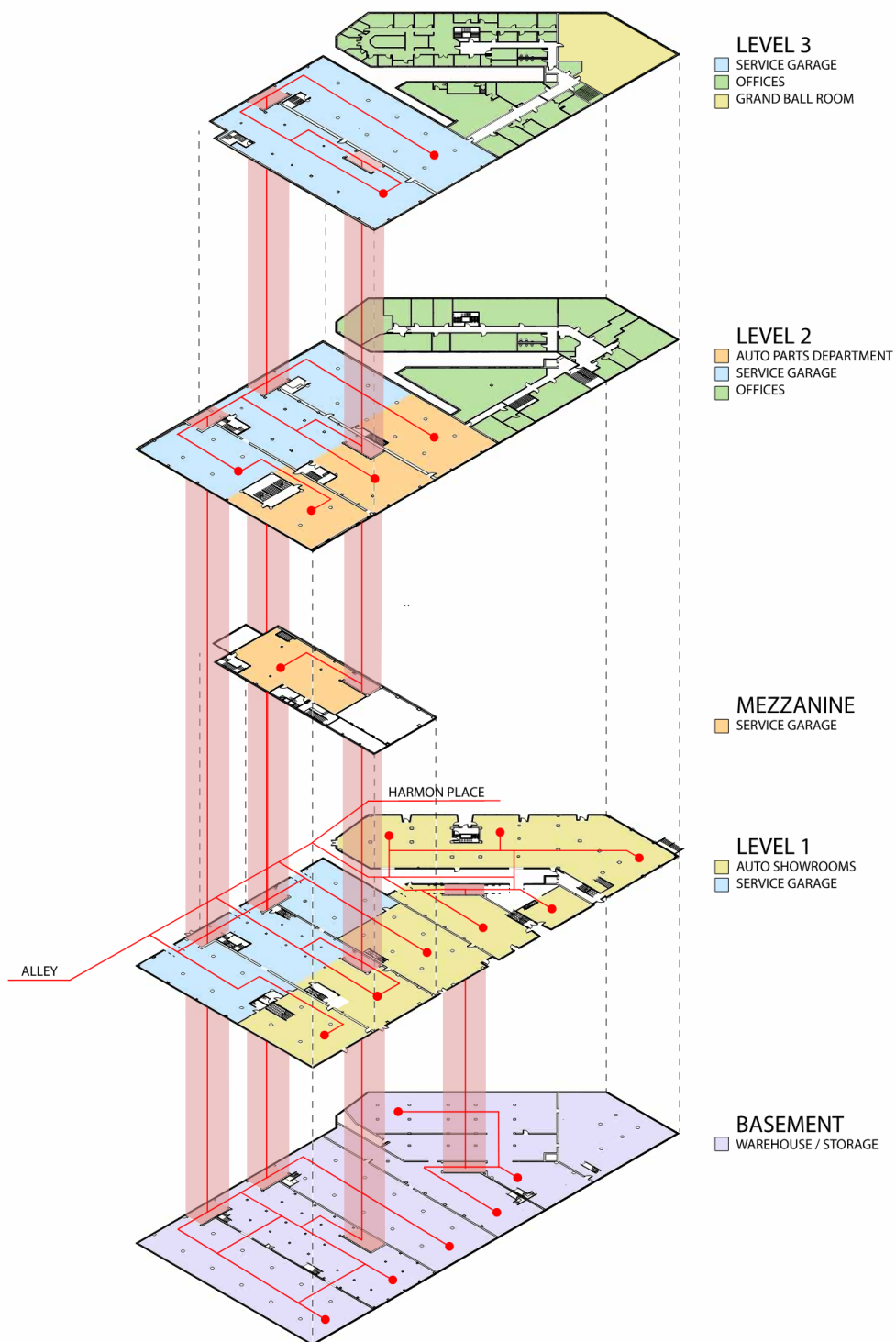


Figure E. Fawkes Auto Complex auto circulation diagram. Red line demonstrates how automobiles were distributed between different auto-related spaces belonging to multiple buildings throughout the site. Created by AWH. 2024

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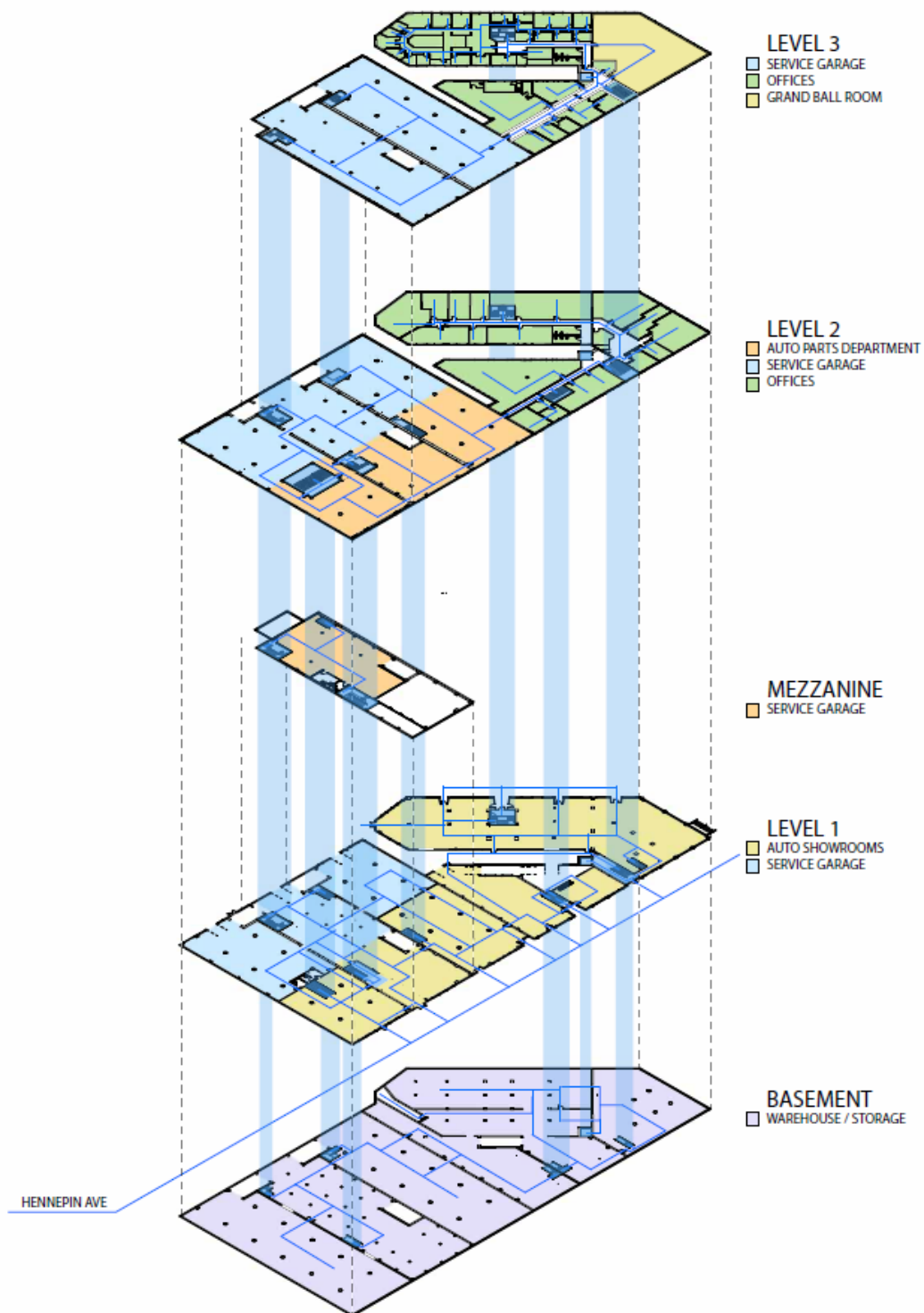


