

ATTACHMENT 7

Section 106 Documentation



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
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Michigan, Minnesota,
Ohio, Wisconsin

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October 16, 2014

Sarah J. Beimers, Manager
Government Programs and Compliance
MN State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Boulevard West
St. Paul, MN 55102

RE: Initiation of Section 106 Consultation Process for the Metro Transit "C" Line Rapid Bus Project, Twin Cities Region, Minnesota

Dear Ms. Beimers:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for bus service improvements along an 8.4 mile corridor in Brooklyn Center and Minneapolis, Minnesota by the Metropolitan Council/Metro Transit (Metro Transit). FTA has determined that the proposed project will be a Federal undertaking as defined in §800.16(y) and that it is a type of activity that has the potential to cause effects on historic properties.

The purpose of this project is to provide faster, more reliable, and more attractive transit service along Osseo Road/Brooklyn Boulevard, Penn Avenue, Olson Memorial Highway, and downtown Minneapolis. The project will include the following elements:

- Construction of 38 permanent station platforms with transitway amenities (heating, real-time bus information, etc.).
- Curb extensions at 22 of the stations (Exhibit 3 of the attached document includes a conceptual rendering of a station with a curb extension).
- Purchase of 9 specialized 60-foot buses and 3 spares.
- 10 minute bus service with stops every ½ mile for most of the day.
- Transit Signal Priority.

The Section 106 consultation process consists of four steps, all of which are completed in consultation with the State Historic Preservation Officer (SHPO) and / or Tribal Historic Preservation Officer (THPO), and other consulting parties.

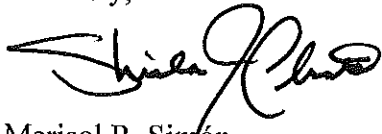
1. FTA initiates the Section 106 process, pursuant to §800.3 – Initiation of the Section 106 process, with the SHPO (or THPO if the property is on tribal lands) and other consulting parties. FTA invites consulting parties to participate in the Section 106 process, pursuant to §800.3 – Initiation of the Section 106 process. Other consulting parties have a legal or economic relation to the undertaking or affected properties or concern with the undertaking's effects on historic properties.
2. FTA determines the project's Area of Potential Effect (APE) and the properties within the APE that are listed, or eligible for listing, in the National Register of Historic Places (NRHP). FTA evaluates properties eligible for listing using the processes established in 36 CFR 60 and National Register Bulletin 15. FTA's determination of the APE requires consultation with and concurrence by the SHPO. If FTA determines there are no properties within the APE that are listed, or eligible for listing, in the NRHP, then FTA will determine "no historic properties affected" in consultation with the SHPO and / or THPO.
3. FTA determines adverse effects with respect to historic properties within the APE. FTA's determination considers whether the project will diminish those qualities that make any of the properties eligible for listing in the NRHP. FTA makes a determination of "adverse effect" when the project will diminish these qualities in one or more properties; if not, FTA makes a determination of "no adverse effect." FTA's determination of "no adverse effect," along with concurrence by the SHPO, completes the Section 106 consultation process.
4. If FTA determines an "adverse effect," it consults with the Advisory Council on Historic Preservation (ACHP), SHPO, affected tribes, and other interested parties, as appropriate, to resolve the adverse effects on historic properties. Resolution of adverse effects may involve redesigning a project to avoid, minimize, or mitigate impacts to historic properties. Actions that the consulting parties agree upon to mitigate adverse effects are documented in a Memorandum of Agreement (MOA). Once the agreement is signed by all appropriate parties, including the SHPO and other invited signatories, and the agreement is filed with the Advisory Council on Historic Preservation (ACHP), the Section 106 process is completed and the FTA's responsibilities are fulfilled when the MOA's stipulations are implemented.

Metro Transit will be in contact with the Minnesota State Historic Preservation Office regarding the preparation of information, analyses, and graphics in support of the Section 106 consultation process for the project. This delegated authority to undertake coordination activities with the SHPO and / or THPO does not extend to designation of consulting parties or to making determinations of the APE, NRHP eligibility, or adverse effects.

RE: Initiation of Section 106 Consultation Process for the C Line Bus Rapid Transit Project,
Twin Cities Region, Minnesota
Page 3 of 3

Thank you in advance for your assistance on this project. Please contact Bill Wheeler of the FTA Regional Office at 312-353-2639 or william.wheeler@dot.gov with any questions. A Metro Transit representative will be contacting your office as the project proceeds.

Sincerely,


for Marisol R. Simón
Regional Administrator

Enclosure: Description of Project Activities

cc: Bill Wheeler, FTA
Mary Gustafson, Metro Transit

Metro Transit C Line Bus Improvements
Description of Project Activities
September 25, 2014

Project Overview

Metro Transit is developing the C Line, an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel primarily on Osseo Road/Brooklyn Boulevard, Penn Avenue, Olson Memorial Highway, and 7th & 8th Streets in downtown Minneapolis. A map of the project area (Exhibit 1) is attached.

The purpose of the C Line project is to provide faster, more reliable, and more attractive transit service in the corridor using existing travel lanes. **The project will not construct any dedicated runningways.**

The C Line will substantially replace the existing high-frequency Route 19, which provides local bus service along the length of the corridor today. The project will improve travel speeds and reliability through half-mile station spacing, off-board fare payment, raised platforms, curb extensions, and transit signal priority. High-amenity stations and branded, high-capacity vehicles will make transit a more attractive travel option in the corridor. These service and facility improvements are projected to increase corridor ridership from 7,000 daily rides today to 9,300 rides per day in 2030.

Project Setting

A map of the project area (Exhibit 1) is attached. The C Line travels through four distinct settings, pictured in Exhibit 2:

- 1) **Osseo Road/Brooklyn Boulevard** – At its north end, the C Line is anchored by the existing Brooklyn Center Transit Center, one of the busiest boarding locations in the Metro Transit system and a hub for connections to the northwest metro area. A large shopping area is located adjacent to the northernmost stations in this segment; single-family housing surrounds the stations south of Highway 100.
- 2) **Penn Avenue** – Penn Avenue is a north-south arterial roadway with two travel lanes and parking on both sides of the street. The majority of this segment is characterized by single-family homes, with small businesses at major intersections.
- 3) **Olson Memorial Highway** – Olson Memorial is a six-lane divided highway, lined with institutional and multi-family residential uses accessible by frontage roads.
- 4) **Downtown Minneapolis** – The C Line ends in downtown Minneapolis, traveling on the major east-west transit spines of 7th and 8th Streets.

Existing Transit Conditions

Metro Transit Route 19 currently serves the corridor, with frequent stops approximately every 1/8 mile.

Passenger waiting facilities are inadequate at the majority of these stops. Most stops are marked only with a simple pole-mounted bus stop sign; only a few of these locations have shelters. Existing narrow sidewalks, specifically along Penn Avenue, provide an uncomfortable pedestrian experience and severely limit the placement of passenger waiting shelters without blocking pedestrian through-ways. The existing stops also lack heating, transit information, adequate lighting, and cameras for safety.

The limited passenger facilities also belie the high-frequency local bus service in the corridor today. Route 19 operates approximately every 10 minutes for much of the day on weekdays, every 15 minutes on Saturdays, and every 20 minutes on Sundays.

Future C Line Service

The C Line will run every 10 minutes during most periods of the day, substantially replacing Route 19 as the primary service in the corridor.

The C Line will stop only at designated stations, spaced approximately every 1/2 mile. These stations are planned to serve concentrations of existing riders and major destinations; 7 out of 10 existing Route 19 riders are boarding today at locations where stations are planned. Another 2 out of 10 current riders are within one stop (or roughly 1/8 mile) of a planned station. Only one out of every 10 riders is currently boarding more than one stop away from a planned station.

For customers between the planned stations, local bus service will continue to be available. Route 19 will continue to run at a reduced frequency (every 30 minutes) in order to serve riders between stations and off-corridor branched services.

Current Service	Future C Line Service Plan
Route 19 – 10" Frequency (6 buses/hour)	Route 19 – 30" frequency (2 buses /hour) + C Line – 10" frequency (6 buses/hour)
TOTAL: 6 buses/hour	TOTAL: 8 buses/hour

The net effect of the C Line project during most hours will be an addition of up to two buses an hour to the corridor. Larger, 60-foot articulated vehicles on the C Line will add passenger capacity above the current Route 19 40-foot buses.

Project Components

The project consists of constructing three core elements:

- Platforms and permanent stations with transitway amenities and technology
- Specialized vehicles 9 specialized 60-foot buses plus 3 spare vehicles
- Transit signal priority (TSP)

Platforms

Each station shown on the attached map consists of two directional station platforms. The project will construct 38 permanent station platforms spaced approximately every 1/2 mile. At 22 of these locations, curb extensions are planned. Curb extensions are conceptually defined as 60 to 80 feet in length, and approximately 11 to 15 feet in width. No property impacts are anticipated for this type of platform, as curb extensions will allow for all improvements to be constructed within existing right-of-way. A rendering of a proposed curb extension platform and station is attached. Platforms are planned within existing curb lines at the remaining 18 directional stops. Platform sizes will be adjusted in order to fit within existing transportation rights-of-way and avoid permanent acquisitions.

Stations

Within the limits of constructed platforms, the project will also construct substantial passenger stations with rail-like amenities. Stations will include the following:

- Passenger waiting shelters for weather protection, sized in a range of modular configurations to accommodate customer demand and fit within site constraints
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic signage and static wayfinding information, including clear connections to intersecting service and nearby destinations

- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle amenities

Specialized Vehicles

The project includes purchase of 12 specialized buses for the service, with a fleet requirement of 9 buses plus 3 spare vehicles. Nine of these vehicles will replace current local bus fleet needs in the corridor. C Line specifications include low-floor, 60-foot buses with specialized body work, three wide doors, and other functional and aesthetic enhancements over the standard bus fleet.

Transit Signal Priority (TSP)

Analysis and stakeholder discussions will be conducted to determine which of the 40 traffic signals along the C Line corridor will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

Budget & Funding

The preliminary budget for the C Line is \$35 million. This includes:

- \$18 million to construct stations with enhanced technology and features
- \$11 million to purchase specialized vehicles
- \$1 million to deploy transit signal priority
- \$5 million to design, administer, and deliver the project

It is currently anticipated that the project would be funded with a mix of state, local, and Federal funds. Likely Federal sources and uses include:

- 5307 formula funding, to be used to fund corridor design
- 5307 formula funding, to be used to purchase specialized buses replacing the existing fleet
- CMAQ funding (not yet secured), to be used to fund other project elements to be determined

Anticipated Project Schedule

Early 2013-Spring 2015:	Coordinated corridor planning and stakeholder engagement with Hennepin County and City of Minneapolis (Penn Avenue Community Works project)
Spring-Summer 2015:	Preliminary design
Fall-Winter 2015:	Final design
Spring 2016:	Project letting
Summer-Fall 2016:	Project construction
Winter 2016:	C Line opens for revenue service

Proposed Class of Action

Based on the project's scope, Metro Transit believes the C Line should be categorically excluded from further NEPA review under Section 771.118(c)(9), Assembly or Construction of Facilities. Although this CE is on the "c" list and may not require documentation, we anticipate preparing documentation and intend to work closely with FTA staff in order to identify the correct level of documentation required. **A complete documentation of project impacts following the "Information Required for Probable Categorical Exclusion (23 CFR Part 771.118)" checklist will be conducted following Class of Action Determination.**

The language regarding this CE is as follows:

*(9) Assembly or construction of facilities that is **consistent with existing land use and zoning requirements (including floodplain regulations)** and **uses primarily land disturbed for transportation use**, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other **transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations**; and parking facilities.*

The scope of the project is consistent with this CE. All of the land to be used for the project is already disturbed for transportation use; therefore, land use consistency and zoning requirements will not be substantial elements of the NEPA analysis. The project will construct platforms primarily within the existing sidewalk-to-sidewalk footprint of existing roadways. However, a small amount of new impervious surface will be introduced at limited locations, primarily near new station platforms. The project is consistent with floodplain regulations; to ensure consistency, watershed districts will be engaged early and often in the design process.

Because the project is being implemented in a built-out urban area, Metro Transit understands the need to pay particular attention to visual impacts near historic districts and/or properties. Additional information on listed historic resources near the project is included in this submittal. In addition, should FTA determine that a Categorical Exclusion is the correct class of action, Metro Transit is also committed to a thorough Section 106 process, working with the State Historic Preservation Office.

