



## COMO PARK ZOO & CONSERVATORY

1225 ESTABROOK DRIVE SAINT PAUL MINNESOTA 55103 WWW.COMOZOOCONSERVATORY.ORG

December 31, 2014

Amy H. Spong  
Planning and Economic Development  
1400 City Hall Annex, 25 West Fourth Street  
Saint Paul, MN 55102

Dear Ms. Spong.

RECORDED INFORMATION  
651.487.8200

CUSTOMER SERVICE OFFICE  
651.487.8201

Saint Paul Parks and Recreation is proposing some road name changes in Como Regional Park for 2015. One change was included in the Como Regional Park Transportation Improvement Plan to help the 4.4 million park users better navigate through the Park, while the other honors the City's Sister City relationship with Nagasaki which celebrates the 60<sup>th</sup> anniversary next year.

The proposed changes are as follows:

- a) Gateway Drive to Nagasaki Road
- b) Horton between Lexington Parkway and Hamline to change to Como Ave
- c) Horton between Gateway and Lexington Parkway remains Horton
- d) Como Ave thru McMurray Field changes to Wynne Ave.

SAINT PAUL PARKS  
AND RECREATION



CITY OF SAINT PAUL

Mayor Christopher B. Coleman

Please review these proposed changes and let me know if you have any comments. I understand the commission shall review and comment on any proposed name changes for a city street which has had its current name for fifty years or more prior to action on the name change by the City Council. I hope that we will be able to add this to an upcoming agenda, so that the name changes can happen in conjunction with the Saint Paul Nagasaki Sister City Committee's festivities in 2015.

Sincerely,

  
Michelle Furrer  
Director/Campus Manager



CAPRA Accreditation



National Gold Medal Award

An Affirmative Action Equal  
Opportunity Employer

cc: Parks Director, Parks Deputy Director, Ward 5, Ward 4, Public Works

Como Regional Park is a world class facility that functions both as a neighborhood park and a regional attraction, featuring one of the only free zoos in the country. First established in 1873, the amenities and attractions attracts more than 4.4 million users each year.

### **Horton Avenue Rename to Como Avenue**

In 2010, the City of Saint Paul developed a comprehensive transportation and access plan that addressed all modes and identified priorities and phasing. (<http://www.stpaul.gov/index.aspx?NID=4153>) This plan used many of the recommendations from past planning documents and master plans, along with engaging current neighbors and stakeholders of the Park. In 2013, the Minnesota State Legislator appropriated bonding dollars to execute the first phase of priorities from the plan.

As part of the planning process surveys were issued at a public open house, at Como Park Zoo and Conservatory and online. Over 2,250 surveys were completed that helped guide the development of the transportation strategies. From the survey, it became clear that the visitors often had a hard time navigating through Como Regional Park when trying to access the amenities due to the road names.<sup>1</sup>

The segments of roadway between Hamline Avenue and Lexington Parkway tend to generate confusion for both visitors and residents. It was recommended that Horton Avenue be renamed as Como Avenue, while this will then necessitate the renaming of the existing Como Avenue segment through McMurray Field. There are no residential proprieties, so the renaming will not create the need for re-addressing.

Como Avenue was officially named in 1871; this avenue follows an early Rose Township road between St Paul and Lake Como. The very first road to Lake Como was a private road graded by Henry McKenty in the 1850s to entice potential customers to his lots for sale.<sup>2</sup>

Today's Como Avenue runs to Hamline and then the road becomes Horton and Como Avenue reconnects in McMurray Field Area and runs East, south of the Lake.

Horton Avenue was named in 1885. Hiler H. Horton (1857-1906) served on the Board of Park Commissioners and was later a state senator.<sup>2</sup> In 1967, St Paul City Council designated names of existing parkways of Como Park through Council File No. 232552. Among this record Horton Avenue is designated.

