

MINNESOTA HISTORIC PROPERTIES INVENTORY FORM

HISTORIC NAME: Lanesboro Historic District

COUNTY: Fillmore **MAR 15 1982**

CURRENT NAME:

CITY/TWP.: Lanesboro City

LEGAL DESC.: See continuation sheet.

ADDRESS: At the intersection of  
State Trunk Highways  
16 and 250. *MN 16 + 250*

CLASSIFICATION:	CONDITION: <u>N/A</u>	SIGNIFICANCE:	THEME/S:
Building _____	Excellent _____	Local _____	Primary <u>Commerce</u>
Structure _____	Good _____	State <u>X</u>	Secondary <u>Industry</u>
Object _____	Fair _____	National _____	Others <u>Engineering</u>
District <u>X</u>	Deteriorated _____		<u>Architecture</u>

OPEN TO THE PUBLIC: Yes \_\_\_ No \_\_\_ Restricted X      PRESENT USE: Various  
 VISIBLE FROM THE ROAD: Yes X No \_\_\_  
 OCCUPIED: Yes X No \_\_\_

DATE CONSTRUCTED: 1868-1929      ORIGINAL USE: Various  
 ORIGINAL OWNER: Various      ARCHITECT/BUILDER: Various

OWNER'S NAME AND ADDRESS: Multiple  
 (See continuation sheet.)      ACREAGE: Less than one acre  
 approx. 30 acres

LOCAL CONTACT/ORG.: Lanesboro Community Club Lanesboro, MN	UTM REFERENCE: Lanesboro Quad. A. 15 / 582550 / 4841340 B. 15 / 582570 / 4840700 C. 15 / 582220 / 4840700 D. 15 / 582220 / 4841340
FORM PREPARED BY: Robert M. Frame III, Ph.D. DATE: February, 1981	

**DESCRIPTION:**

The Lanesboro Historic District includes two primary areas and activities of Lanesboro: the downtown commercial district, located largely along Parkway between Hillcrest and Coffee, and the water-power industrial district, located between the Lanesboro Dam and the termination of the water power canal at Elmwood. This boundary was selected primarily because architectural integrity quickly diminishes beyond this area; at the same time, the selected area contains the community's most significant concentration of extant early commercial and industrial structures, the heart of nineteenth century Lanesboro. (see attached sheet)

The industrial and engineering area is focused upon the 1868 stone dam, a virtually unaltered engineering structure found to be functional and sound in a 1978 dam safety inspection. This dam provided the water power for Lanesboro's complex of three flour mills, now all gone, which constituted the industrial base of the community. The 1922 powerhouse, however, is located in the approximate area of the flour mills and made use of the same water power canal.

The industrial area was linked with the commercial district by the Chicago, Milwaukee, and St. Paul Railroad (Milwaukee Road) which ran between the industrial water-power section west of the Root River and the commercial district extending to the east. Tracks have recently been removed and the right-of-way will become part of the state trail system.

That portion of the commercial district extending along Parkway was constructed, for the most part, in the two decades--the 1870s and 80s--of development after the dual arrival of the stone dam and the railroad. These commercial structures are about equally divided between masonry and wood frame construction. Most are two stories in height with shop space on the first floor and office or meeting space on the second floor. They are usually one city lot in width and divided into three bays which are most visible in the second story facades.

The several structures on the south side of Coffee, east of Parkway, are of similar age, all being built to replace a large hotel burned in 1885. There are several twentieth century structures whose architectural design and scale harmonize well with the earlier buildings. The few non-contributing intrusions do not detract appreciably from the overall nineteenth century commercial Main Street cohesiveness.