Figure F. Fawkes Auto Complex occupant circulation diagram. Blue line demonstrates how the buildings were designed for people to be able to move throughout all of the buildings on site, creating a network of circulation that spanned multiple buildings. Created by AWH. 2024.

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Figure G. Fawkes Auto Complex located in the bottom right corner of the image, highlighted in orange. Source: Sanborn Fire Insurance Map from Minneapolis, Hennepin County, Minnesota. Volume 3. 1912.

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FAWKES AUTOMOBILE COMPANY HOME

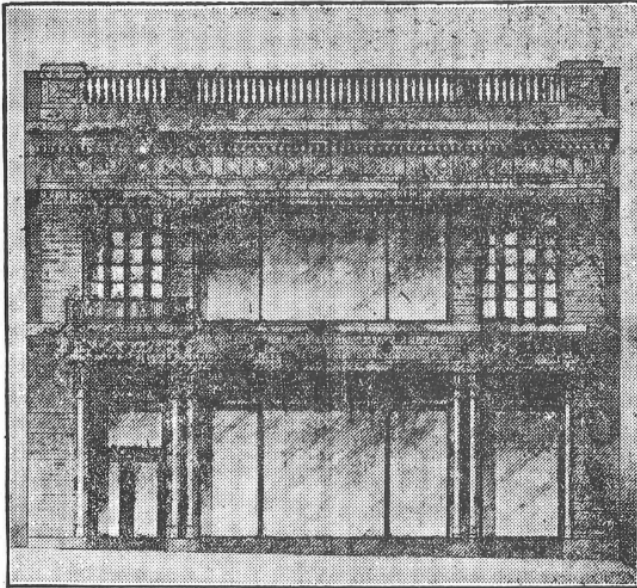


Figure I. Fawkes Automobile Company Home. Hennepin Avenue Elevation. 1625 Hennepin Avenue. Source: Minneapolis Journal. Jan 15, 911.

FAWKES AUTO COMPANY'S NEW GARAGE

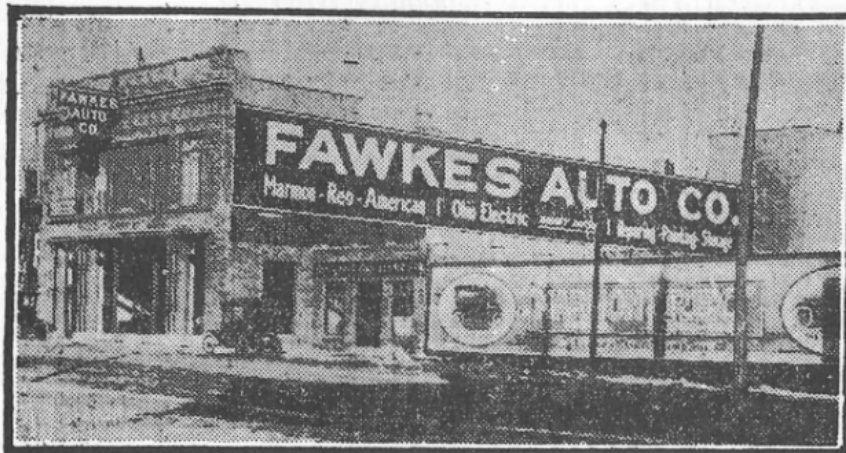


Figure J. Fawkes Auto Company's New headquarters. "Garage" was a common term used to refer to dealerships in the early 20th century. . 1625 Hennepin Ave. Source: Antenucci, Steven J. Loring Corners: the Historic Fawkes Buildings 1980.

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Figure K. 1913 Photo of Rambler in the Fawkes Auto Company automobile showroom at 1625 Hennepin Ave building. Source: City of Minneapolis Collection

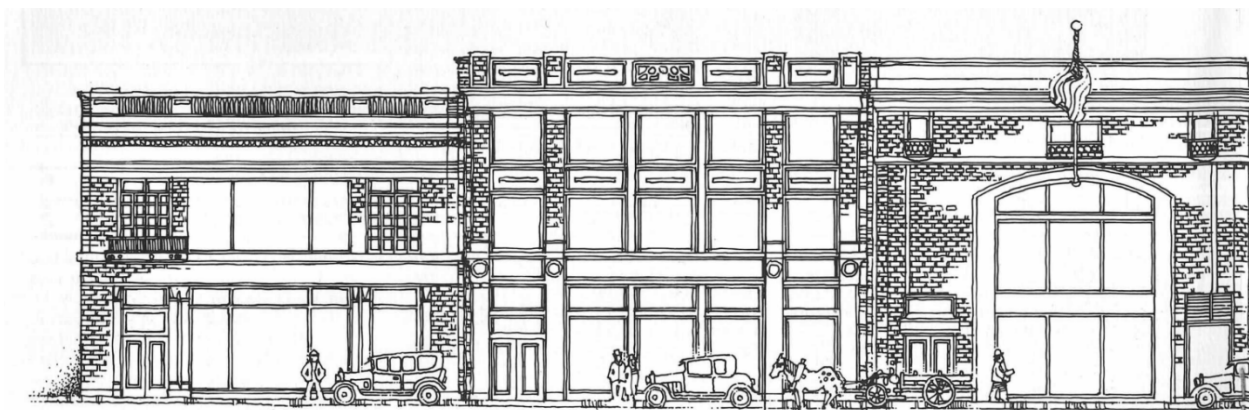


Figure L. Street elevation of three of the four Fawkes Buildings that constitute the Fawkes Auto Complex. Representation of Hennepin Avenue facade. From left to right: 1625 Hennepin Avenue (1911), 1629 Hennepin Avenue (1916), 1635 Hennepin Avenue (1912). Source: Antenucci, Steven J. Loring Corners: the Historic Fawkes Buildings 1980.