As part of the ongoing program of maintenance, improvement and facility management of Como Regional Park, the City of Saint Paul's Department of Parks and Recreation consulted with the 106 Group Ltd in 1996 to develop "The City Itself a Work of Art": A Historical Evaluation of Como Park for the City of St Paul, Minnesota.<sup>3</sup>

In this study, they noted that a number of features within Como Park that were older than 50 years, and therefore evaluated were not historically significant. Those features were not significant for a variety of reasons. Some of them had been completely rebuilt, while others are missing parts, in both cases compromising their physical integrity. It was noted that Horton Avenue had been rebuilt and Como Avenue through the Park had features not associated with contexts.

Saint Paul Parks and Recreation proposes that Horton Avenue between Lexington Parkway and Hamline Avenue be renamed to Como Avenue. Horton Avenue between Gateway Drive and Lexington Parkway remains Horton Avenue. And thus Como Avenue thru McMurray Field changes to Wynne Ave.

#### **Gateway Drive Rename to Nagasaki Road**

In 2015, the Saint Paul Nagasaki Sister City Committee (SPNSCC) will celebrate its 60<sup>th</sup> anniversary as Sister Cities with Nagasaki. As part of the celebration, the SPNSCC has requested a street name to recognize the importance of the relationship and for Nagasaki restored.

Councilperson Milton Rosen first dedicated Nagasaki Road in 1961 by Harriet Island and the river, which has since disappeared in the renovation and revitalization of this area. Nagasaki has “Saint Paul Dori”, the street which runs past the entrance to the Peace Park in recognition of the relationship. Gateway Drive is located in Como Regional Park, home to the Charlotte Partridge Ordway Memorial Japanese Garden designed by Masami Matsuda of Nagasaki, Peace Labyrinth and annual Japanese Lantern Lighting Festival and Cherry Tree planting.

Gateway Drive was named in April 1967 through Council File No. 233210 as a segment between E.Como Boulevard and Como Boulevard. In 1985, Gateway Drive was redone and extended around the south of Lake Como as it is today and E.Como Boulevard was eliminated.

Saint Paul Parks and Recreation proposes that Gateway Drive be renamed to Nagasaki Road in recognition of SPNSCC’s “60 Years of Friendship, 70 Years of Peace between Us” celebration in 2015.

# City of Saint Paul Parks and Recreation Como Regional Park

1. Como Town Amusement Park, 1301 Midway Pkwy
2. Cafesjian's Carousel, 1245 Midway Pkwy
3. Visitor Center, 1225 Eastabrook Dr
4. Majorie McNeely Conservatory, 1225 Eastabrook Dr
5. Japanese Garden, 1253 Kaufman Dr
6. Primate Facility, 1275 Midway Pkwy
7. Waterfowl, 1246 Kaufman Dr
8. Administrative Building, 1250 Kaufman Dr
9. Picnic Rental Space, 1254 Kaufman Dr
10. Seal Island, 1266 Kaufman Dr
11. Seal Island Restroom, 1270 Kaufman Dr
12. Zooper Food Concession Stand, 1287 Kaufman Dr
13. Aquatic Animal, 1282 Kaufman Dr
14. African Hoofed Stock Facility, 1286 Kaufman Dr
15. Old Barn, 1290 Kaufman Dr
16. Larg Cats Facility, 1316 Kaufman Dr
17. Animal Supports Building, 1315 Kaufman Dr
18. Polar Bear Restroom, 1294 Kaufman Dr
19. Polar Bear Lodge, 1292 Kaufman Dr
20. Life Support Building, 1288 Kaufman Dr
21. Polar Bear Outpost, 1284 Kaufman Dr
22. Friends Garage, 1285 Kaufman Dr
23. Maintenance Trailer, 1271 Kaufman Dr
24. Winter Storage, 1255 Kaufman Dr
25. Fish House, 1274 Kaufman Dr
26. Como Zoo Commissary, 1260 Kaufman Dr
27. Como Lancer Storage, 1285AB Kaufman Dr
28. Como Zoo Ed Building, 1256 Kaufman Dr
29. Como Zoo Nat. Walk Gray Trailer, 1252 Kaufman Dr

## Proposed Street Name Changes

- From Horton Ave to **Como Ave**
- Remain as Horton Ave
- From Como Ave to **Wynne Ave**
- From Gateway Dr to **Nagasaki Rd**