Descriptions of the individual structures follow:

1. Lanesboro Stone Dam (Inventory No. 517) (1868) and Water Power Canal. This dam is characterized as a "stone masonry arch spillway and stone masonry non-overflow section arch secondary spillway" type. The dam's main component is a primary spillway, approximately 193 feet long, constructed of stone masonry in an arch across the main channel of the South Branch of the Root River. The spillway is approximately 25 feet in height from the downstream channel bed to the crest, which has a concrete cap approximately 4 feet horizontal in width. The stone blocks of the spillway were reportedly quarried nearby, probably from the railroad cut to the northwest of the dam. Additional components include: abutments and a stone masonry non-overflow section on the north side; a stone masonry canal intake structure, filled and capped with a concrete slab, containing three vertical timber slide gates; a stone masonry arch canal spillway and earth embankment; and an earth embankment railroad grade, which crosses the canal, separating the canal from the river. The canal proper extends approximately 1000 feet north from the canal intake, terminating at the powerhouse historic district (structure #2). PIVOTAL.
2. Lanesboro Powerhouse (ca. 1922). One story, brick and concrete block masonry structure located on the east bank of the downstream (north) end of the water power canal. As of 1978 the powerhouse contained one active 250 KVA turbine/generator and one inactive unit. Water is directed from the canal to the turbine by a penstock. The flow through the turbine is controlled by wicket gates in the turbine and a vertical slide gate in the canal inlet structure. After passing through the turbine, the water is transmitted to the river through a second conduit or draft tube. The facility also has a second control structure at the end of the canal, which probably was, or is, connected to a turbine in one of the old (now non-existent) mills. At this time, the second control structure reportedly can be used for dewatering the canal. CONTRIBUTING.
3. Chicago, Milwaukee, & St. Paul Railway Bridge (late 19th century). A tall, single-track, metal, Warren through-truss railroad bridge. PIVOTAL.
4. James Thompson House (1870s). Two-story, T-shaped, brick, bracketted Italianate house, with gable roof and two-story extension to rear (west): One-over-one double-hung round-arch sash in hooded, round-arch openings; multiple porches and bays. PIVOTAL.
5. Root River Oil Company Storage Facilities (recent construction). NON-CONTRIBUTING.
6. Gasoline Filling Station Building (recent construction). NON-CONTRIBUTING.
7. Scanlan Hall (late 1880s). Two-story Italianate brick commercial building; three arches with supporting fluted columns, second story central door balanced by hooded window on each side. PIVOTAL.
8. Fillmore Co-op Services Gasoline Service Station (recent construction). NON-CONTRIBUTING.
9. Bethlehem Lutheran Church Hall (Sons of Norway Hall) (1910). Rectangular, hipped-roof, meeting hall sheathed in pressed metal to imitate ashlar blocks; half-sunburst pattern dominating the gable end of the columned entrance porch; windows in rectangular and segmental arch openings. CONTRIBUTING.
10. Hotel Building (1870s). Wood-frame hotel structure built into hillside, with three stories on street (west) facade and two stories at rear; projecting, wood-strut supported porch extending around hotel at second story level; shop area at first story. CONTRIBUTING.

**MAR 15 1982**

11. Devey Hotel (1870; c.1894). Double wood-frame hotel structure built into hillside, with three stories on street (west) facade and two stories at rear; projecting, wood-strut supported porch across front of north half (1870) of double building; shop area at first story; south half added c. 1894. CONTRIBUTING.
12. Tailor Shop (c. 1870s). Two-story, wood frame structure; clapboard siding. CONTRIBUTING.
13. Ellef Loveland Building (c.1873). Two-story, coursed ashlar stone building; hipped roof with gable dormers; windows in segmental arch openings; first story front (north) facade with concrete block infill. CONTRIBUTING.
14. Thompson & Thompson Store (c1872). Two-story (with basement) stone office and store block; three large arches at the first story; segmental arch hooded window openings at the second story; front (east) facade of finely-cut smooth ashlar stone. PIVOTAL.
15. Nelson & Nepstad Store (c1879). Two-story, brick, commercial building; shop windows at the first story and hooded segmental arch window openings at the second story; narrow addition on the north side containing the second floor stairway. CONTRIBUTING.
16. Nelson & Cook Store (c1872). Two-story, brick commercial building; shop windows (now partly boarded over) at the first story; hooded, segmental arch window openings in three bays at the second story; once-elaborate cornice largely removed. CONTRIBUTING.
17. Lanesboro Leader Building (1870s). Two-story brick commercial building; shop area at the first story; office space above; segmental arch window openings at second story. CONTRIBUTING.
18. Commercial Building (1870s). Three-story brick commercial building; shop area at first story; office space above; segmental arch window openings at upper floors. CONTRIBUTING.
19. G.B. Ellestad, Jeweler, Shop (1897). One-story wood-frame shop; original elaborate pressed-metal cornice now sheathed with clapboard siding. CONTRIBUTING.
20. Commercial Building (1870s). Simple two-story, false front, wood-frame, commercial building. CONTRIBUTING.
21. Commercial Building (1870s). Simple two-story, false front, wood-frame, commercial building, similar to #20. CONTRIBUTING.
22. Commercial Building (c1870s). Wood frame, two-story commercial building; cornice higher and more elaborate than its neighbors. CONTRIBUTING.
23. Saloon (c1880). Two-story brick commercial structure. CONTRIBUTING.
24. Roberts Saloon (1880s). Two-story brick commercial structure, almost identical to #23. CONTRIBUTING.
25. Hans Olson Barber Shop (1880s). Simple, small one-story wood-frame false front structure. Moved to present location in 1880s. CONTRIBUTING.