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Figure M. Continuation of Hennepin Ave elevation of one of the four Fawkes Buildings that constitute the Fawkes Auto Complex. Representation of Hennepin Ave facade. 1643 Hennepin Ave (1917). This building continues along Harmon Place. Source: Antenucci, Steven J. *Loring Corners: the Historic Fawkes Buildings* 1980.



Figure N. Photo of automobiles parked in front of all four of the Fawkes Auto buildings that constitute the Fawkes Auto Complex. From left to right: 1625 Hennepin Ave (1911), 1629 Hennepin Ave (1916), 1635 Hennepin Ave (1912), and 1643 Hennepin Ave (1917). Source: Hennepin County Archival Collections.

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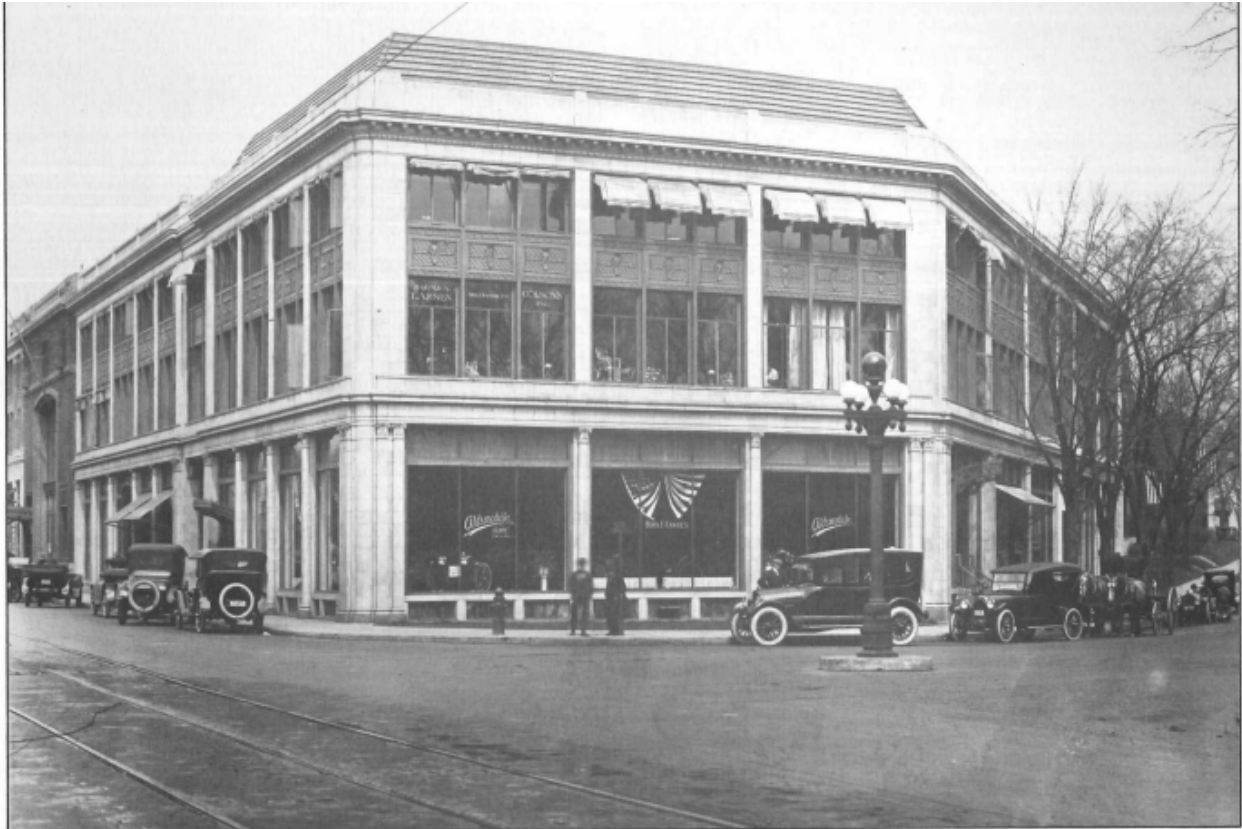


Figure O. 1917 photo of the newly-completed Fawkes building on the corner of Hennepin Ave and Harmon Place. Source: Antenucci, Steven J. Loring Corners: the Historic Fawkes Buildings.



Figure P. 1920's photo Fawkes buildings on the corner of Hennepin Ave and Harmon Place. Source: City of Minneapolis Collection