Further Information on NEPA Review Areas

Per FTA's request, Metro Transit has assembled an initial list of potential interest areas from the forthcoming NEPA document. These areas of interest include:

- Part E. Traffic impacts
- Part H. Historic resources
- Part O. Environmental justice
- Part P. Use of public parkland and recreation areas
- Part Q. Wetland impacts

An overview of these areas is provided below. These and all other required areas of documentation will be further acknowledged within the NEPA document to be prepared.

E. Traffic Impacts – As discussed in the project description, the C Line will not add any dedicated busways or temporal lane restrictions and will not result in a substantial increase of buses traveling on the streets. The two key project elements with potential to affect traffic are:

- Bumpouts / curb extensions using existing parking lanes, with C Line buses stopping in the travel lane instead of the parking lane as Route 19 does today
- Transit signal priority at selected intersections.

Neither of these elements is expected to result in sizeable traffic impacts. A preliminary traffic study, conducted collaboratively between Hennepin County, the City of Minneapolis, and Metro Transit, has confirmed that in-lane bus operations and dwells within the single lane of traffic will not degrade existing service below an acceptable level of service. Transit signal priority will be evaluated further during detailed design. Based on past Metro Transit practices, TSP implementation will be evaluated in part on the basis of minimizing traffic impacts to non-transit travelers.

H. Historic Resources – An initial review of NRHP-listed properties and districts near the project sites suggests that no historic properties will be affected by the project, as none of the project station sites are immediately adjacent to historic properties. The two most proximate resources are detailed in Exhibit 4.

- Sumner Library, located at the intersection of Van White Boulevard and Olson Memorial Highway, is the historic resource nearest a proposed C Line station, located 1/3 mile from the proposed Bryant Ave North/Olson Memorial Highway station. The eastbound station would replace an existing bus shelter visible from the library; the westbound station would be sited at an existing bus stop currently obscured from the library by trees and buildings.
- As Route 19 does today, C Line buses will travel through the City of Minneapolis' Victory Memorial Drive Historic District at Osseo Road and Victory Memorial Drive. The proposed C Line will not impact this district, as station sites are well removed from the district and no project construction will occur adjacent to or within this district. The station sites are not visible from the district.

While an initial review shows no impact to listed properties, Metro Transit is committed to a thorough Section 106 process considering listed and potentially eligible sites, working with the State Historic Preservation Office.

O. Environmental Justice – The C Line project area is home to many people of color and low-income residents. A direct goal of the project is to provide transit improvements to one of the region's most racially concentrated areas of poverty. Through NEPA documentation, FTA guidelines on environmental justice (FTA Circular 4703.1) will be followed, which include defining these "minority" and "low-income" populations, and describing whether or not the project would result in disproportionately high and adverse impacts on these populations. Project outreach to date has focused on communicating the project and engaging these populations in the planning process.

P. Use of Public Parkland and Recreation Areas – An initial review of public parkland and recreation areas located within 1/4 mile of the project sites resulted in three parks – Happy Hollow Park, Willard Park, and Sumner Park. As none of these are directly adjacent to proposed C Line stations, the C Line project will not result in any direct use of the identified Section 4(f) resources.

Q. Impacts on Wetlands –The project will be constructed entirely within existing transportation rights-of-way. There are no wetlands present near any proposed stations. The wetland nearest to the project, Ryan Lake, is located approximately 0.2 miles from the 47th & Osseo station and is well outside the construction area of the project. The project will not impact any wetland areas.

The project is a part of two watersheds, the Mississippi Watershed Management Organization (MWMO) and the Shingle Creek Watershed District. Metro Transit anticipates working closely with both organizations.

Exhibit 1: Project Map

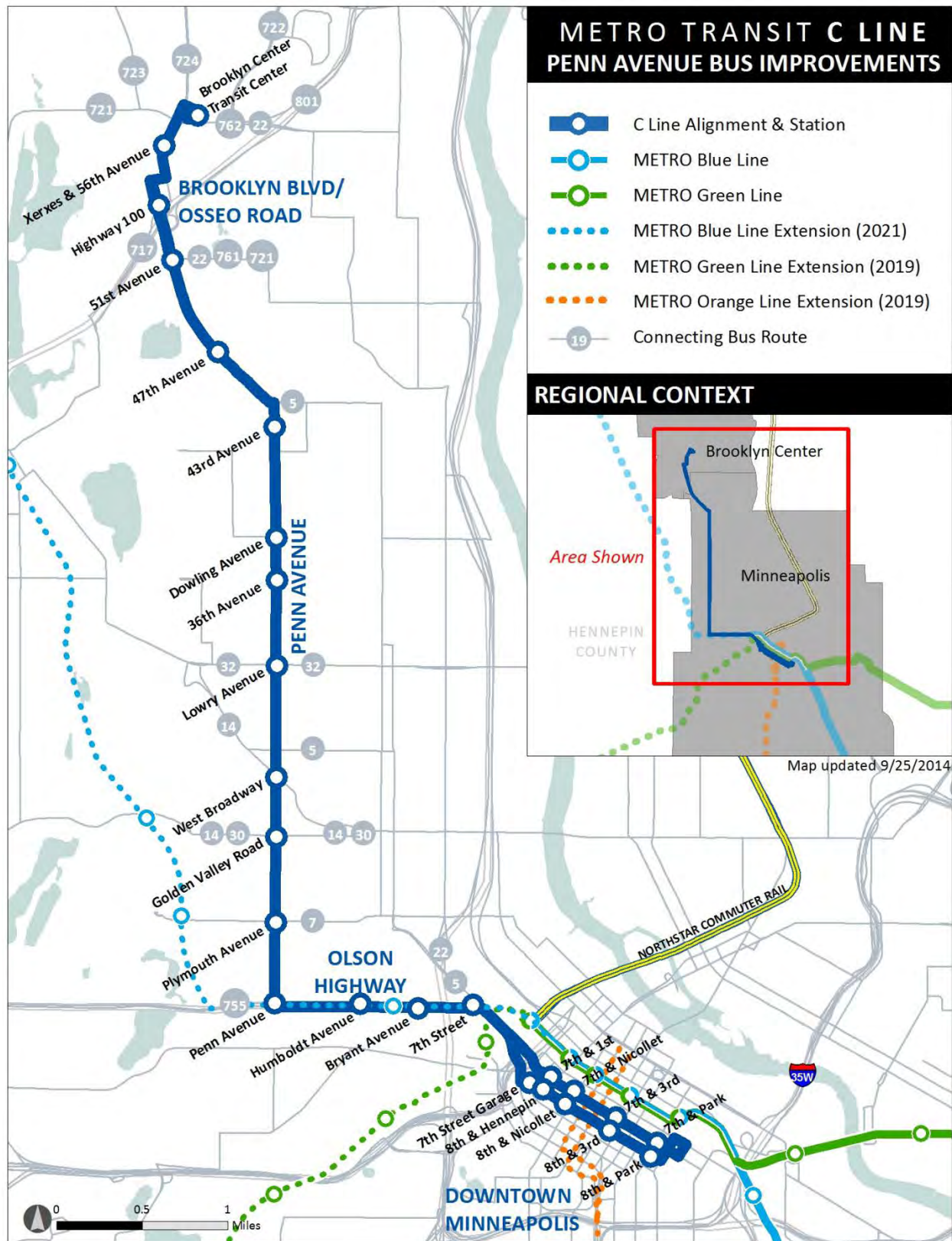


Exhibit 2: Project Setting



1 - C Line/Brooklyn Boulevard-Osseo Road Segment – 51st Avenue N and Brooklyn Boulevard looking north

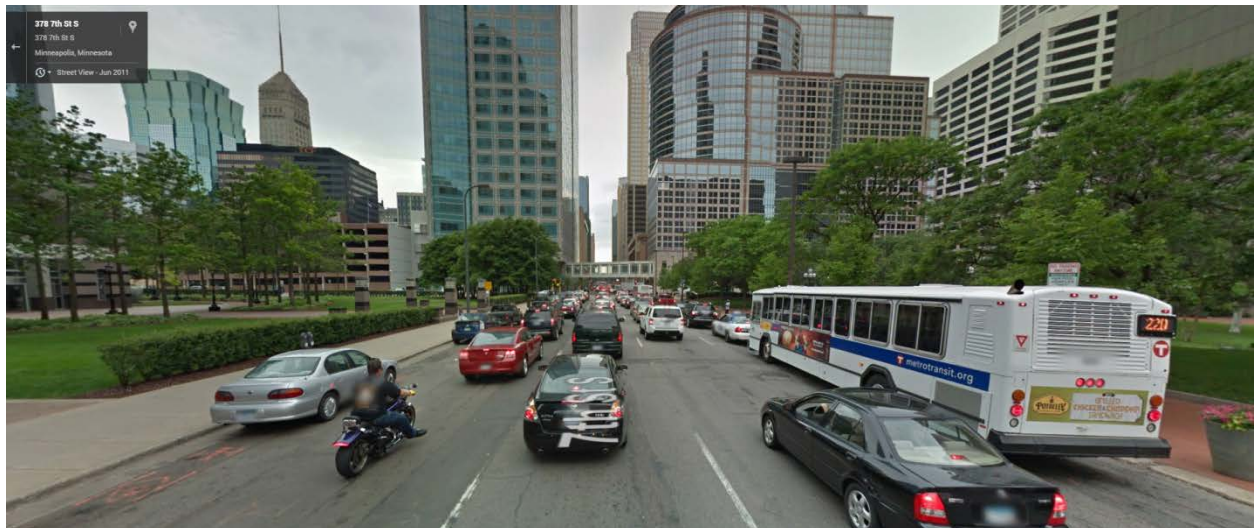


2 - C Line/Penn Avenue Segment – North Dowling Avenue and Penn Avenue looking south

Exhibit 2: Project Setting (continued)



3 - C Line/Olson Memorial Highway Segment – Humboldt Avenue North and Olson Memorial Highway looking east



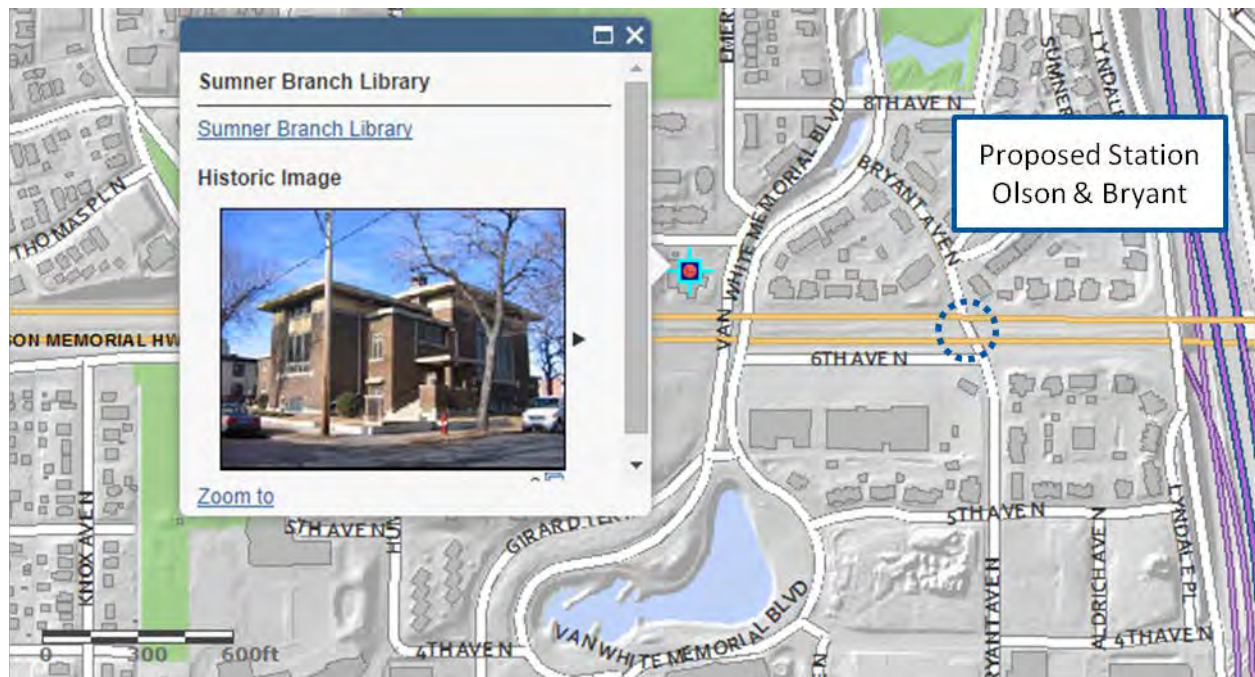
4 - C Line/Downtown Minneapolis Segment – 7th Street between 3rd Avenue and 4th Avenue looking north