MAR 15 1982

## SIGNIFICANCE:

The Lanesboro Historic District is significant as a unified, well-preserved example of a southeast Minnesota community built around the twin functions of water-power milling and rail transportation. This situation existed in many communities in the region but survival of the original structures in similar quantity and quality is rare.

The site of Lanesboro was first settled in 1856 by Irish immigrant John Scanlan, Sr., and his four sons. There was no development until 1868, however, when several events of great significance occurred. At that time the Southern Minnesota Railroad was completed through the village site, and the Lanesboro Townsite Company was formed in New York to build the community. The townsite company was formed, in part, by members of the railroad company. Their most important contribution was the erection of the stone dam on the Root River (historic district structure 1). The dam, which remains functional today, was the source for the water power which soon drove three flour mills via a long water power canal. James Thompson, brother of Clark W. Thompson who was a major townsite investor, built one of the three mills, and his house (4), along with the dam, forms the historic district southern boundary. The 1922 powerhouse (2) is part of the city's spurt of growth in the twentieth century and represents the continuing use of the water for hydroelectric power, following the demise of the flour-milling industry and direct-drive mechanical water power.

The Southern Minnesota Railroad (later Milwaukee Road) was constructed in 1868 on a broad diagonal through the city from southwest, near the dam, to northeast, behind the later location of the Lanesboro Village Hall (36). As such, it served to interconnect the commercial and industrial sectors of the new community. It is represented by the two railroad bridges (3 & 38) which have become part of the trail system established by the Minnesota Department of Natural Resources, utilizing the now-abandoned railroad right-of-way.

The Lanesboro commercial area along Parkway was established on the income provided by the water-power industrial base and was constructed in the 1870s and 1880s, the period represented by the majority of the commercial structures in the historic district. Most community functions are represented, including hotels (10, 11) stores and shops (12, 14, 15, 16, 37 and others), saloons (23, 24, 33), meeting and entertainment halls (7, 9, 31, and 36), barber shops (25 & 34), and government services (36). The continuing prosperity of the community is represented in the several post-World War I structures (2, 30, & 32).

Several structures represent the commercial involvement in Lanesboro's development of important individuals and families. The Scanlan family, important through several decades of growth, is represented by Scanlon Hall (7), Scanlon-Habberstad Bank (32), and Scanlan General Store (37). Another Irish immigrant, Dennis Galligan, engineered the construction of the stone dam, prior to becoming a major railroad engineer and contractor in the Upper Midwest and Canada. He is represented by the dam (1), the Galligan Block (29), and Galligan's Opera House (31). The flour milling interests of James Thompson is reflected in his substantial house (4).