Key

Picnic Shelter

Picnic Area

Playground

Restrooms

Golf Course

Parking Lot

Baseball Field

Softball Field

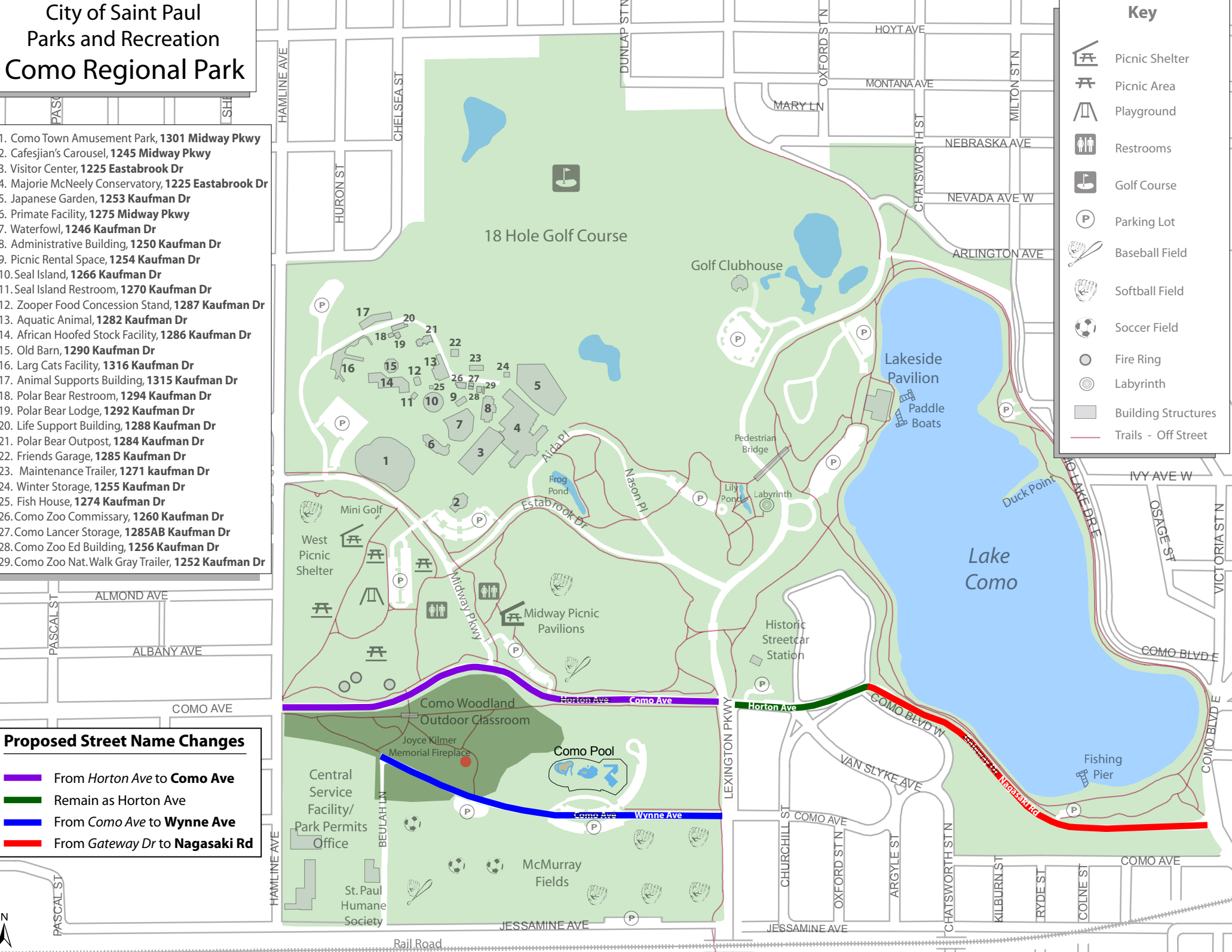
Soccer Field

Fire Ring

Labyrinth

Building Structures

Trails - Off Street



1. Zoological Building
- A. West Picnic Grounds
  2. Comfort Station
  3. Ball Fields
  4. Council Rings
  5. Midway Parkway and Gates
- B. East Lakefront Area
  6. East Como Lake Drive
- C. Early Recreational Area - Floral Display
  7. Aquarium (original Lily Pond) and Bridge
  8. Mannheimer Memorial
  9. Schiller Monument
  10. Lily Pond (Frog Pond)
  11. Conservatory
  12. Estabrook, Nason, and Kaufman drives
- D. Early Recreational Area - Active Recreation
- E. Streetcar Entrance Area
  13. Streetcar Station (Park Office)
  14. Bridge Number 92247 (Lexington Avenue Bridge)
  15. Bridge Number L-5853 (Foot Bridge)
  16. Schiffman Fountain
- F. East Picnic Grounds

#### **5.4 Features Not Historically Significant**

There are a number of other features within Como Park that are older than 50 years and, therefore, were evaluated. Those features are not considered to be historically significant for a variety of reasons, and they are listed below according to those reasons. Some of them have been completely rebuilt, while others are missing significant parts, in both cases compromising their physical integrity. Others have been moved and are out of context. Still other features simply do not illustrate important themes in Como Park's history and, thus, do not contribute to the park's historical significance.

##### **Rebuilt Features**

- Pavilion
- Gates Ajar
- Monkey Island

- Lexington Parkway through the park
- Horton Avenue
- Beulah Lane (realigned just north of Horton Avenue)
- Lake Como
- Lexington Parkway Roundabout

#### Features Missing Significant Portions

- Streetcar Bridge Abutments
- Ibsen Monument
- Horton Avenue Gates

#### Moved Features

- St. Francis of Assisi Statue