Exhibit 3: Conceptual Station Rendering

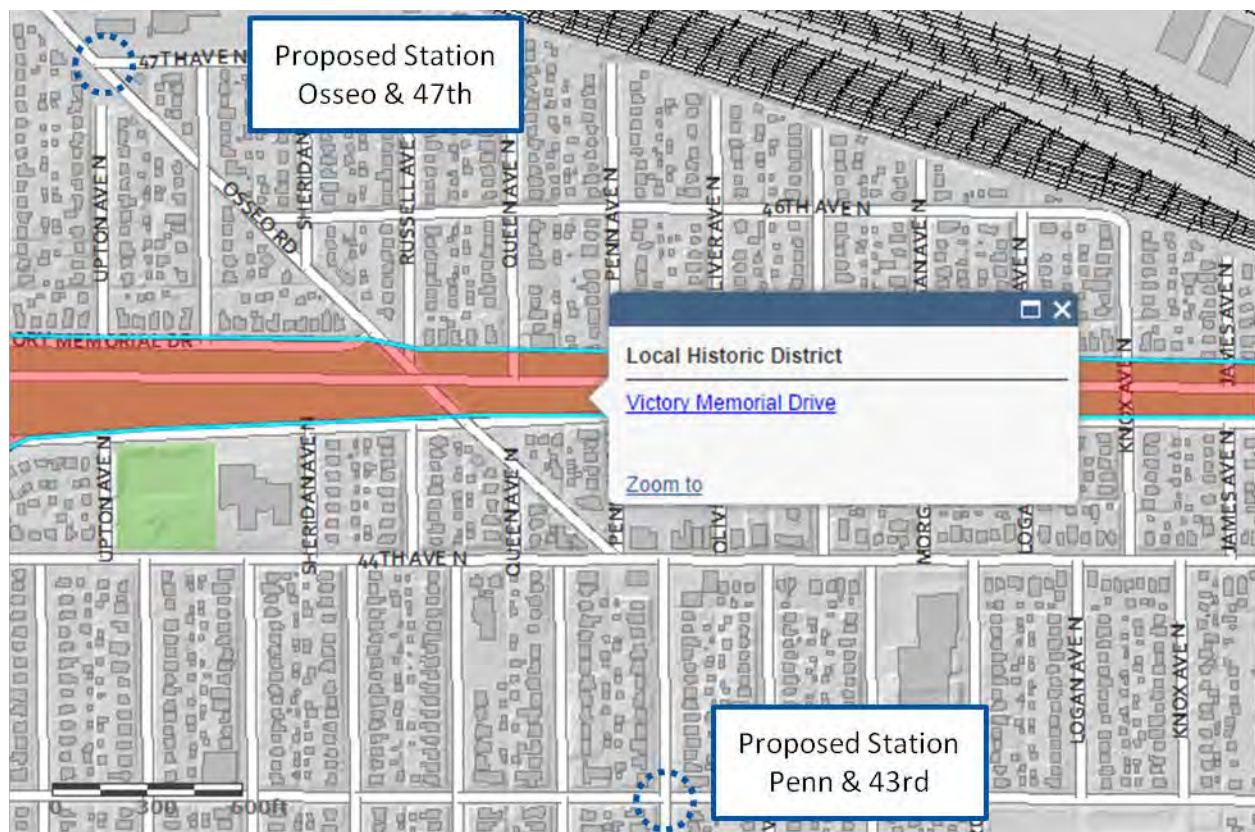


The top image depicts existing conditions at Penn Avenue North and Plymouth Avenue; bottom image shows a conceptually designed curb extension with conceptual C Line Bus Improvements.

Exhibit 4: Listed Historic Resources



Sumner Library – 1/3 mile from Olson & Bryant station



Victory Memorial Drive Historic District – 1/3 mile from both Penn & 43rd, Osseo & 47th stations



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July 9, 2015

Sarah J. Beimers, Manager
Government Programs and Compliance
MN State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd W
St. Paul, MN 55102

RE: Area of Potential Effect – Section 106 Consultation Process for the C-Line Bus Rapid Transit Project, Twin Cities Region, Minnesota

Dear Ms. Beimers,

The Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the C-Line Bus Rapid Transit Project (the "Project") on October 16, 2014. The FTA grant recipient is the Metropolitan Council.

The Project will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota. The Project proposes to improve existing bus service using existing travel lanes in a mixed traffic operation. Buses will run every 10 minutes and make limited stops at improved stations within transportation right-of-way, spaced roughly every ½ mile. The Project will not construct any dedicated busways. The Project proposes to construct and deploy 38 station platforms, enhanced shelters and amenities, transit signal priority, and 12 specialized vehicles.

This correspondence serves as documentation of our determination of the area of potential effect (APE), pursuant to 36 CFR 800.4(a)1. FTA requests your concurrence on our determination of the APE following your review of the enclosed Section 106 Compliance Plan (discussion of the APE begins on page 3). Please indicate your concurrence with FTA's determination of the APE within 30 days of receipt of the letter.

Thank you in advance for your assistance on this project. Please contact Bill Wheeler of the FTA Regional Office at (312) 353-2639 or william.wheeler@dot.gov with any questions.

Sincerely,

Marisol R. Simon,
Regional Administrator

cc: Mary Gustafson, Metro Transit/Metropolitan Council

Enclosures: Section 106 Compliance Plan
Section 106 Initiation Letter

Section 106 Compliance Plan C Line Bus Rapid Transit Project

Introduction and Project Background

The Metro Transit division of Metropolitan Council is proposing to develop the C Line Bus Rapid Transit (BRT) project (Attachment 1). The C Line is an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel between the Brooklyn Center Transit Center and downtown Minneapolis primarily on Osseo Road/Brooklyn Boulevard, Penn Avenue North, Olson Memorial Highway, and 7th/8th Streets. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways. An overview map of the project is included in Attachment 1.

The C Line Project is receiving federal funding from the Federal Transit Administration (FTA) and, therefore, must comply with Section 106 of the National Historic Preservation Act (Section 106) and the National Environmental Policy Act (NEPA). In addition, the C Line Project must comply with state cultural resources laws, including the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act.

The FTA has determined that, for the purposes of NEPA compliance, the class of action for the C Line Project is a Documented Categorical Exclusion (DCE). The Section 106 and NEPA documentation are being prepared concurrently. The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on October 16, 2014. This Section 106 plan and attached area of potential effects (APE) delineation map sets the course for future steps in the process. In order to complete the Section 106 consultation, it will be necessary to complete the following steps:

- FTA submits the APE map to SHPO for concurrence;
- FTA identifies and evaluates historic properties within the APE and seeks SHPO concurrence;
- FTA assesses effects on historic properties that may result from the C Line Project and seeks SHPO concurrence; and
- FTA and SHPO identify measures to resolve adverse effects, if any.

Purpose and Need for the Project

The purpose of the C Line project is to provide faster, more reliable, and more attractive transit service in the corridor using existing travel lanes. The need for the project is summarized by two key challenges: slow transit travel speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles (SOVs) for most of the traveling public.

Slow travel speeds result from buses being stopped for much of their trip through the corridor. Currently, buses are stopped to board and alight passengers at stops every 1/8 mile as well as at the corridor's many signalized intersections.

Passenger waiting facilities are nonexistent or inadequate at the majority of the stops along the corridor. Most stops are marked only with a simple pole-mounted bus stop sign; only a few of these locations have shelters. Existing narrow sidewalks, especially along Penn Avenue, provide an uncomfortable pedestrian experience and severely limit the placement of passenger waiting shelters without blocking pedestrian through-ways. The existing stops also lack heating, transit information, adequate lighting, and cameras for safety.

Project Components

To address the needs for the project, the project will construct and deploy three elements: station platforms and enhanced shelters, transit signal priority, and specialized vehicles. These elements are described below, along with a description of improved service frequency and a summary of construction phase activities.

Platforms and Stations

Each station consists of two directional station platforms. The project will construct 38 station platforms spaced approximately every ½ mile. At 22 of these locations, curb extensions are planned. Curb extensions are conceptually defined as 60 to 80 feet in length, and approximately 11 to 15 feet in width. No property impacts are anticipated for this type of platform, as curb extensions will allow for all improvements to be constructed within existing right-of-way. A rendering of a proposed curb extension platform and station is attached. Platforms are planned within existing curb lines at the remaining 18 directional stops. Platform sizes will be adjusted in order to fit within existing transportation rights-of-way and to avoid permanent acquisitions.

Within the limits of constructed platforms, the project will also construct substantial passenger stations with rail-like amenities. Stations will include the following:

- Passenger waiting shelters for weather protection, sized in a range of modular configurations to accommodate customer demand and fit within site constraints
- Electronic ticket vending machines to facilitate proof-of-payment fare collection
- Real-time next bus arrival electronic signage and static wayfinding information, including clear connections to intersecting service and nearby destinations
- Other amenities including radiant heat lamps, lighting, emergency call boxes, security cameras, waste receptacles, and bicycle amenities.

Transit Signal Priority (TSP)

Analysis and stakeholder discussions will be conducted to determine which of the 40 traffic signals along the C Line corridor will be modified for TSP. Signals identified for TSP will be modified to provide the necessary TSP detector, firmware, equipment, and signal controller. No new traffic signals will be installed as part of this project. In some cases, existing signal controllers at intersections may already be compatible with new TSP equipment and may not require installation of a new signal controller.

Specialized Vehicles

The project includes purchase of 12 specialized buses for the service, with a fleet requirement of nine buses plus three spare vehicles. Nine of these vehicles will replace current local bus fleet

needs in the corridor. C Line specifications include low-floor, 60-foot buses with specialized body work, three wide doors, and other functional and aesthetic enhancements over the standard bus fleet.

Frequency of Service

The C Line will run every 10 minutes during most periods of the day, substantially replacing the existing Route 19 as the primary service in the corridor. The C Line will stop only at designated stations, spaced approximately every ½ mile. For customers between the planned stations, local bus service will continue to be available. Route 19 will continue to run at a reduced frequency (every 30 minutes) in order to serve riders between stations and off-corridor branched services. The net effect of the C Line project during most hours will be an addition of up to two buses per hour to the corridor. In addition, the buses will be 60-foot articulated vehicles, compared to the existing 40-foot buses.

Construction Phase Activities

At each station site, sidewalk and/or lane demolition and excavation will be required to prepare right-of-way for construction activities along the corridor. A Transportation Management Plan (TMP) will be completed as part of the design phase in order to manage access to pedestrian facilities, properties adjacent to construction sites, bus stops, and other system users.

Cultural Resources Studies

FTA will be responsible for consultation with SHPO to complete the Section 106 process. Summit EnviroSolutions (Summit), as a consultant to Metro Transit, will complete the historic resources analysis to assist in Section 106 compliance as outlined below. Marjorie Pearson will serve as the Principal Investigator for Summit, and Andrew Schmidt will provide QA/QC. All Section 106 documentation will be submitted to FTA for approval, and FTA will submit documentation to SHPO for review and comment.

Archaeological Resources

The construction activities will occur entirely within existing transportation rights-of-way, which have been previously disturbed during the construction of the existing infrastructure, including roadways, utilities, sidewalks, and so forth. As a result, the potential for effect to archeological resources is low, and no additional archaeological studies will be undertaken for the purposes of Section 106.

Area of Potential Effects Justification

The C Line will operate in mixed traffic and will run in existing traffic lanes along existing streets. Street reconstruction is not planned, though curb extensions (bump outs) are planned at 16 of the 38 proposed stations, and enhanced passenger shelters and amenities will be included at all stations. Construction activity will be limited to the existing transportation rights of way.

The potential effects associated with construction and operation of transportation projects are typically grouped into the following types: noise, vibration, traffic, redevelopment, and visual. Studies completed for similar projects indicate that there will be no distinguishable increases in noise or traffic resulting from the C Line project because the existing streets are busy

transportation corridors with existing bus service. In addition, buses do not cause noticeable vibration to adjacent properties. Furthermore, redevelopment of nearby properties is not a stated goal of the C Line Project, and because it is an enhancement of an existing bus route, the project is unlikely to spur redevelopment.

The C Line Project will represent a visual change to properties nearby the proposed stations. Construction at the proposed stations will include station platforms, passenger shelters, and associated amenities. Some station platforms will be raised for level boarding and some will be constructed as bump outs. The passenger shelters and amenities will be new structures – either completely new structures for the locations or, at least, enhanced structures where there are existing shelters. This construction will introduce new visual elements to the corridor and, therefore, will have an effect on nearby historic properties. Because they would be the most visible element, the passenger shelters would have the most potential for visual effects on historic properties. Due to the urban nature of the route and the proposed dimensions and materials of the shelters (see Attachment 2), the visual changes are expected to be minor and would be limited to properties in the immediate vicinity of each station.