**MAR 15 1982**

26. Apartment Building (n.d.). Radically altered structure. NON-CONTRIBUTING.
27. Bank of Lanesboro and U.S. Post Office Building (1885; c1890). Two-story brick building built in two stages. The north half (occupying lot 4) was constructed in 1885 to house the Bank of Lanesboro, with the Post Office in the rear of the building. About 1890, the building was extended south into lot 3 to provide additional space for the Post Office. Plate glass shop windows are at the first story with segmental arch windows at the second story. CONTRIBUTING.
28. Ford Building (c1916). Constructed as a Ford garage and showroom; altered by the addition of a new brick facade at the first story. NON-CONTRIBUTING.
29. Galligan Block (1895). Elaborate two-story brick commercial building; shop windows at the first story; rectangular windows in three arched bays at the second story; prominent decorative metal cornice containing name and date. PIVOTAL.
30. Farmers & Merchants Telephone Exchange (1929). Small one-story brick structure built to house Lanesboro's new telephone facilities, a function it still fulfills. CONTRIBUTING.
31. Galligan's Opera House (c1890). Tall two-story brick building; original opera house on the second floor and shop space on the first floor. Was erected c1890 on the site of the Lanesboro State Bank (#32) and moved in 1922 to present location to allow space for the bank construction. Rectangular windows in linteled openings; decorative brick cornice. CONTRIBUTING.
32. Scanlan-Habberstad Bank & Trust Company Building (1916-23). Large, rectangular two-story brick bank structure on corner location; large round-arch window and doorway openings; terra-cotta decorative elements. Construction was begun in 1916, interrupted by World War I, and completed in 1923. Large community hall located on the second floor. CONTRIBUTING.
33. Gunn's Brewery Saloon (1886). One-story frame structure; very tall false front; constructed as a saloon by Gunn's Brewery of LaCrosse, Wisconsin. CONTRIBUTING.
34. C. A. Ward Barber Shop (c1886). Small one-story wood frame structure; large square window with segmental arch transom; designed as residence in rear (hip roof) and barber shop in front (gable roof). CONTRIBUTING.
35. Dentist Office (recent construction). NON-CONTRIBUTING.
36. Lanesboro Village Hall & Fire Hall (1886). Tall, two-story stone masonry building; open wood-frame belltower; tall, narrow windows with double-hung sash and transoms. The original large round-arch firehouse door opening has been radically remodeled to accomodate two large overhead garage doors. PIVOTAL.
37. Scanlan General Store (1880). Corner location; two-story brick commercial building; primary south entrance with three large arches; secondary west entrance with smaller arch openings; round arch window openings around the two exposed second story facades. PIVOTAL.
38. Chicago, Milwaukee & St. Paul Railway Bridge (late 19th century). A single-track, through plate-girder railroad bridge. CONTRIBUTING.

**MAR 15 1982**

In addition to their historical significance, several structures exhibit particular architectural or engineering significance, including the dam (1), Thompson House (4) (bracketted Italianate), Scanlan Hall (7) (commercial Italianate), Thompson & Thompson Store (14) (commercial Italianate), Galligan Block (29) (commercial Queen Anne), Lanesboro Hall (36) (Queen Anne), and Scanlan General Store (37) (commercial Italianate).

Lanesboro Historic District  
Lanesboro, MN; Fillmore County

Addition to first paragraph of description:

The boundary does not include the area of the former mill basin, since this area has been altered and is now under cultivation. The southern (industrial) and northern (commercial) portions of the district are related most strongly through the Root River and Parkway Street, which run parallel through the central area of the district, and by the relative lack of intrusive structures from the Thompson House, at the southern edge, to the intersection of Coffee and Parkway. The District does not include the northern edge of Coffee Street (with the exception of the Scanlan General Store) because the structures here are either of a more recent construction date or have been substantially altered.

LANESBORO HISTORIC DISTRICT: Property Owners as of Jan. 8, 1981.