- Granite Lanterns and Sterk Fountain
- Como Avenue Gates

#### Features Not Associated With Contexts

- Stone Concourse, Stairs, and Shepley Fountain
- Joyce Kilmer Fireplace
- Joyce Kilmer Cascade/Pool
- Granite Bullfrog
- Como Park Golf Course
- Points of Compass
- Grove of Trees and Plaque
- George Washington Monument
- G.A.R. Stone Bench
- Larry Ho Monument
- Lange Memorial
- Como Avenue through the park

In addition, there are a number of features within the Como Park Zoo which, although associated with the WPA improvements to the park, are not historically significant. As discussed in Chapter 4, the zoo as a whole has lost its historical integrity due to modern construction within the facility. Aside from the Zoological Building, which is evaluated in Appendix A, none of the individual features within the zoo meet the criteria for historical significance listed in Section 5.2. The individual features within the zoo that were evaluated and not considered historically significant include:

- Bear Grottos
- Hoofed Stock Barn and Fence
- Bird Yard Building
- Restroom Building
- Stone Retaining Wall along Service Drive.



Council File No. 232533—232534—232535—  
By James J. Dalglish—

Resolved, That checks be drawn on the City Treasury, to the aggregate amount of \$381,966.28, covering checks numbered 69830 to 70299 inclusive, as per checks or pertinent listing of same on file in the office of the City Comptroller.

Adopted by the Council March 17, 1967.

Approved March 17, 1967.  
(March 25, 1967)

Council File No. 232536—By Robert F. Peterson—

Resolved, That the Council of the City of Saint Paul hereby approves:

"A BILL FOR AN ACT RELATING TO THE CITY OF SAINT PAUL, AUTHORIZING THE CITY COUNCIL TO PROVIDE FOR RESIDENCE REQUIREMENTS OF CITY EMPLOYEES"

and recommends the same to the Ramsey County Senate and House delegations.

Adopted by the Council March 17, 1967.