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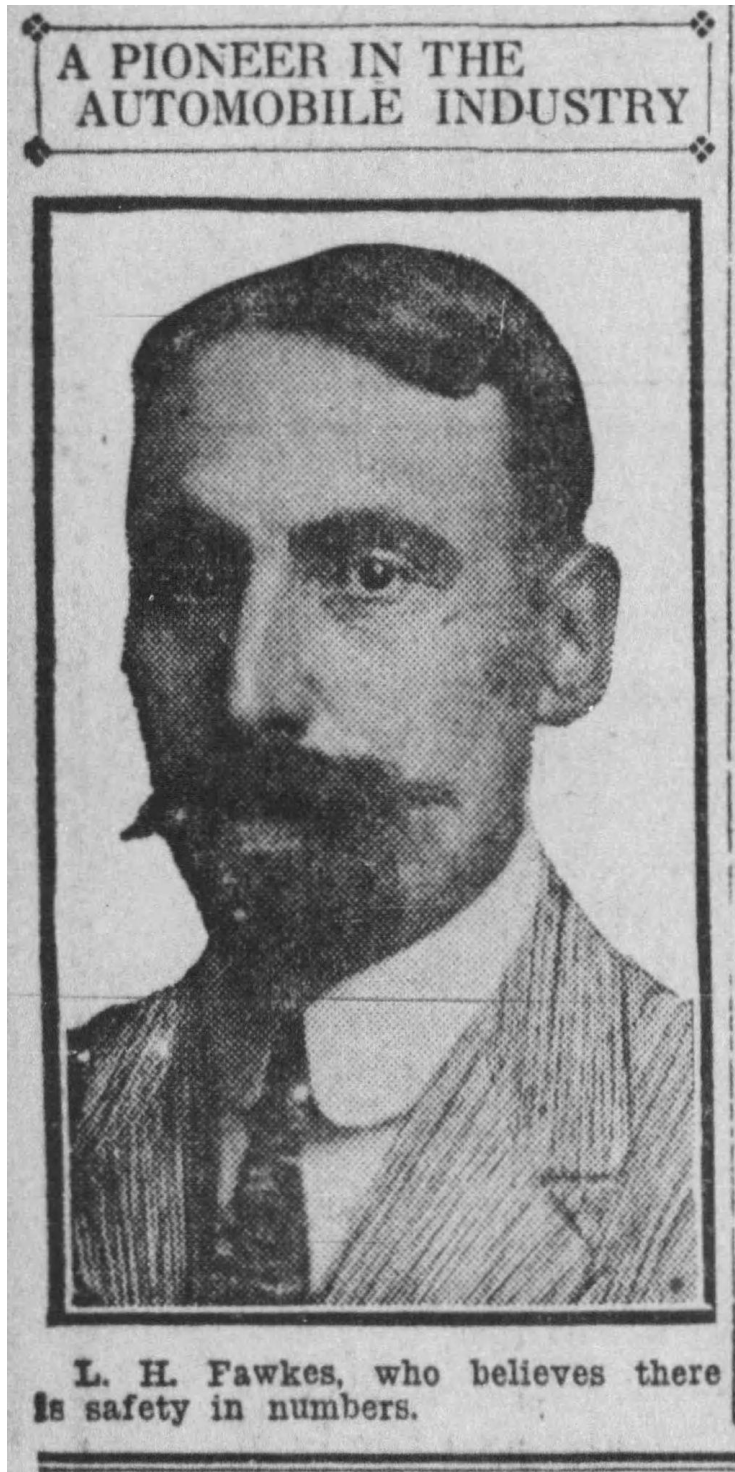


Figure Q. Fawkes recognized as "Pioneer in the Automobile Industry." Star Tribune, Feb 1, 1914.

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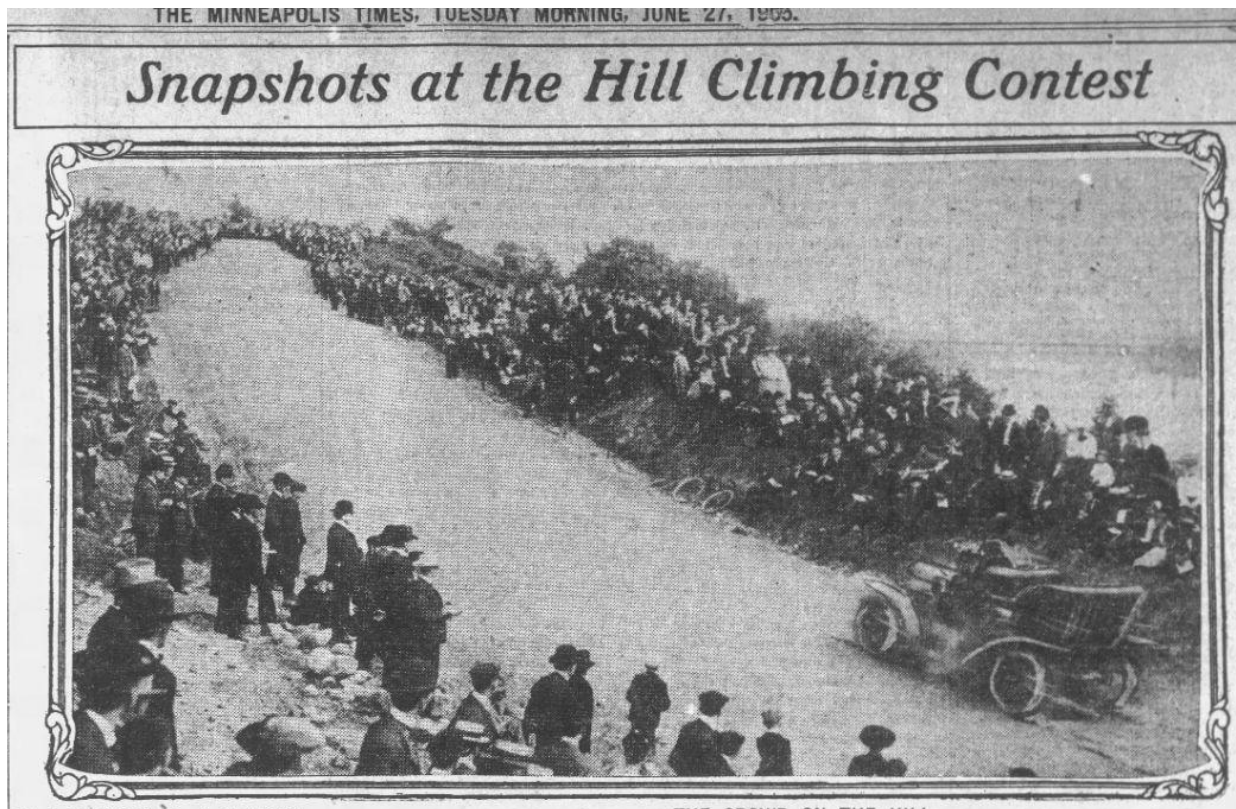


Figure R. Snapshot at the Hill Climbing Contest. Leslie Fawkes entered a 16 horsepower Rambler in Class B. Minneapolis Daily Times, June 27, 1905.

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First Gas Machine Arrived 15 Years Ago

L. A. Fawkes and His "Orient Autogo" Had Strange Experiences.

Now He Is Agent for Seven Popular Makes of Cars.

Significant Facts to Show Remarkable Growth of the Industry.

Just about 15 years ago there was brought into Minneapolis a four-wheeled affair with a gasoline engine attached between the two hind wheels. It was a queer creation, but it carried two people and they called it an automobile. It was the first gasoline driven automobile introduced into Minneapolis.

L. H. Fawkes, who then kept a bicycle shop in a far corner of the city, Sixth street and First avenue south, brought the contraption here and now and then, when he felt strong enough, toured about the city. He attracted so much attention that he decided to obtain the agency and sell the car. People looked upon him as anybody would now look upon a kitemaker who brought aeroplanes here to sell them. But Fawkes tackled the job.

Today, through Mr. Fawkes' philosophy of "why pay so much rent for so many agencies," he is head of a concern that is the agency for seven popular makes of cars, with one of the city's largest garages and salesrooms.

Recalling the four-wheeled affair of 1899, Mr. Fawkes declares that he lost just seven pounds in one week pedaling the thing to start the engine, because that was the way it was cranked. Once started, it would actually run about five miles if the operator watched closely, but at the end of five miles it was so hot a stop of an hour or so had to be made to cool the engine.