Area of Potential Effects Definition

Summit has delineated a recommended area of potential effects (APE) for the C Line project based on current project information (Attachment 3). As described in the APE justification above, the only foreseeable potential effect to historic properties resulting from the C Line project is visual changes resulting from construction of new platforms, shelter structures, and pylon-type station markers. The proposed changes resulting from the C Line project can be grouped into three categories:

- a new shelter replacing an existing shelter in the same location;
- a new shelter replacing an existing shelter but in a new location; or
- a new shelter where no shelter existed previously.

The APE consists of the proposed project construction limits, as well as nearby properties around the construction limits to account for visual effects on those properties. At most stations, construction is focused on the station platform, which typically measures 60-80 feet in length by 12 feet in width, as well as tie-ins to surrounding sidewalks and roadway. All construction activities will take place in the public transportation right-of-way. In addition to the construction limits, the proposed APE addresses potential visual effects by including properties that have a direct view of a new shelter, platform bumpout, or pylon station marker. Because the northbound and southbound stations are generally grouped at single intersections, the APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections. The table in Attachment 4 lists the station locations and the status of the shelters. The APE includes properties that would have direct views of new shelters, platforms, or pylons, but it does not include properties that would have obscured views of those new structures because, in those cases, visual changes would be unnoticeable to most viewers.

One property within the study area, the Crystal Lake Cemetery, consists of multiple buildings and structures and is spread out over a single multi-acre parcel. Because the only potential for

effects to historic properties would be at the corner of Penn and Dowling, only that corner of the cemetery is included in the APE. The entire cemetery, however, will be evaluated for its potential as a historic district within its historic-period boundaries, and if it is a historic district, the potential effects on the district will be assessed. This approach was used successfully for the A Line project in St. Paul.

Most of the proposed station improvements on Olson Memorial Highway and on 8th Street (northbound and southbound) will be built prior to the C Line and will have separate utility. (Northbound Olson & Bryant will include a new shelter.) As part of the C Line project, however, improvements to these stations may include pylon markers and fare collection equipment. Because the markers would represent a visual change, the APE at these stations is consistent with other stations. At Olson & 7th, the improvements will be limited to fare collection equipment and signage attached to existing infrastructure. Therefore, the APE at this location is limited to the station area. The APE does not include adjacent parcels because installation of this equipment would have no effect on surrounding properties.

Additional Consulting Parties and Public Engagement

Identification of interested parties who may wish to participate in the consultation is an important aspect of Section 106. The FTA will take the lead in contacting interested parties who may choose to participate, including tribal groups with traditions in or near the project area, the Heritage Preservation Commission of Minneapolis, and the City of Brooklyn Center. If any interested parties request status as consulting parties, they will be included in the consultation process.

Because there will be a process for engaging local stakeholders (residents, businesses, neighborhood groups) for the purposes of NEPA, the Section 106 public engagement will also utilize this process. For example, historic resources will be discussed at a stakeholder meeting after the historic resources report has been submitted to SHPO and prior to the assessment of effects. This will allow Summit and agencies to gather input regarding the identified historic properties as well as concerns regarding effects to those properties. The topic of historic resources will be specifically stated as an agenda item in notices for this stakeholder meeting.

Identify Historic Properties

In order to identify historic properties within the APE, Summit will complete background research, develop historic contexts, and conduct a Phase I field survey of potential historic properties. Summit also will complete Phase II evaluations of potentially historic properties, as needed.

Summit will review the results of previous historical studies along the C Line corridor to better understand the types of resources likely to be present. Research will be conducted at the SHPO, including a query of their historic resources database and a review of previously inventoried properties and previous survey reports, as well as the Minnesota Historical Society library, and the University of Minnesota Wilson Library.

The review of previous historical studies will indicate what portions of the APE have been previously surveyed, and which properties previously have been found to be historic and which

have been found to be not historic. For the purposes of Section 106, a property is considered historic if it is listed in or eligible for listing in the National Register of Historic Places (National Register). It is expected that additional historical analysis will be needed to survey areas not previously surveyed, to update areas surveyed more than five years ago, and to assess the current conditions of properties previously determined eligible.

Summit will assess the completeness of previous studies and will evaluate or re-evaluate properties for National Register eligibility, if such evaluations are needed. Using the Project APE, Summit will assess whether any areas within the current APE were not previously surveyed. In addition, Summit will assess whether any properties within the APE have reached 45 years old since they were previously surveyed. Finally, Summit will re-assess the historic integrity of properties previously surveyed to determine if the integrity of previously eligible properties has been compromised.

Within areas not previously surveyed, Summit will conduct a Phase I architectural history survey. All properties (buildings, structures, objects, sites, landscapes, and districts) 45 years and older within the survey area will be recorded and assessed for potential National Register eligibility. Properties that are less than 45 years in age but appear to have exceptional historic significance will be documented. Documentation will include architectural descriptions, photographs, and GIS mapping. These properties will receive a SHPO inventory number and will be documented on inventory forms. Properties less than 45 years old that are not of exceptional significance will be recorded in table format but will not be photographed, or mapped.

Properties previously determined to be eligible for the National Register will be photographed and an updated inventory form will be prepared that describes the current conditions and evaluates if the property is still eligible. The original SHPO number will be used for the updated forms. Summit also will review the previous reports to assess whether any properties within the previous survey areas have become 45 years old or older since the time of survey. If this is the case for any properties, Summit will conduct a Phase I survey of those properties as described above.

If any of the Phase I properties appear to be eligible for the National Register, Summit will complete Phase II evaluations. If any of the properties surveyed at the Phase I level have potential to be eligible for listing in the NRHP, Summit will complete Phase II evaluations of those properties. Field documentation will consist of detailed written descriptions and digital photographs. Additional historical research will be conducted regarding the properties, as well as historic themes with which they may be associated. Historic contexts will be developed for the properties, and the Principal Investigator will apply the NRHP Criteria of Significance to evaluate their eligibility.

Assess Effects to Historic Properties

Summit will assess the nature of effects resulting from the C Line Project on historic properties within the APE. Based on the current understanding of project impacts, it appears that visual changes are the only potential effect to historic resources. The assessment of effects will take into account the character defining features of each historic property within the APE and how the

project may alter those features. If the project will not result in changes to character defining features of historic properties, then Summit will recommend a finding of No Adverse Effect. This recommendation will be subject to review by Metro Transit and FTA, and FTA will make a finding. SHPO will be consulted regarding this finding and their concurrence will be sought. If SHPO concurs, the finding of No Adverse Effect would conclude the Section 106 process.

If the project may result in impacts that compromise the integrity of the character defining features of historic properties, a finding of adverse effect may result. Prior to recommending a finding of Adverse Effect, Summit will consult with Metro Transit to determine if changes in design can be made to avoid or minimize effects. If effects cannot be avoided, Metro Transit, FTA, and SHPO will continue consultation in order to resolve the adverse effects.

Documentation

The results and recommendations of the Phase I survey will be described in a report, and if Phase II evaluations are completed, that analysis will be included in the report. The technical report will include tables, figures, maps, photographs, and property inventory forms. Although this is not a Minnesota Department of Transportation (MnDOT) project, the report format and content will be in accordance with the MnDOT Cultural Resources Unit (CRU) Project Requirements document for purposes of consistency with other reports.

The Phase I (and Phase II, as needed) report will be submitted to FTA for review and comment, and after Summit has addressed comments, if any, Summit will prepare and submit the effects analysis for Metro Transit and FTA review. This analysis will describe the nature of potential effects resulting from the C Line Project, will assess whether those effects would compromise the character defining features of historic properties, and will recommend whether effects would be adverse or not. FTA will submit the historic resources report to SHPO with a cover letter that summarizes the eligible properties and provides the effects assessment for SHPO consultation.

Resolve Adverse Effects

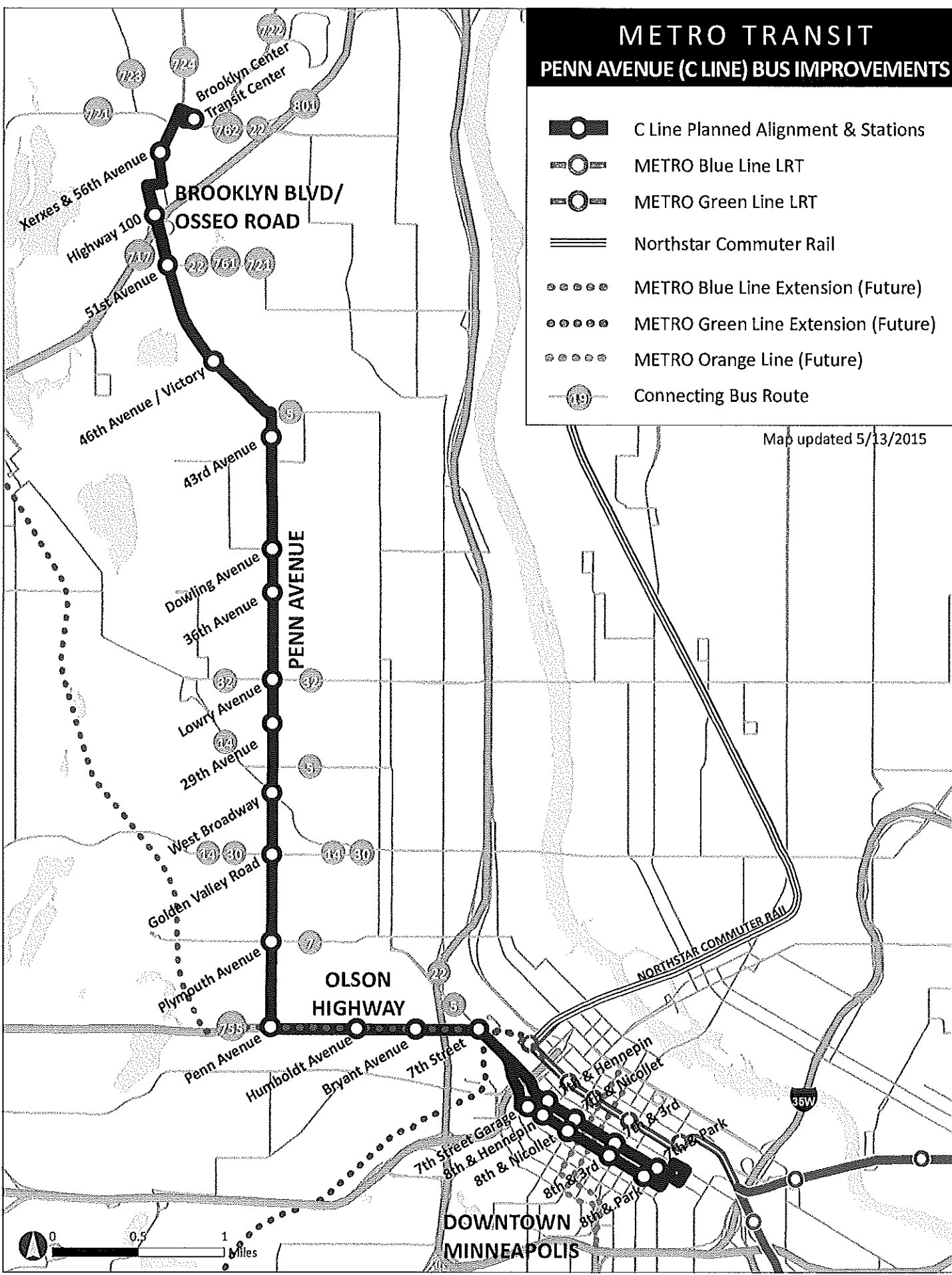
If a finding of Adverse Effects is made for the C Line Project, Summit will assist Metro Transit and FTA in resolving the adverse effects. Summit will identify potential mitigation measures in consultation with Metro Transit, FTA, and SHPO staff. Summit will prepare a draft memorandum of agreement (MOA) that describes the nature of the adverse effects and stipulates the mitigation measures that will resolve them. The MOA will be circulated for comments among the consulting parties. Summit will incorporate revisions to the MOA and will submit the revised document to FTA for circulation and signatures.