Approved March 17, 1967.  
(March 25, 1967)

Council File No. 232549 — By Dean Meredith—Thomas R. Byrne, Mayor—

Whereas, The Council has previously indicated its full support for the Civic Center project; and

Whereas, Saint Paul businessmen have generously agreed to underwrite revenue bonds for construction of the first stage of the project against revenue failure, to the extent of \$100,000 per year for 10 years; and

Whereas, The St. Paul Trades and Labor Assembly, the Metropolitan Improvement Committee, the Chamber of Commerce, the St. Paul Board of Realtors, the St. Paul Minutemen, and numerous other civic groups have indicated their support for this project; and

Whereas, Never before has an auditorium or civic center proposal for St. Paul enjoyed such strong or widespread support; and

Whereas, The United States Government has indicated that it will provide planning funds to get the project moving; now, therefore, be it

Resolved, Unanimously by the Council of the City of Saint Paul, that it reaffirms and restates its conviction that a modern civic center is essential to the future of Saint Paul and wholeheartedly endorses the proposal now pending before the Legislature.

Adopted by the Council March 21, 1967.

Approved March 21, 1967.  
(March 25, 1967)

Council File No. 232550—By Bernard T. Holland, by request—

Whereas, C.F. 224884 approved August 11, 1965, authorized the construction of certain Traffic Signals at various locations and the financing thereof; now therefore be it

Resolved, That the financing portion of the above stated Council resolution be amended to read as follows:

County Aid Funds.....	\$10,285.00
M.S.A. Funds .....	18,787.09
State Highway Agree.....	11,125.58
Bond Fund 7200 ST-15.....	3,052.50

TOTAL .....\$43,250.17

Adopted by the Council March 21, 1967.

Approved March 21, 1967.  
(March 25, 1967)

Council File No. 232551—By Bernard T. Holland, by request—

Whereas, The following BITUMINOUS CONTRACTORS having met all of the provisions of Chapter 220 of the Legislative Code of the City of St. Paul and having made the proper application for a BITUMINOUS CONTRACTOR'S LICENSE; it is hereby

Resolved, That the said BITUMINOUS CONTRACTORS upon providing a bond and the payment of the Sixty Dollars (\$60.00) license fee, are hereby granted a license authorizing them to engage in the business of BITUMINOUS CONTRACTOR in the City of St. Paul for the year 1967.

Asphalt Driveway Co., Inc.

Bituminous Surface Treating Co.

Pennig Construction Co.

Adopted by the Council March 21, 1967.

Approved March 21, 1967.  
(March 25, 1967)

Council File No. 232552—By Bernard T. Holland, by request—

Whereas, There now exist parkways with no name designation in the confines of Como Park, and

Whereas, It is considered necessary and desirable that said parkways be designated by names; now therefore, be it

Resolved, That the Council of the City of St. Paul does hereby order that the parkways within the confines of Como Park as shown on the map thereof, attached hereto and incorporated herein by reference, be and the same are hereby named and designated as follows: Aida Place, Beulah Lane, Estabrook Drive, Horton Avenue, Huron Street, Kaufman Drive, Midway Parkway, Nusbaumer Drive and Sterk Road and the said names and designations shall be located as shown on the said map hereto attached.

Adopted by the Council March 21, 1967.

Approved March 21, 1967.  
(March 25, 1967)

Council File No. 232553—By Bernard T. Holland, by request—

Whereas, There now exist parkways with no name designation in the confines of Mounds Park, and

Whereas, It is considered necessary and desirable that said parkways be designated by names; now therefore, be it

Resolved, That the Council of the City of St. Paul does hereby order that the parkways within the confines of Mounds Park, as shown on the map thereof, attached hereto and incorporated herein by reference, be and the same are hereby named and designated as follows: Earl Street, Mound

Authority Cathedral Hill Renewal Project is carried into execution.

Whereas, The Board of Commissioners of the St. Paul Housing and Redevelopment has passed a Resolution No. 67-4/12-3 requesting the City of St. Paul to request the Minnesota Highway Department to postpone the construction of the Ninth Street Extension and the Iglehart Avenue Connection as shown on the plans for S.P. 6280-97.

Whereas, The Board of Commissioners of the St. Paul Housing and Redevelopment has passed a Resolution No. 67-4/12-3 which among other things agrees to hold the City of St. Paul harmless against any claims which might arise from postponing construction as aforesaid described.