In 1900 at the state fair a purse of \$50 was offered for an automobile race. Dr. C. E. Dutton entered a steam car. Mr. Fawkes entered his gas car. Attendance records at the fair were broken and in some manner, which Mr. Fawkes cannot explain now, "Doe" Dutton and his steam car came in second.

The little car was known as the "Orient Autogo," manufactured in the East. Once in the business of selling cars, Mr. Fawkes could not get enough cars. He soon took on the Orient buckboard, with a little engine built up from the boards behind, and then followed the Rambler, one of the most popular cars of the day. The Locomobile steam car followed, and since then a few changes resulted in the L. H. Fawkes Automobile company getting a string of agencies.

The line today consists of the Reo, the Oldsmobile, the Metz, the Ohio electric, the Marmon, the Premier and the Stutz. The Reo agency he has had for some years. The latest is the Oldsmobile. The Metz is the little car that won the 1913 A. A. A. tour to Glacier park and is the pride of the Fawkes family.

MINNEAPOLIS FIRST GASOLINE AUTO



L. H. Fawkes on the Orient autogo in 1899. He says he lost 7 pounds in one week peddling to start the engine. At the end of 5 miles a stop was required to cool the engine.

15,000 "32" Hupmobiles Placed During Past Year

Hupp Motor Car Company Look Forward to Another Profitable Season.

Owners Say This Small Car Has Done the Work of a Big One.

The whole organization of the Hupp Motor Car company of Detroit, Mich., and its distributors, are confident that the present year will be as profitable and successful as the one just closed.

During the year of 1913, 15,000 32-horsepower Hupmobiles were placed in the hands of car owners. Owners admit that this wonderful small car has done the work which in the past they thought only a large car could do.

Many dealers who are now in the city to visit the auto show stop in to tell the local distributor, R. W. Munzer and Sons company of their appreciation from an economical standpoint. Many of these owners have obtained on an average of 22 miles to a gallon of gasoline. Others say their tires have given them mileage running as high as 14,000 miles per set of casings.

Many feminine enthusiasts have displayed their liking for the Hupmobile, its easy riding qualities and its easy manipulation. One woman, probably 50 year of age, in talking to Mr. Munzer stated that her whole family of 11 children, the youngest being seven years old, have all driven the Hupmobile during the past season.

The Hupmobile showed itself worthy of praise in the Swedish reliability run, where it carried away honors. In the last Glidden tour the performance of the two sturdy Hupmobiles was remarkable. At the same time the Russian Prix was being run, in which the Hupmobile also showed its wonderful stability, likewise winning this tour.

After encountering so many strenuous road conditions in these past events, the local distributors, R. W. Munzer and Sons company, have passed from the words "we believe" to a more emphatic phrase, "we know the Hupmobile to be in its class the best built car in the world."

A. R. Curtis Takes Agency

He Will Represent Crow-Elkhart and Lewis "Six" Cars in Minneapolis.

Alex R. Curtis, for 15 years with the Minneapolis Threshing Machine company at St. Louis Park, then with the La Crosse Implement company and later in the automobile business, has taken on the agency for the Crow-Elkhart and Lewis "six" cars.

Mr. Curtis has become quite generally known in Minneapolis automobile circles and throughout his territory, the Northwest, has many friends. He has taken salesrooms with Harvey S. Haynes, who is now handling Monarch cars, and both will have a private exhibition.

The salesrooms are spacious and in a prominent location, 100 Hennepin avenue.

Figure S. Leslie H Fawkes was accredited as the first person in Minneapolis to own a gasoline powered automobile in 1899. Star Tribune, February 1, 1914.

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—Advertising Publicity.

“In My Merry Oldsmobile” Still Sung by Everyone Who Owns One

Bohn E. Fawkes Gains Fame As Distributor of Oldsmobile

Now Located in Magnificent New Quarters in Fawkes Building
Corner Hennepin Avenue and Harmon Place.

Sales of Oldsmobile trebled each successive year—New Oldsmobile Eight much in demand.

FAWKES BUILDING HARMON PL. & NENN

THE BEAUTIFUL OFFICE

VIEWS OF THE BEAUTIFUL SHOW ROOM

BOHN E. FAWKES.

If one were to forget a moment that... hands of a careful driver, it exceeds

Figure T. Bohn E Fawkes Gains Fame As Distributor of Oldsmobile. Advertisement for new headquarters in Fawkes Building, corner of Hennepin Ave and Harmon Place. Photos of the auto show room on the first floor and offices on the second floor. Star Tribune, September 3, 1916.

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Additional Documentation

Submit the following items with the completed form:

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

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Fawkes Auto Complex

City or Vicinity: Minneapolis

County: Hennepin

State: MN

Photographer: Jacob Dommer, AWH Architects

Date Photographed: July 2024

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 32. West elevation of 1625 Hennepin Ave, looking east.

2 of 32. West elevation of 1629 Hennepin Ave, looking east.

3 of 32. West facade of 1635 Hennepin Ave, looking east.

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- 4 of 32. West facade of 1635 Hennepin Ave, looking east.
- 5 of 32. West facade of 1635 Hennepin Ave, looking at recessed front entrance.
- 6 of 32. West facade of 1635 Hennepin Ave, looking at front entrance.
- 7 of 32. West facade of 1635 Hennepin Ave, looking east.
- 8 of 32. South elevation of 1635 Hennepin Ave, looking north.
- 9 of 32. Southeast elevation of 1635 Hennepin Ave, looking north.
- 10 of 32. East elevation of 1635 Hennepin Ave, looking west.
- 11 of 32. Alley located behind 1621-635 Hennepin Ave, looking north.
- 12 of 32. First floor of 1625 Hennepin Ave, looking at the grand staircase.
- 13 of 32. First floor of 1625 Hennepin Ave, looking north.
- 14 of 32. First floor of 1625 Hennepin Ave, looking west.
- 15 of 32. First floor of 1629 Hennepin Ave, looking north at interior access to adjacent building located at 1625 Hennepin Ave.
- 16 of 32. First floor of 1629 Hennepin Ave, looking east.
- 17 of 32. First floor of 1629 Hennepin Ave, looking at interior access door to adjacent building located at 1625 Hennepin Ave.
- 18 of 32. First floor of 1639 Hennepin Ave, looking at automotive elevator (photo 56 for interior of elevator).
- 19 of 32. First floor of 1639 Hennepin Ave, looking at circulation corridor. (From left to right: elevator, access to alley, interior access door to adjacent building located 1620 - 1628 Harmon Place.)
- 20 of 32. Third floor of 1629 Hennepin Ave, looking at the automotive elevator shaft located in the center of the building.
- 21 of 32. Third floor of 1635 Hennepin Ave, looking at interior access to adjacent building located at 1639 Hennepin Ave.
- 22 of 32. Basement level of 1635 Hennepin Ave, looking at the automotive elevator located adjacent to the alley. Originally used for automotive distribution.