Attachment 1
Project Location Map

METRO TRANSIT PENN AVENUE (C LINE) BUS IMPROVEMENTS

- C Line Planned Alignment & Stations
- METRO Blue Line LRT
- METRO Green Line LRT
- Northstar Commuter Rail
- METRO Blue Line Extension (Future)
- METRO Green Line Extension (Future)
- METRO Orange Line (Future)
- Connecting Bus Route

Map updated 5/13/2015

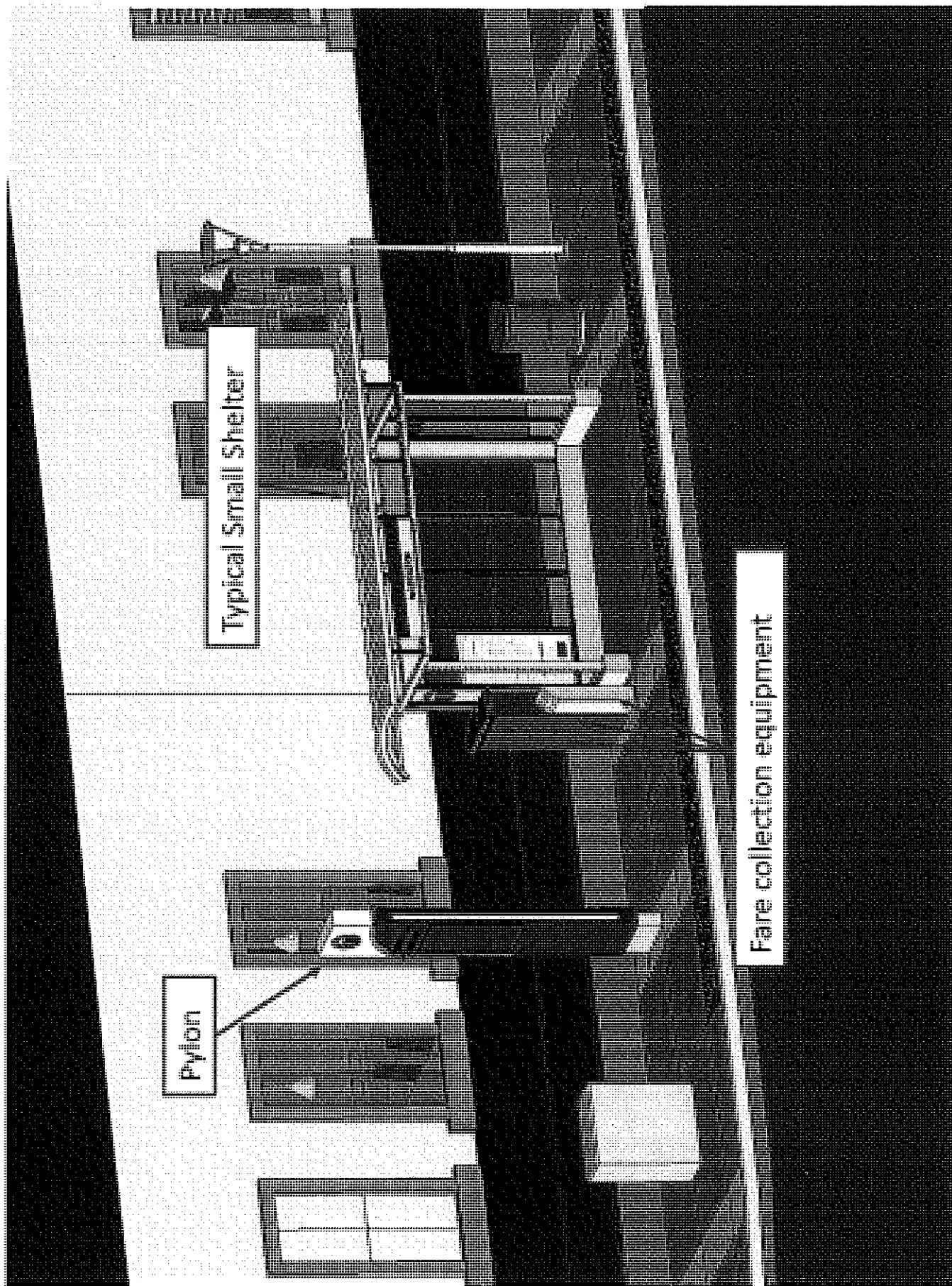


Attachment 2
Station Renderings

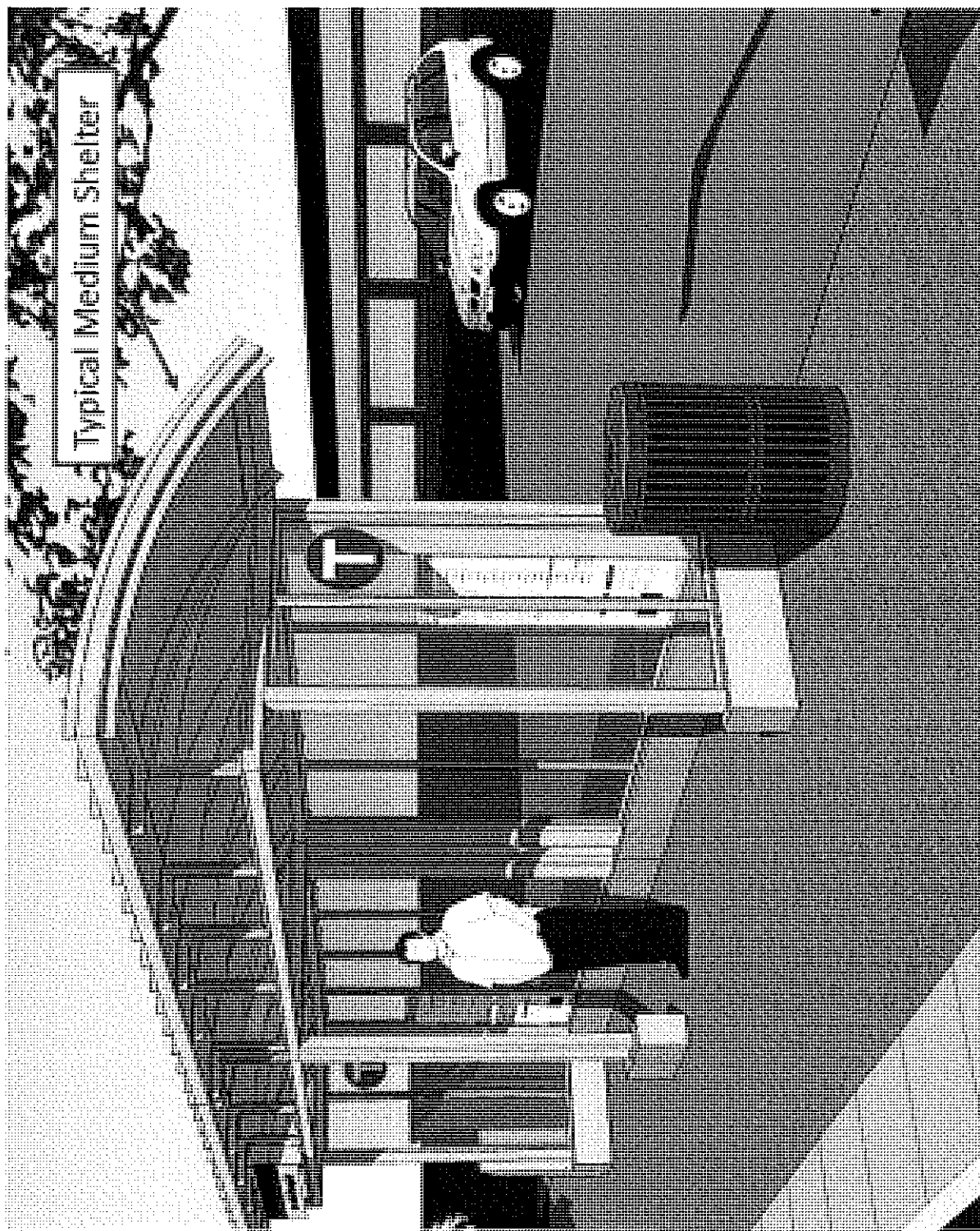
Pylon

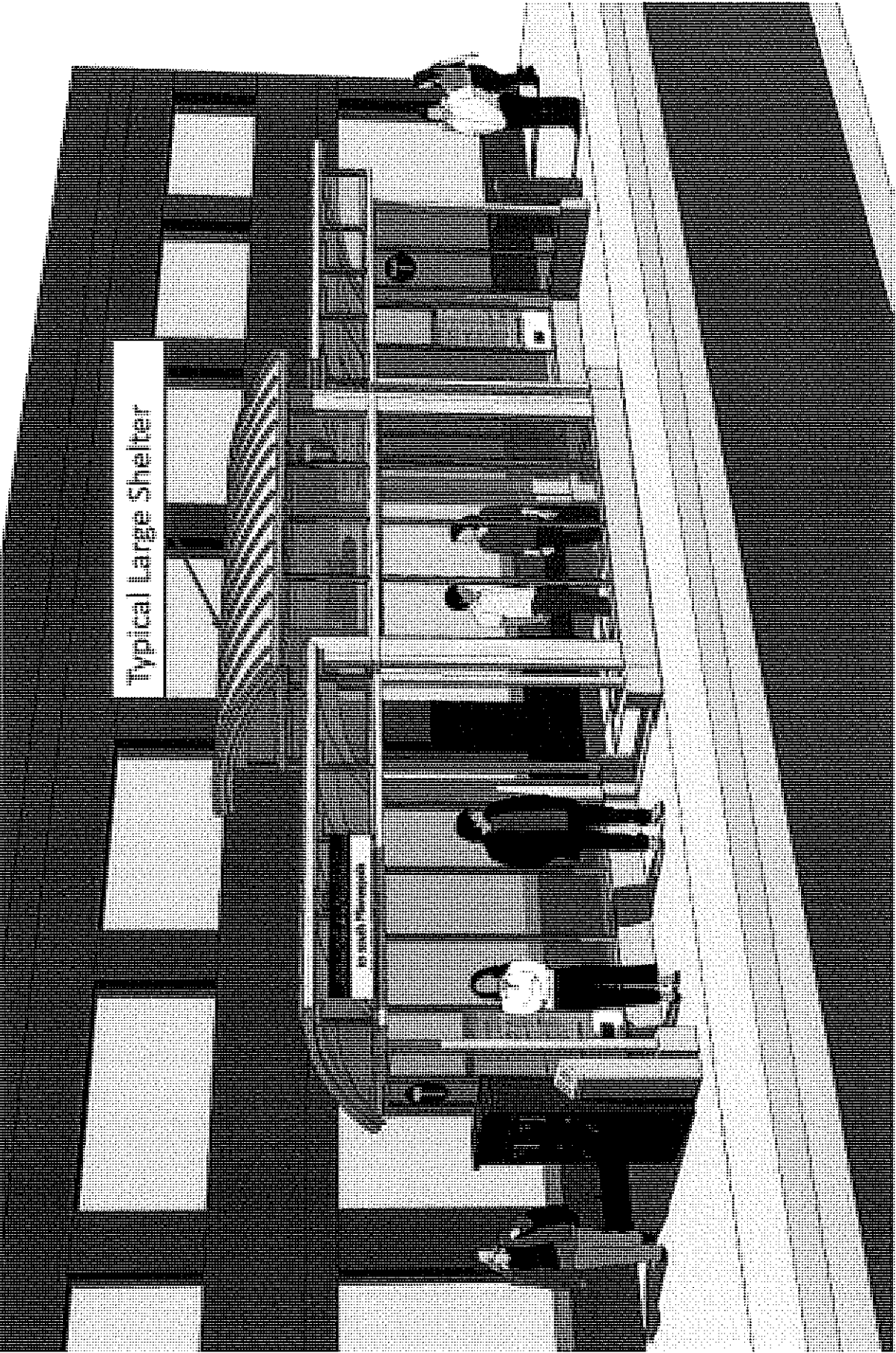
Typical Small Shelter

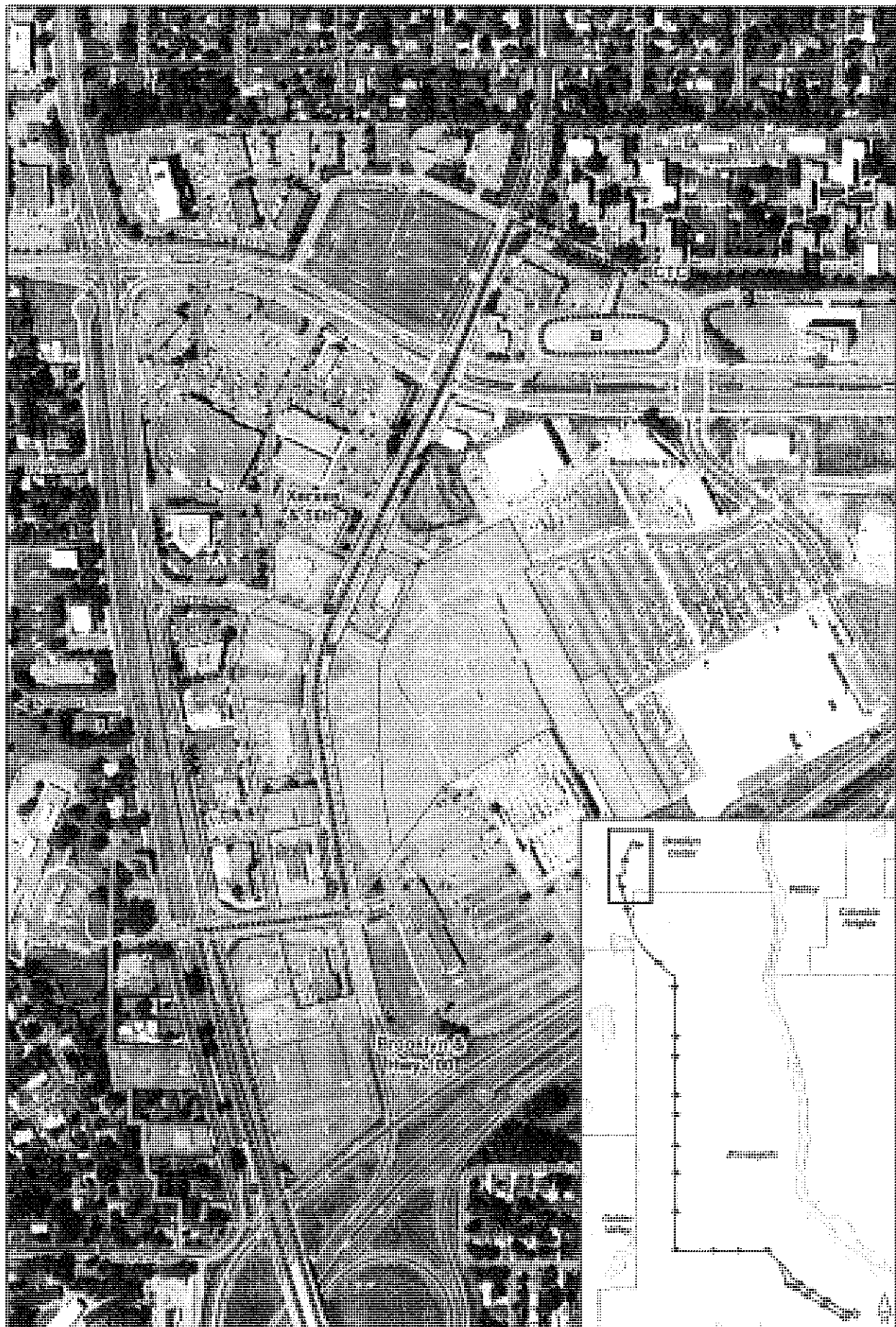