Whereas, The City of St. Paul agrees to enter into an initial or supplementary agreement as it may be necessary to satisfy the parties of interest.

Resolved, That the Minnesota Highway Department is requested to defer and perfect work in the Ninth Street Extension and Iglehart Avenue location as shown on Exhibit A, and

Be It Further Resolved, That the Minnesota Highway Department favorably consider future construction of the requested deferred work in the Ninth Street Extension and Iglehart Avenue location as shown on Exhibit A tentatively in 1969 when the remainder of the work for the proposed T.H. 35E is provisionally scheduled if the City of St. Paul deems it advisable in the best interests of the public; and

Be It Further Resolved, That the City of St. Paul agrees in the event that deferment and perfecting of construction as shown on Exhibit A is arranged between the City of St. Paul, Minnesota and the Minnesota Highway Department of the State of Minnesota, to hold the aforesaid Highway Department harmless from all claims, demands, actions or causes of actions of whatsoever nature or character arising out of or by reason of the deferment of the Minnesota Highway Department's Construction Contract for Project No. S.P. 6280-97 (T.H. 35E) and to further indemnify the Minnesota Highway Department for any reimbursement of expense for handling charges, excepting the cost of materials, paid by said Highway Department to its contractor under Specification No. 1404.4, Minnesota's Department of Highways, Standard Specifications for Highway Construction, dated January 1, 1964, such materials being in excess of those required to complete the Project after deferral of the proposed and perfected work as shown on Exhibit A.

Adopted by the Council April 26, 1967.

Approved April 26, 1967.  
(April 29, 1967)

Council File No. 233210—By Robert F. Peterson—

Resolved, That the name of the road on the East side of Lake Como from N. Lexington Avenue to E. Como Boulevard be and is hereby given the name of E. Como Lake Drive; that the name of the road on the West side of Lake Como from N. Lexington Avenue to E. Como Boulevard be and is hereby

given the name of W. Como Lake Drive; and that the name of the road on the South side of Lake Como and being South of E. Como Lake Drive, from West Como Lake Drive to E. Como Boulevard be and is hereby given the name of Gateway Drive.

Adopted by the Council April 26, 1967.

Approved April 26, 1967.

(April 29, 1967)

Council File No. 233211—By William E. Carlson—

Resolved, That Beauty Shop License No. 4817, expiring December 10, 1967, issued to John Anthony Ivory at 843 East Seventh Street, be and the same is hereby revoked upon the recommendation of the Bureau of Police because of his arrest on the charge of disorderly conduct in connection with the operation of this business at 843 East Seventh Street, being sent to court thereon and pleading guilty thereto.

Adopted by the Council April 27, 1967.

Approved April 27, 1967.

(April 29, 1967)

Council File No. 233212—

Resolved, That the transfers within funds of the various City Departments heretofore approved by the City Comptroller, as such transfers of funds as of April 30, 1967 are indicated in documents attached hereto and made a part hereof by reference, as fully as if the same were set forth fully and completely herein, are hereby approved, copies of the aforementioned also being on file in the office of the City Clerk and in the office of the City Comptroller.

Adopted by the Council April 27, 1967.

Approved April 27, 1967.

(April 29, 1967)

Council File No. 233213—By Robert F. Peterson—

Resolved, That the Council hereby approves the award of the Purchasing Committee therefor, and hereby awards contract for furnishing and delivering for the Department of Public Works, Bureau of Municipal Equipment, for use by the Department of Public Utilities, 891 North Dale Street, Saint Paul, Minnesota, to CHAS. OLSON & SONS, INC.—

One hydraulically powered	
aerial BOOM lift, HL-36'	
Highway Hi-Arm .....	\$8,042.00
Less Allowance for trade in	300.00

for the the contract price of \$7,742.00, in accordance with City specifications therefor and the Formal Bid No. 2148 of said Chas. Olson & Sons, Inc., such bid being the lowest and said Chas. Olson & Sons, Inc. being a reasonable and reliable bidder and the Corporation Counsel be and hereby is directed to draft said contract therefor and the proper City officials are hereby authorized to execute said contract on behalf of the City of Saint Paul.