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- 23 of 32. Basement level of 1629 Hennepin Ave, looking at the automotive elevator located in the center of the building. Originally used for automotive distribution.
- 24 of 32. Basement level of 1629 Hennepin Ave, looking at the interior access door to the adjacent building located at 1625 Hennepin Ave. Originally used for the distribution of automobiles between buildings.
- 25 of 32. Northeast corner elevation of 1625 Hennepin Ave, photo taken from alley.
- 26 of 32. East elevation of 1629 Hennepin Ave, photo taken from alley.
- 27 of 32. East elevation of 1635 Hennepin Ave, photo taken from alley. Photo includes access to the dead-end alley (left) located behind 1635 Hennepin Ave.
- 28 of 32. North elevation of 1635 Hennepin Ave e, photo taken from within the dead-end alley behind 1635 Hennepin Ave, looking south.
- 29 of 32. East elevation of 1621 Hennepin, photo taken from alley.
- 30 of 32. West elevation of 1621 Hennepin Ave, looking east.
- 31 of 32. Second Floor of 1635 Hennepin Ave, photo taken in corridor, looking southeast.
- 32 of 32. Second Floor of 1635 Hennepin Ave, looking east.

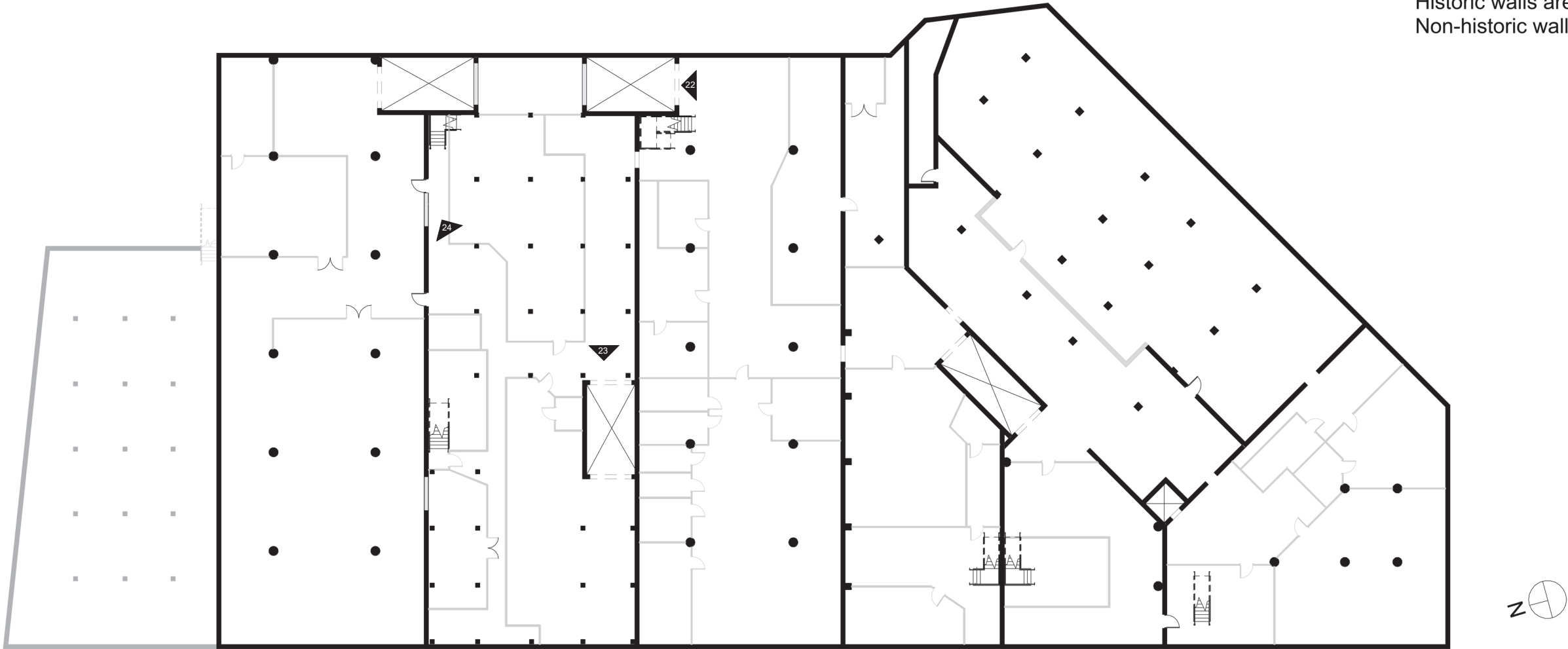
Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