Fare collection equipment

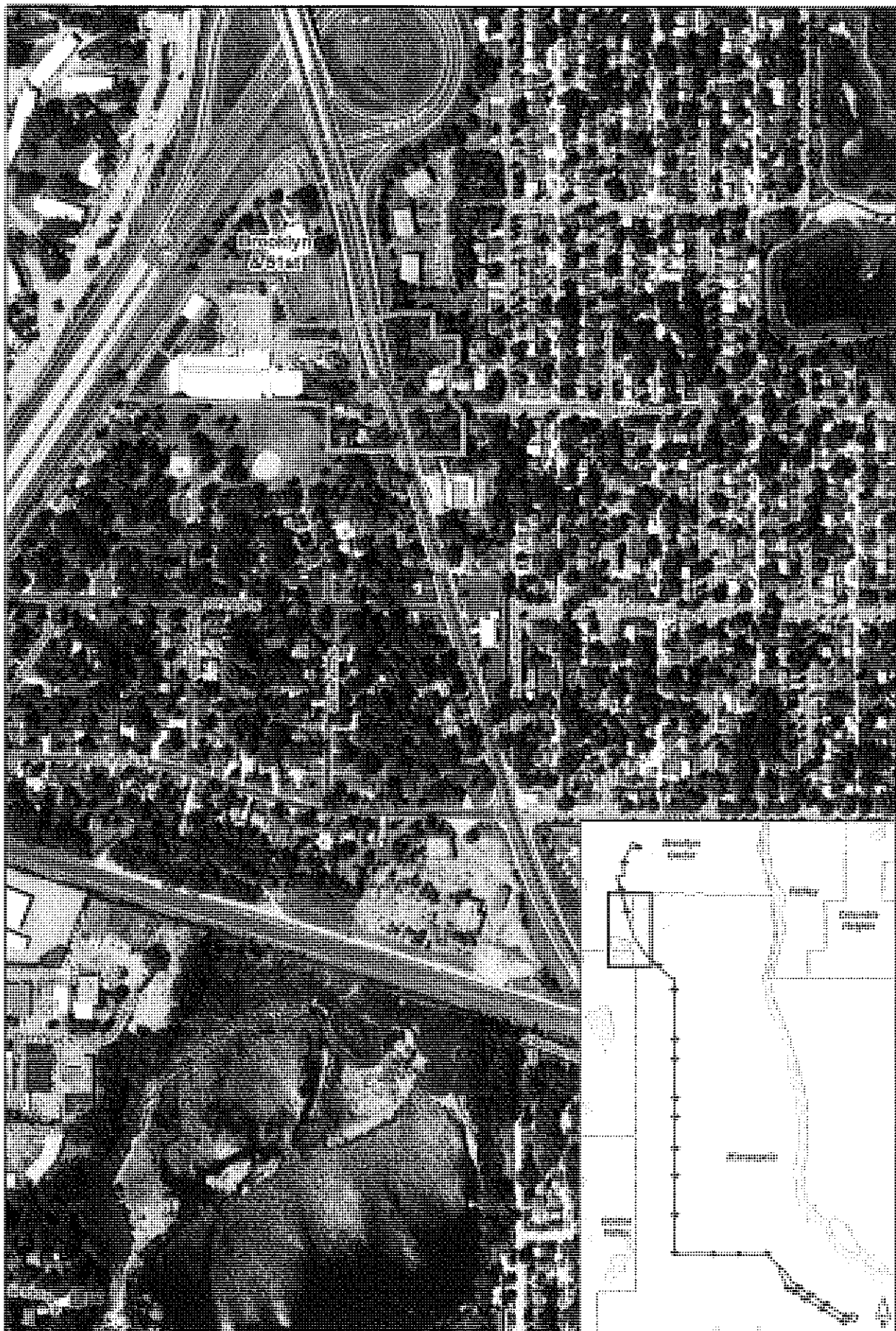


Typical Medium Shelter

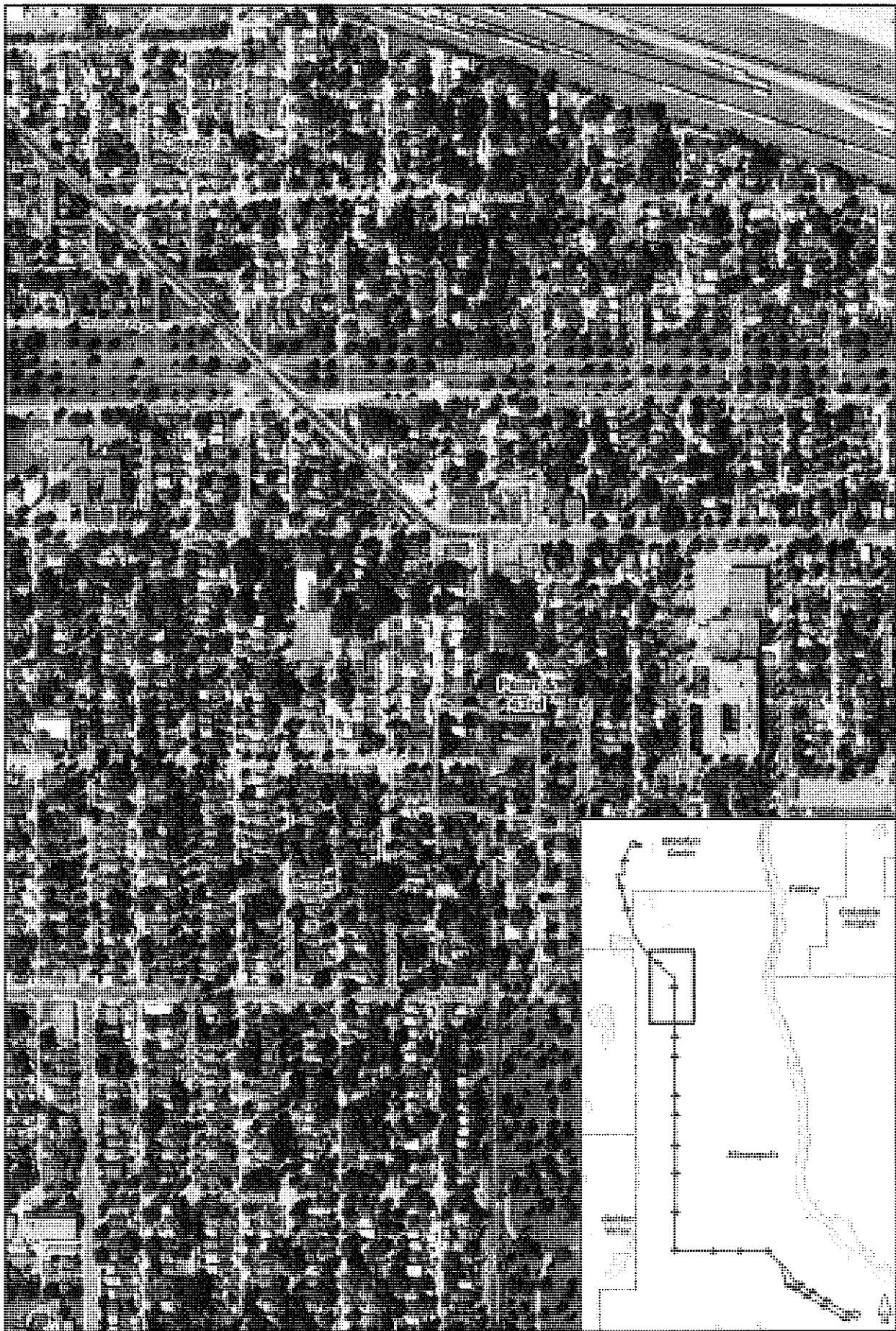








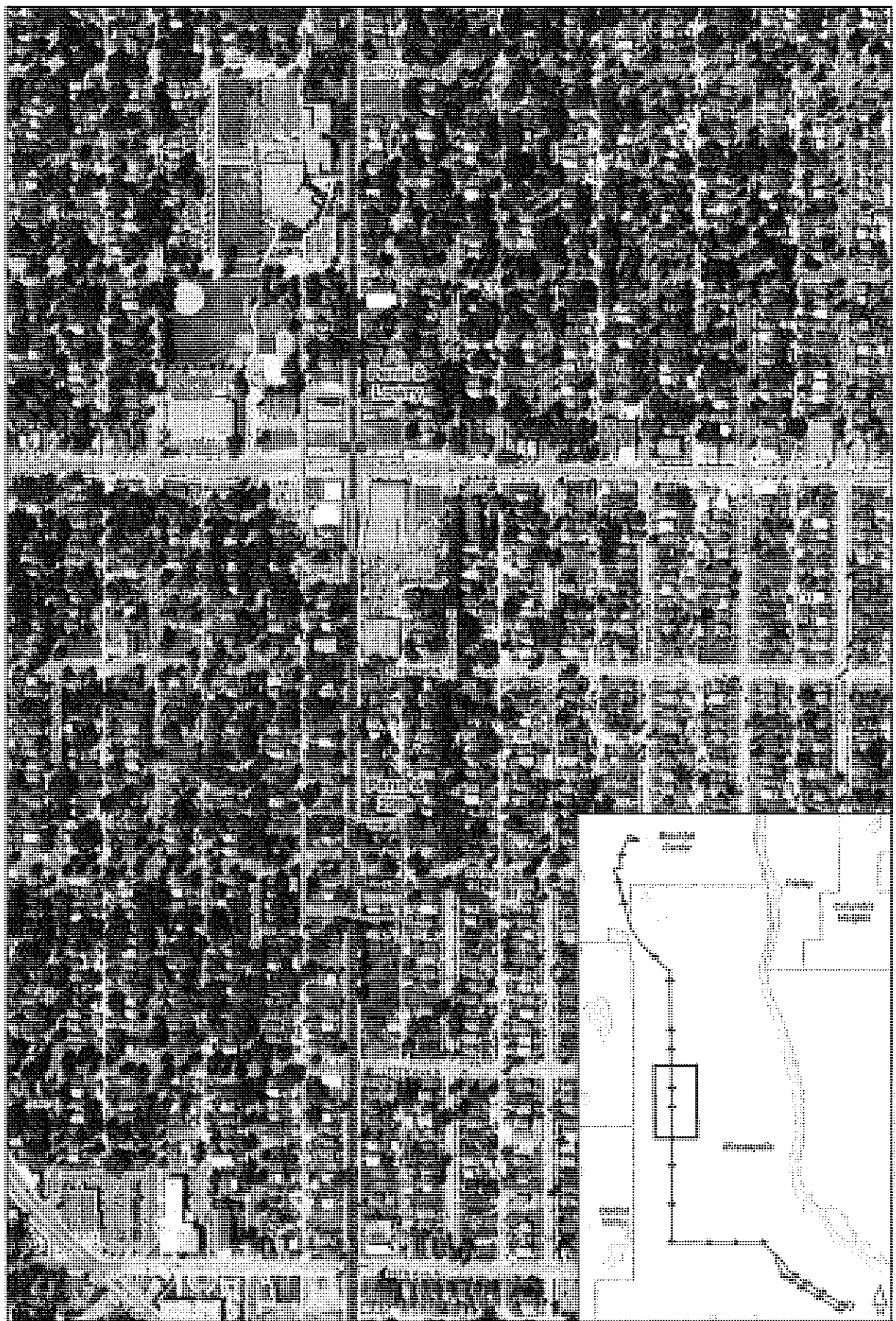
Legend Station: Station Area of Potential Effects for Architectural History: Area of Potential Effects for Architectural History Historic District: Historic District Local Historic District: Local Historic District City of New York: City of New York		Scale 0 100 200 300 400 500 Feet 0 100 200 300 400 Meters	Metro Transit C Line Area of Potential Effects for Architectural History Sheet 2 of 11
--	--	--	---