Formal Bid No. 2148.

Adopted by the Council April 27, 1967.

Approved April 27, 1967.

(April 29, 1967)



ing engineering and inspection expenses amounting to \$427.00 or a total of \$4,698.00 be assessed against the benefited property.

G-1493

Adopted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208737—By Milton Rosen—

In the matter of grading and surfacing with bituminous material Hazelwood Street from Conway Street South to Cul-de-sac under Preliminary Order 206661, approved April 5, 1962, and Final Order 207727, approved June 19, 1962.

Resolved, That the plans and specifications as submitted for the above named improvement be and the same are hereby approved and the Commissioner of Public Works be and he is hereby directed to do the work at an estimated cost of \$3,869.00 by City forces and that the Purchasing Agent proceed to secure the necessary materials, and be it

Further Resolved, That the cost of the above named improvement including engineering and inspection expenses amounting to \$387.00 or a total of \$4,256.00 be assessed against the benefited property.

G-1518

Adopted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208738—By Milton Rosen—

In the matter of grading and surfacing with bituminous material Kennard Court from Upper Afton Road south to Cul-de-sac, under Preliminary Order 206373, approved March 14, 1962, and Final Order 207799, approved June 26, 1962.

Resolved, That the plans and specifications as submitted for the above named improvement be and the same are hereby approved and the Commissioner of Public Works be and he is hereby directed to do the work at an estimated cost of \$4,058.00 by City forces and that the Purchasing Agent proceed to secure the necessary materials, and be it

Further Resolved, That the cost of the above named improvement including engineering and inspection expenses amounting to \$406.00 or a total of \$4,464.00 be assessed against the benefited property.

G-1532

Adapted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208739—By Milton Rosen—

In the matter of grading and surfacing with bituminous material the alley in Block 4, Bryant's Randolph St. Addition, and Block 5, Watson's Addition from Chatsworth St. to Milton St., also constructing a sewer in the alley for

storm water purposes from 40 feet east of Chatsworth St. to the existing sewer in Chatsworth St. under Preliminary Order 205752, approved January 30, 1962, and Final Order 207725, approved June 19, 1962.

Resolved, That the plans and specifications as submitted for the above named improvement be and the same are hereby approved and the Commissioner of Public Works be and he is hereby directed to do the work at an estimated cost of \$5,261.00 by City forces and that the Purchasing Agent proceed to secure the necessary materials, and be it

Further Resolved, That the cost of the above named improvement including engineering and inspection expenses amounting to \$526.00 or a total of \$5,787.00 be assessed against the benefited property.

G-1504

Adopted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208740—By Milton Rosen—

Whereas, Van Slyke Ave. from Lexington Parkway North to Churchill St. is a continuation of Horton Ave. as now reconstructed,

Whereas, It is considered most fitting and desirable that the above street as described be named Horton Ave.; now, therefore, be it

Resolved, By the City Council of the City of St. Paul, that, Van Slyke Ave. from Lexington Parkway North to Churchill St. be and it is hereby given the name of Horton Ave.

Adopted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208741—By Frank L. Loss—

Resolved, That Saint Paul Housing and Redevelopment Authority of the City of Saint Paul be permitted to install and operate a 12-car private off-street parking lot in conjunction with six two-family dwellings at the northwest corner of Mackubin Street and St. Anthony Avenue, on Lots 23 through 30, Block 12, Mackubin and Marshall's Addition, in accordance with plans approved June 21, 1962, subject to compliance with the provisions of all ordinances governing the operation of parking lots and to the condition that the sidewalks abutting said premises be kept clean and free of ice and snow at all times.

Adopted by the Council August 21, 1962.

Approved August 21, 1962.  
(August 25, 1962)

Council File No. 208742—By Frank L. Loss—

Resolved, That the Housing and Redevelopment Authority of the City of Saint Paul be permitted to install and operate a 12-car private off-street parking lot at the southwest corner of Marshall Avenue and Victoria Street,