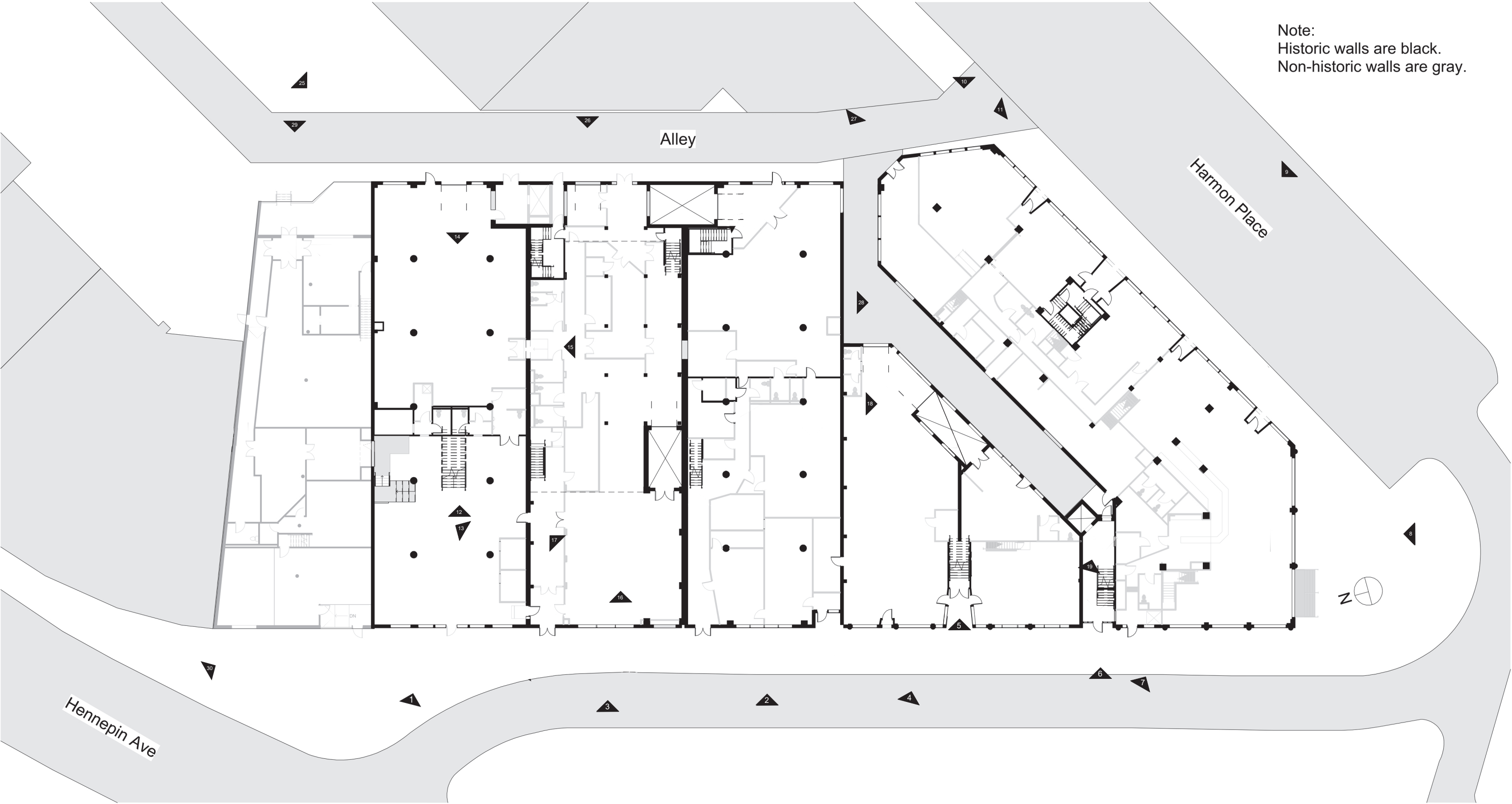
The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Note:
Historic walls are black.
Non-historic walls are gray.



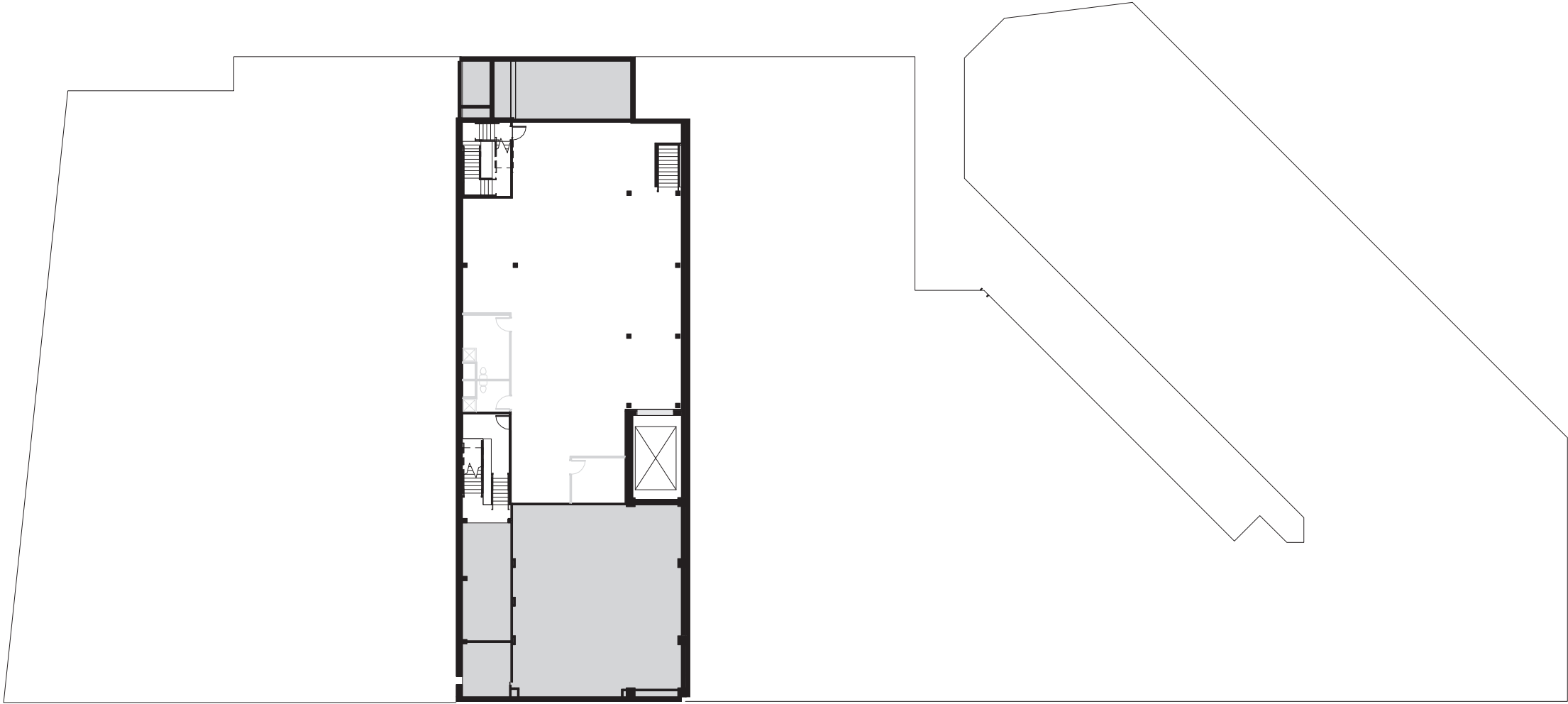
1
PHOTO
KEY 1

BASEMENT
1" = 30'-0"



Note:
Historic walls are black.
Non-historic walls are gray.