Legal Descript.	Property	Owner(s)
Block 7 OT -So. 70' of Lot 8	Scanlon General Store (37) 100 Coffee St.	Peg Thompson 100 Coffee St. Lanesboro, MN 55949
Block 16 OT -So. 45' of Lot 2	Hans Olson Barber Shop (25) 100 Parkway N.	Dale A. & Vaughn D. Bearson 505 Kenilworth S. Lanesboro
-No. 30' of Lot 2	old apartment building (26) Parkway N.	Louis Laganiere 301 Fillmore N. Lanesboro
-Lots 3 & 4	Bank of Lanesboro & U.S. Post Office (27) 104 Parkway N.	Charles & Catherine St. Mane 106½ Parkway Lanesboro
-Lot 5	Ford Building (28) Parkway N.	Charles & Catherine St. Mane (see above)
-Lot 6	Galligan Building (29) 108 Parkway N.	Rolland E. & Irene A. Vis 304 Hillcrest Lanesboro
-Lot 7	vacant Parkway N.	Ace Telephone Association 207 Cedar E. Houston, MN 55943
-Lot 8	Farmers & Merchants Telephone Exchange (30) 114 Parkway N.	Ace Telephone Association (see above)
-Lot 9 & So. 10' of Lot 10	Galligan's Opera House (31) 116 Parkway N.	Roger E. Larson (owner) Rushford, MN 55971 Donald & Alene Ward (contract buyer) 116 N. Parkway Lanesboro
-No. 15' of Lot 10 & Lot 11	Scanlan-Habberstad Bank & Trust Co. (32) 118 Parkway N.	Dennis Mathisen, Wayne Olson, & Daniel Lindsay c/o Lanesboro State Bank 118 Parkway N. LaNesboro
-Lot 12	Gunn's Brewery/Saloon (33) 105 Coffee St.	Dave Campbell 202 Hillcrest Lanesboro
-Lot 13	Ward's Barber Shop (34) 107 Coffee St.	Bernard L. & Cecil Ward 107 Coffee St. Lanesboro



## LANESBORO HISTORIC DISTRICT: Property Ownership List, continued.

Legal Description	Property	Owner(s)
Block 16 OT -Lots 14 & 15	dentist office (35) (intrusion: recent const.) Coffee St.	Herbert & Florence Gullickson (owner) 6604 Montebella Sierra Dr. S.E. Lacy, Washington 98503 Lanesboro Industries (contract buyer) Lanesboro
-Lots 16 & 17	Lanesboro Town Hall & Fire Station (36) Coffee St.	City of Lanesboro Lanesboro
Block 17 OT -Lot 1	Thompson & Thompson Bldg (14) Parkway N.	Stanley L. Johnson 200 Whittier W. Lanesboro
-Lot 2	Nelson & Nepstad Bldg (15) Parkway N.	Stanley L. & Ruth T. Johnson (see above)
-Lot 3	Nelson & Cook Bldg (16) Parkway N.	Layne A. & Eva S. Randall Lanesboro
-Lot 4	vacant	City of Lanesboro
-Lot 5	Lanesboro Leader Bldg (17) 107 Parkway N.	Irvin & Gwynne Scheel (owners) Mabel, MN 55954 Marlyn Cox (contract buyer) RR Wykoff, MN 55990
-Lot 6	pre-1879 commercial bldg (18) 109 Parkway N.	Carroll & Evelyn Hanson (owners) Lanesboro Earl & Mary Pierce (contract buyers) 109 Parkway N. Lanesboro
-Lot 7	Ellestad Jewelry (19) 111 Parkway N.	William Painter (owner) 105 Kenilworth S. Lanesboro Stephan & Joanne Hoban (contract buyer) 113 Parkway N. Lanesboro
-Lot 8	commercial bldg (20) 113 Parkway	Paul Hardwick (co-owner) RR, Lanesboro Mark Brewster (co-owner) RR, Lanesboro Stephan & Joanne Hoban (contract buyer) (see above)
-Lot 9	commercial bldg (21) Parkway N.	Lloyd E. & Carol Morgan Lanesboro

## LANESBORO HISTORIC DISTRICT: Property Ownership List, continued.

Legal Description	Property	Owner(s)
Block 17 OT -Lot 10	commercial bldg (22) Parkway N.	Robert C. Hall ((owner) Lanesboro Arvin Fabian (contract buyer_ Box 354 117 Parkway N. Lanesboro
-Lot 11	old saloon bldg (23) 119 Parkway N.	Donald K. Capron 510 Filmore S. Lanesboro
-Lot 12	Robert's Saloon (24) Parkway N.	Gordon Peterson (owner) 603 Calhoun Lanesboro Al Determan (contract buyer) 509 Parkway S. Lanesboro
Block 18 OT -Lots 1-2-3	garage & service station (8) (intrusion: recent const.) Parkway	Fillmore Coop Services Inc. Lanesboro
-Lot 4	Scanlon Hall (7) Parkway S.	Fillmore Coop Services, Inc. (see above)
-fraction south of Lot 4	recent building (6) (intrusion) Parkway	Arland Elstad (owner) Lanesboro Scott & Linda Johnson (contract buyer) Box 303B Willmar, MN
Block 19 OT -Lots 10 & 11	Loveland Building (13) 103½ Elmwood	Henry M Guttormson Post #40 American Legion Lanesboro
-So. 60' of Lot 12	Tailor Shop (12) Parkway	Carl Thompson Lanesboro
-Lots 13 & 14	Devey Hotel bldg (11) Parkway	The Lanesborough Co. 16700 Judicial Rd. Lakeville, MN 55054
-Lots 15-16-17-18-19	vacant	Mary Patricia Hall Lanesboro
Block 28 OT -Part of Block 28	Bethlehem Lutheran Hall (9) (Sons of Norway Hall) Parkway	Sons-of-Norway Lodge Lanesboro