Legend: Station: (Symbol) Station Road: (Symbol) Road Area of Potential Effects: (Symbol) Area of Potential Effects Area of Potential Effects: (Symbol) Area of Potential Effects Station: (Symbol) Station		Placename: All names within project Names shown in project area Shaded	N 0 100 200 300 400 500 Feet	Metro Transit C Line Area of Potential Effects for Architecture History	Sheet 3 of 11
		Prepared by: Date: Author: Date: Checked: Date:		Approved: Date: Author: Date: Checked: Date:	



Legend --- C Line Alignment --- Area of Potential Effects for Distribution History ■ Station		Parcels ■ All years old to present ■ Less than 25 years old ■ Vacant	 0 100 200 300 400 Feet	Metro Transit C Line Area of Potential Effects for Archaeological History		Sheet 4 of 11
		Prepared by: [Faint text] Date: [Faint text]				



Legend

Area of Potential Effects for Architecture History

Area of Potential Effects for Architecture History

Street

Patterns

40 years old or greater

Less than 40 years old

Historic



0 100 200 300 400 Feet

Metro Transit C Line
Area of Potential Effects for
Architecture History



Sheet 5
of 11

Prepared by:
City of Los Angeles
Department of Transportation
Planning & Research
Unit



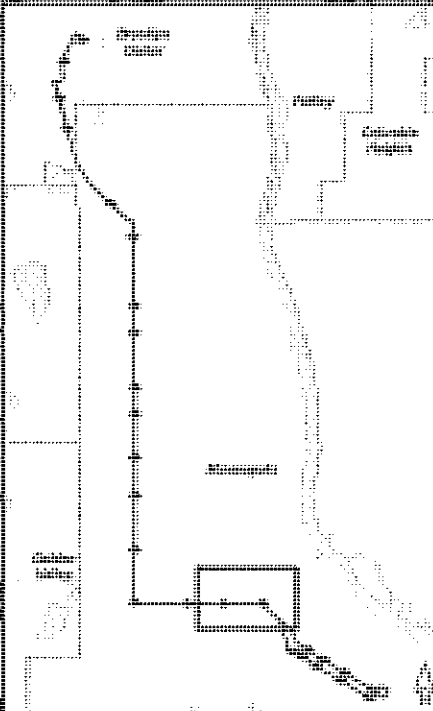
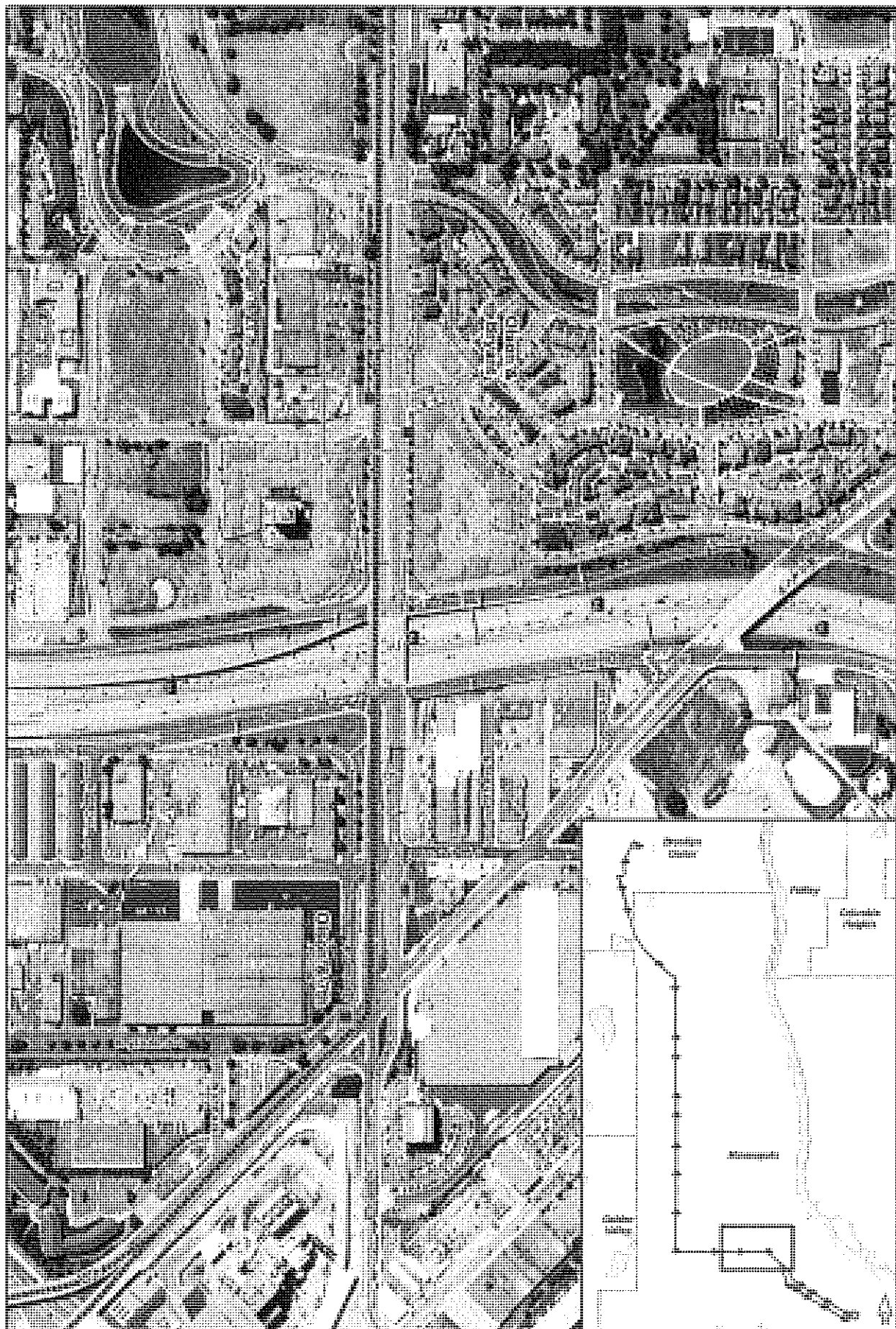
Legend --- 1/2 mile alignment --- Area of Potential Effects for Architectural History ■ Station		Percent ■ 40 percent or greater ■ Less than 40 percent ■ None	Metro Transit C Line Area of Potential Effects for Architectural History	Sheet 6 of 11
0 100 200 300 400 feet N				

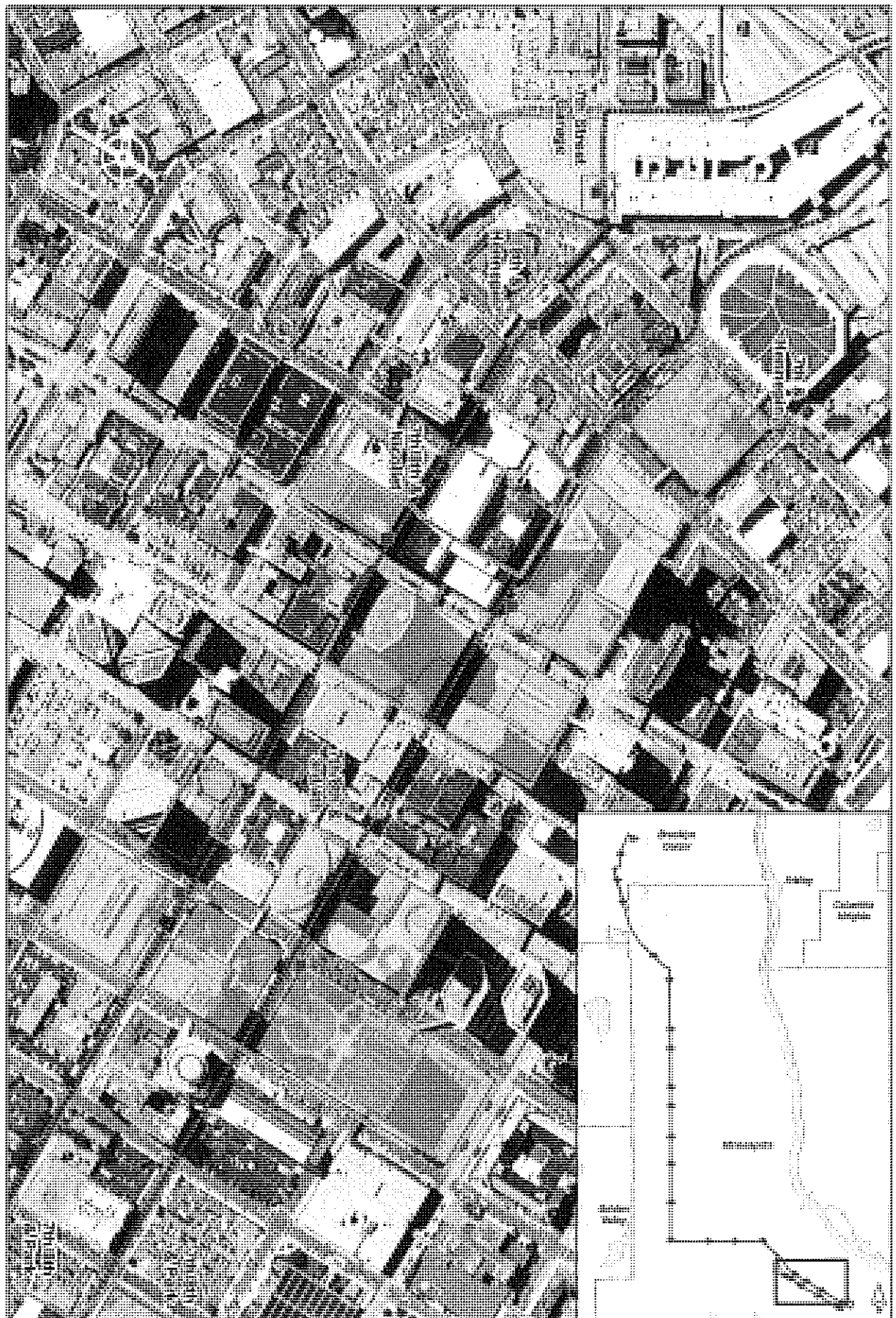


Legend Station: 1/2 mile segment Area of Potential Effects for Architectural History Station		Possible all potential to greater Limited all points and Minimal	 0 100 200 300 400 Feet	Metro Transit C Line Area of Potential Effects for Architectural History	Sheet 7 of 11
		Prepared by: Date:			



Legend Station: (Symbol) Area of Potential Effects for Architecture History: (Symbol) Station: (Symbol)		Parcel (Symbol) all parcels to separate (Symbol) Low-rise to 40 years old (Symbol) (Symbol)	Metro Transit C Line Area of Potential Effects for Architecture History 	Sheet 3 of 11 Project: (Text) Prepared by: (Text) Date: (Text)
1 inch = 100 feet 				