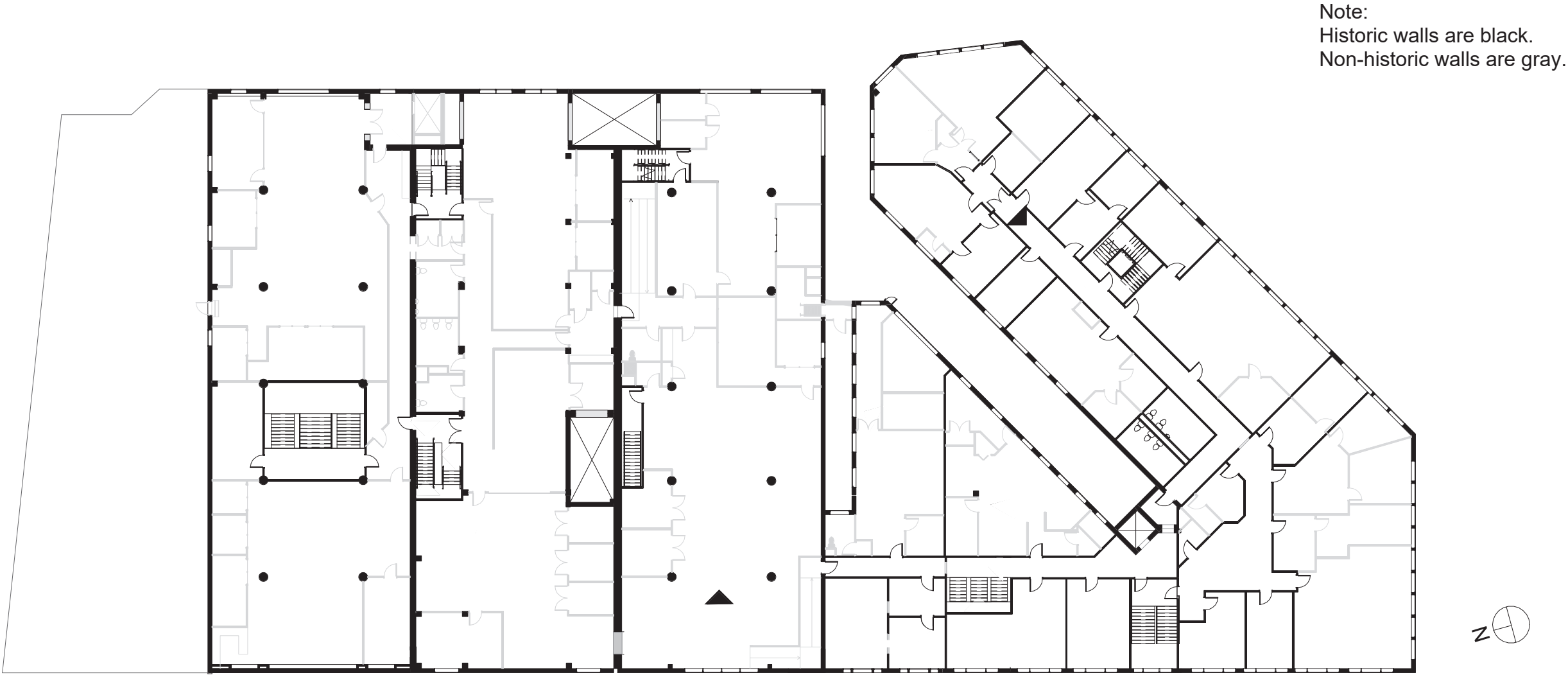
Note:
Historic walls are black.
Non-historic walls are gray.



1
PHOTO
KEY 3

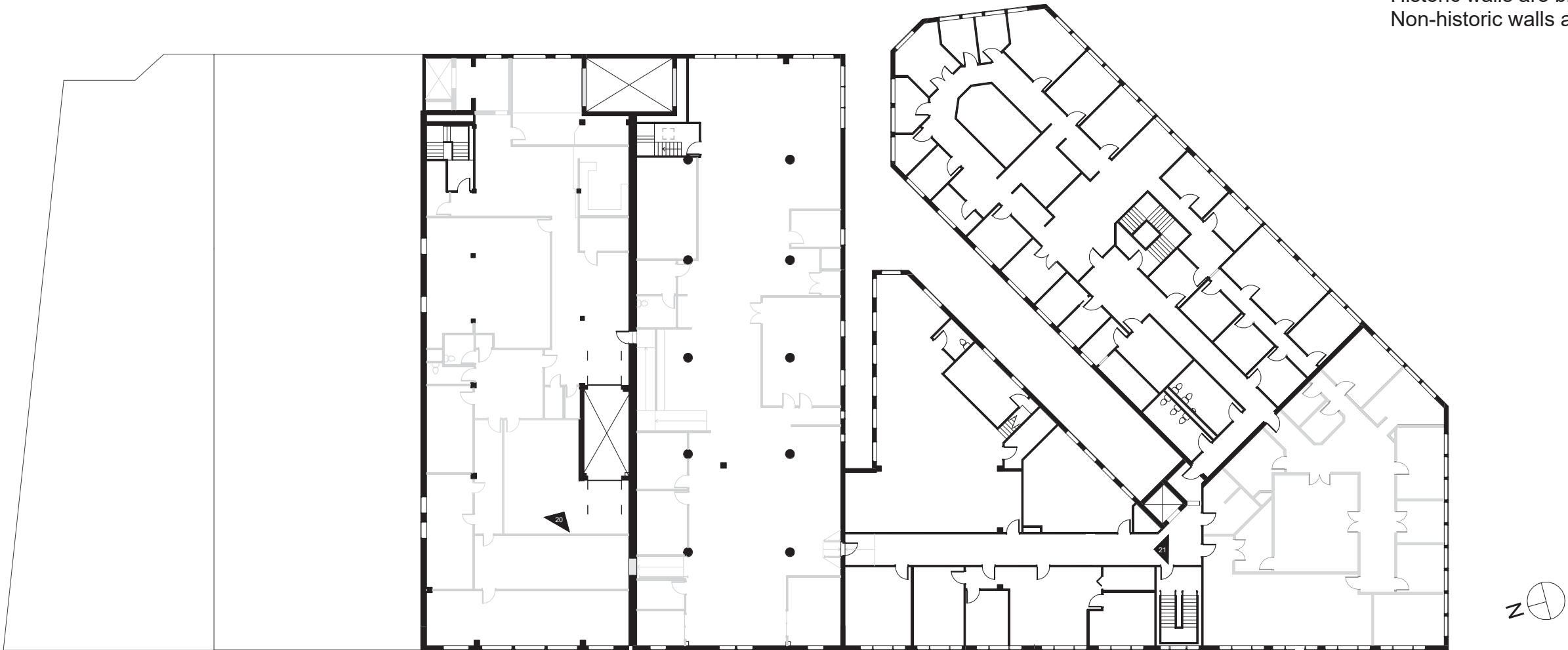
MEZZANINE

1" = 30'-0"



SECOND FLOOR

Note:
Historic walls are black.
Non-historic walls are gray.



1
PHOTO
KEY 5

THIRD FLOOR

1" = 30'-0"