LANESBORO HISTORIC DISTRICT: Property Ownership List, continued.

Legal Description	Property	Owner(s)
Block 39 First Addn. -Lots 1-2-3-4	Thompson House (4) Parkway at Kirkwood	Marion Solberg (owner) Apt. 9, Sylvan Manor Lanesboro Milton Solberg (contract buyer) Lanesboro
MISCELLANEOUS PROPERTIES WITHIN DISTRICT:		
various descriptions	C.M.&St.P. Railroad Bridges (3 & 38)	Minnesota Dept. of Natural Resources Mr. Craig Mitchell, Trail Coordinator 2300 Silver Creek Rd. Rochester, MN 55901
see sketch map	oil storage structures (5) located along former railroad right-of-way	Steven Schwichtenberg 400 Hillcrest Lanesboro
	located along former railroad right-of-way (no standing structures)	Citizens Right to Purchase Property (CRPP) c/o Cletus Hosting Canton, MN 55922
all remaining property within district boundary not accounted for above	includes: -Lanesboro Stone Dam (1) -Water Power Canal (1) -Lanesboro Power Station (2) structures	City of Lanesboro

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	MAR 15 1982
DATE ENTERED	

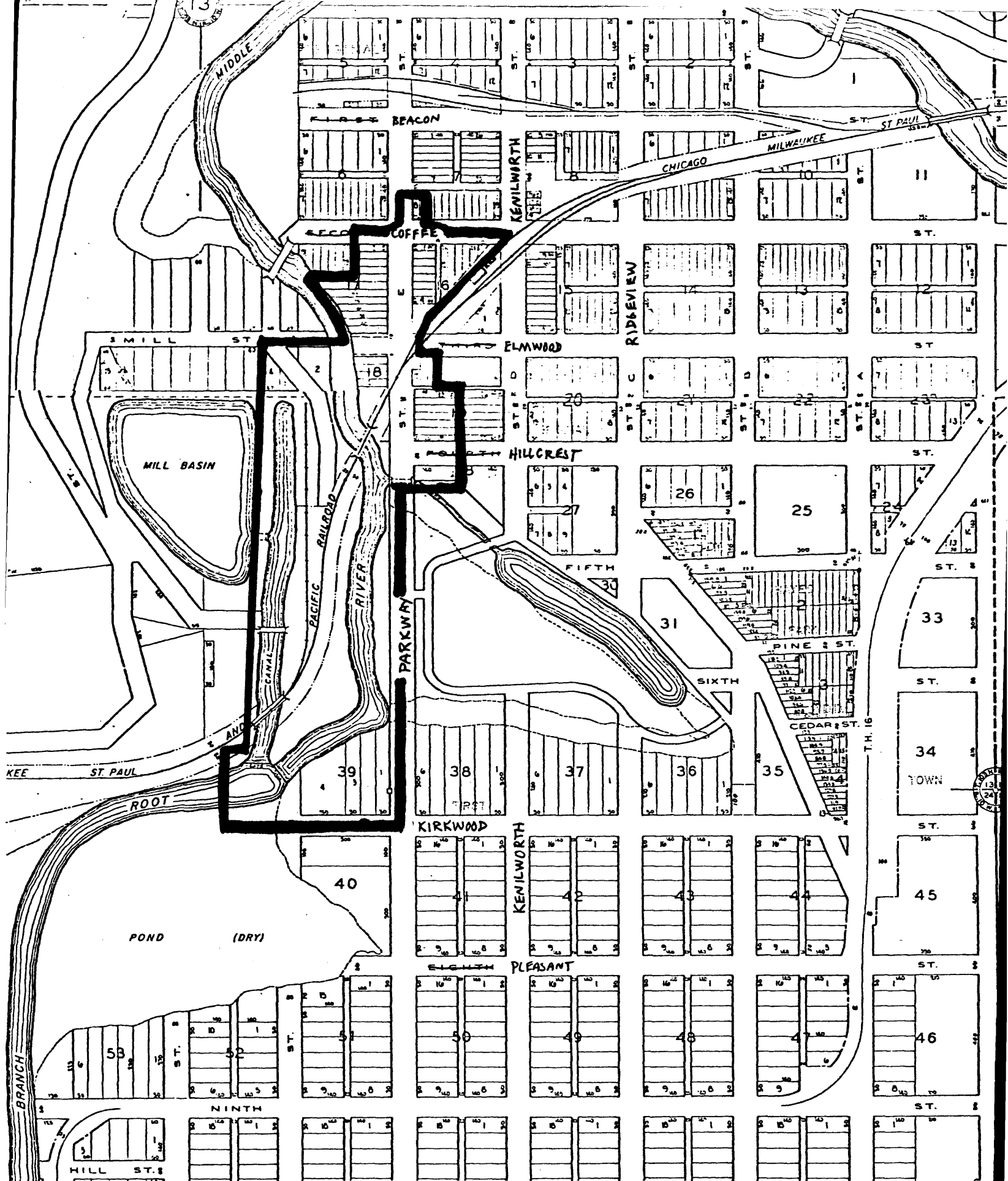
Lanesboro Historic District

CONTINUATION SHEET

ITEM NUMBER

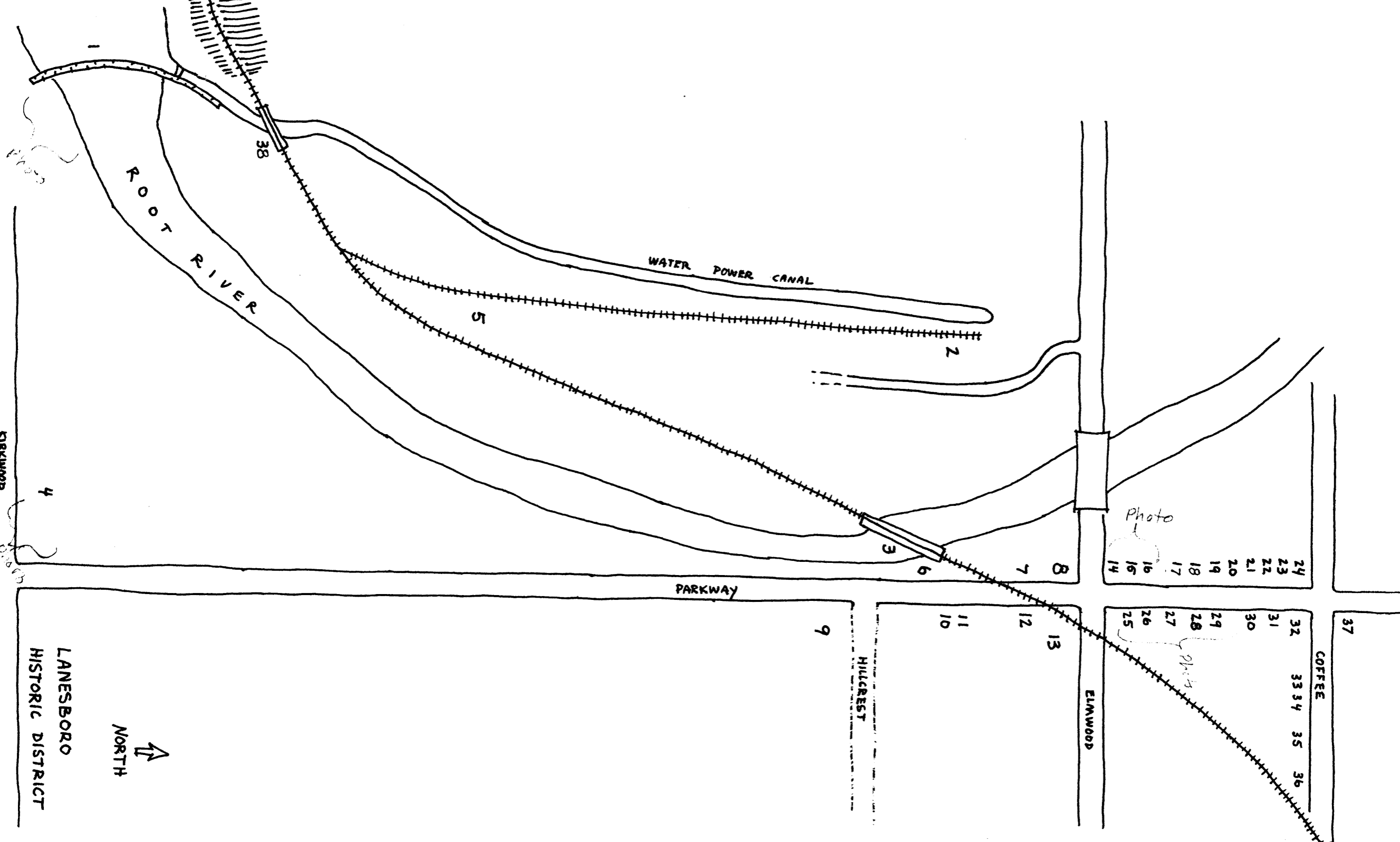
PAGE

Commencing at the point of beginning at the southwest corner of Block 7 OT; thence north 70 ft. along the east curb line of Parkway; thence east to the east line of Lot 8 Block 7 OT; thence south 70 ft. along said lot line; thence continuing south in the same direction across Coffee St. to the south curb line of Coffee St.; thence east along said curb line to the easternmost point of Lot 17 Block 16 OT; thence southwest to the southernmost point of Lot 2 Block 16 OT, along a line following the edges of Lots 2, 3, 12, 13, 14, 15, 16, and 17; thence due south to the south curb line of Elmwood (north line of Block 19 OT); thence east along said curb line to the east line of Lot 10 Block 19 OT; thence south along said lot line to the south edge of Lot 10 Block 19 OT; thence continuing due south to the north line of Lot 13 Block 19 OT; thence east along said line to the east line of Lot 13 Block 19 OT; thence south along said line and continuing due south to the southeast corner of Lot 19 Block 19 OT; thence continuing due south to the north line of Block 28 OT; thence including that part of Block 28 OT which includes Sons-of-Norway Lodge; thence continuing to the east curb line of Parkway (west line of Block 28 OT); thence continuing west to the west curb line of Parkway; thence south along said curb line to the southeast corner of Block 39 First Addition; thence west along the south edge of Block 39 First Addition to the southwest corner of Block 39 First Addition; thence west 250 feet; thence north 200 feet; thence east to the west edge of the water power canal; thence in a generally northerly direction along said west edge of the canal to the north termination of said canal; thence due north to the south right-of-way limit of Elmwood; thence east along said limit to the east bank of the Root River; thence northwesterly along said river bank to the north line of Lot 8 Block 17 OT; thence east along said lot line to the southwest corner of Lot Block 17 OT; thence north along the west lot lines of Lots 9, 10, 11, and 12 Block 17 OT to the south curb line of Coffee St. (north line of Block 17 OT); thence east along said line to the northeast corner of Block 17 OT; thence east to the northwest corner of Block 16 OT; thence north to the point of beginning.



SKETCH MAP OF BOUNDARY FOR PROPOSED LANESBORO HISTORIC DISTRICT,  
 NATIONAL REGISTER OF HISTORIC PLACES.

MAR 15 1982



ROOT RIVER

WATER POWER CANAL

Photo

24  
23  
22  
21  
20  
19  
18  
17  
16  
15  
14

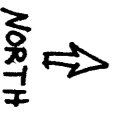
COFFEE

32 33 34 35 36

ELMWOOD

HILCREST

PARKWAY



LANESBORO  
HISTORIC DISTRICT

KIRKWOOD