Legend

Wetlands: Contour

Area of Federal Lands for
Archaeological History

Shading

Parcels

6666: Acreage and to parcel

6666: Acreage and to parcel

6666: Acreage

1 inch = 200 feet

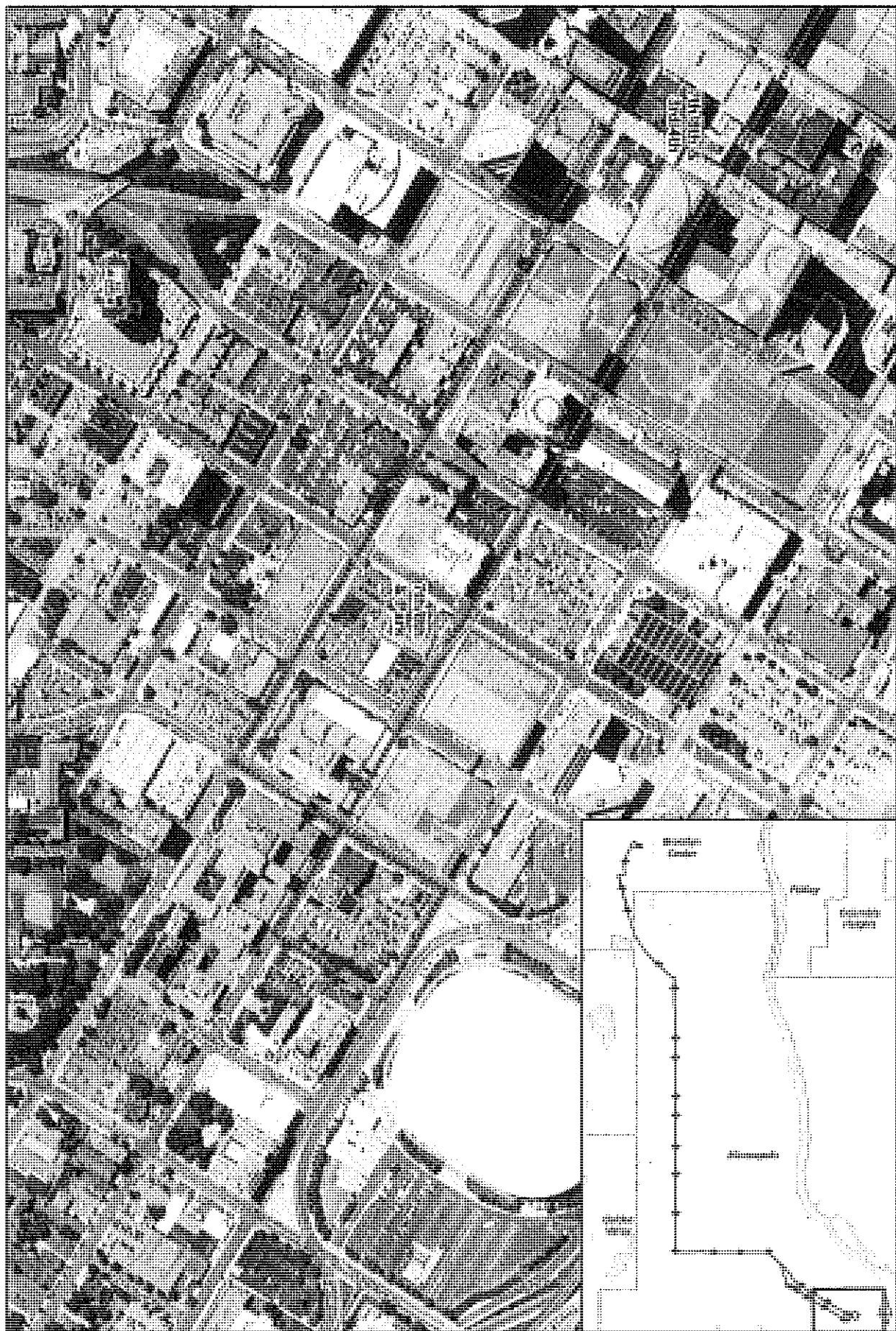


Metro Transit C Line
Area of Federal Lands for
Archaeological History



For information
on the location
of the project
see the map
in the book

Sheet 10
of 11



Legend Metro Transit C Line Area of Potential Effects for Architectural History Station		Parcels all-year-round or seasonal Less than 100 ft from city lot Island	Metro Transit C Line Area of Potential Effects for Architectural History	Sheet 11 of 11
Scale: 1" = 100'		North Arrow	Prepared by: [illegible] Date: [illegible] Project: [illegible]	[illegible]

Locations and Status of Shelters

Key to Colors for Shelter Improvements:

New shelter, none existing	Replace existing shelter in approximately same location	Relocation from adjacent corner
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#	Location	Adjacent Property Address	Shelter Improvements	Platform Improvements	Other Improvements
	Brooklyn Center Transit Center	2900 County Road 10 Minneapolis, MN 55430	No new shelter	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Xerxes & 56th	1300 Shingle Creek Crossing Brooklyn Center, MN 55430	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Xerxes & 56th	5601 Xerxes Ave N Brooklyn Center, MN 55430	Replace existing shelter in approximately same location	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Brooklyn Blvd & Hwy 100	5425 Xerxes Ave N Brooklyn Center, MN 55430	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Brooklyn Blvd & Hwy 100	5317 Brooklyn Blvd Brooklyn Center, MN 55429	Replace existing shelter in approximately same location	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Brooklyn & 51st	5100 Brooklyn Blvd Brooklyn Center, MN 55430	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Brooklyn & 51st	5120 Lilac Dr N Brooklyn Center, MN 55430	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Osseo & 46th	2501 46th Ave N Minneapolis, MN 55412	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Osseo & Victory Memorial Dr	2408 Victory Memorial Dr Minneapolis, MN 55412	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Penn & 43rd	4264 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Southbound Penn & 43rd	4301 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Penn & Dowling	3758 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Southbound Penn & Dowling	3803 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Penn & 36th	3600 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Southbound Penn & 36th	3555 Penn Ave N Minneapolis, MN 55412	Existing shelter north of 36th, new shelter south of 36th	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Penn & Lowry	3204 Penn Ave N Minneapolis, MN 55412	New shelter, none existing	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Penn & Lowry	3201 Penn Ave N Minneapolis, MN 55412	Replace existing shelter in approximately same location	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Penn & 29th	2824 Penn Ave N Minneapolis, MN 55411	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation

#	Location	Adjacent Property Address	Shelter Improvements	Platform Improvements	Other Improvements
	Southbound Penn & 29th	2903 Penn Ave N Minneapolis, MN 55411	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Penn & West Broadway	2125 West Broadway Minneapolis, MN 55411	No new shelter	No curb relocation	Pylon station marker, signage, and equipment installation
	Southbound Penn & West Broadway	2220 West Broadway Minneapolis, MN 55411	No new shelter	No curb relocation	Pylon station marker, signage, and equipment installation
	Northbound Penn & Golden Valley	1900 Penn Ave N Minneapolis, MN 55411	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Southbound Penn & Golden Valley	2201 Penn Ave N Minneapolis, MN 55411	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Penn & Plymouth	2100 Plymouth Ave N Minneapolis, MN 55411	Existing shelter south of Plymouth on Penn; new shelter north of Plymouth	Bumpout	Pylon station marker, signage, and equipment installation
	Southbound Penn & Plymouth	2201 Plymouth Ave N Minneapolis, MN 55411	Existing shelter on south side of Plymouth; new shelter north of Plymouth	Bumpout	Pylon station marker, signage, and equipment installation
	Northbound Olson & Penn	610 Penn Ave N Minneapolis, MN 55411	No new shelter (Shelter installed 2015 as part of independent project)	No curb relocation	Signage and equipment installation
	Southbound Olson & Penn	530 Penn Ave N Minneapolis, MN 55405	No new shelter	No curb relocation	Signage and equipment installation
	Northbound Olson & Humboldt	1300 Olson Memorial Hwy Minneapolis, MN 55411	No new shelter (Shelter installed 2015 as part of independent project)	No curb relocation	Signage and equipment installation
	Southbound Olson & Humboldt	525 Humboldt Ave N Minneapolis, MN 55405	No new shelter	No curb relocation	Signage and equipment installation
	Northbound Olson & Bryant	652 Bryant Ave N Minneapolis, MN 55411	New shelter, none existing	No curb relocation	Signage and equipment installation
	Southbound Olson & Bryant	901 Olson Memorial Hwy Minneapolis, MN 55405	No new shelter	No curb relocation	Signage and equipment installation
	Northbound Olson & 7th	615 7th St N Minneapolis, MN 55411	No new shelter	No curb relocation (Bumpout installed 2015)	Signage and equipment installation
	Southbound Olson & 7th	501 Royalston Ave N Minneapolis, MN 55405	No new shelter	No curb relocation (Bumpout installed 2015)	Signage and equipment installation
	7th Street Garage	29 9th St N Minneapolis, MN 55403	No new shelter	No curb relocation	Pylon station marker, signage, and equipment installation
	8th & Hennepin	800 Hennepin Ave Minneapolis, MN 55403	No new shelter	No curb relocation	Signage and equipment installation
	8th & Nicollet	800 Nicollet Mall Minneapolis, MN 55402	No new shelter	No curb relocation	Signage and equipment installation
	8th & 3rd	321 8th St S Minneapolis, MN 55402	No new shelter	No curb relocation	Signage and equipment installation
	8th & Park	801 Park Ave Minneapolis, MN 55404	No new shelter	No curb relocation	Signage and equipment installation

#	Location	Adjacent Property Address	Shelter Improvements	Platform Improvements	Other Improvements
	7th & Hennepin	600 Hennepin Ave Minneapolis, MN 55403	No new shelter	No curb relocation (Bumpout installed 2015)	Pylon station marker, signage, and equipment installation
	7th & Nicollet	629 Nicollet Mall Minneapolis, MN 55402	No new shelter	No curb relocation (Bumpout installed 2015)	Pylon station marker, signage, and equipment installation
	7th & 3rd	300 6th St S Minneapolis, MN 55487	New shelter, none existing	Bumpout	Pylon station marker, signage, and equipment installation
	7th & Park	716 7th St S Minneapolis, MN 55415	Replace existing shelter in approximately same location	Bumpout	Pylon station marker, signage, and equipment installation

STATE HISTORIC PRESERVATION OFFICE

August 13, 2015

Marisol Simon
Federal Transit Administration
Region V
200 West Adams St, Suite 320
Chicago, IL 60608

RE: C-Line Rapid Bus Transit Project
Brooklyn Center and Minneapolis, Hennepin County
SHPO Number: 2015-0320

Dear Ms. Simon:

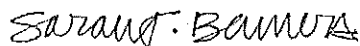
Thank you for the opportunity to comment on the above project. Information received in our office on 13 July 2015 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

As requested in your July 9th correspondence, we have completed our review of the *Section 106 Compliance Plan: C Line Bus Rapid Transit Project* (Plan), specifically the sections regarding the area of potential effects (APE) as described on pages 3-6 of the Plan and documented in the Plan's attachments - including the APE Map Sheets 1-11 and station improvement project descriptions.

In response, we agree that the APE is generally appropriate to take into account the potential effects of the proposed undertaking as we currently understand it. As the project's scope of work is further defined, or if it is significantly altered from the current scope, additional consultation with our office may be necessary in order to revise the current APE. For clarification, pursuant to 36 CFR 800.4(a) it is ultimately the Federal agency's responsibility to determine and document the area of potential effects in consultation with the SHPO/THPO and the final determination does not require concurrence from our office.

We look forward to continuing consultation on this project. Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by phone at 651-259-3456 or e-mail at sarah.beimers@mnhs.org.

Sincerely,



Sarah J. Beimers, Manager
Government Programs & Compliance



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2780
312-886-0351 (fax)

July 30, 2015

Jack Byers
Minneapolis Heritage Preservation Commission
Public Service Center
250 S. 4th Street, Room 300
Minneapolis, MN 55415

Dear Mr. Byers,

The Federal Transit Administration (FTA), in cooperation with Metro Transit and the Metropolitan Council, is proposing the C-Line arterial bus rapid transit (BRT) project. The C-Line will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) at 36 CFR Part 800. The FTA and Metro Transit/ Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location is enclosed and additional information is available at www.metrotransit.org/c-line-project.

The C-Line project proposes to improve existing bus service using existing travel lanes in a mixed traffic operation. Buses will run every 10 minutes and make limited stops at improved stations within transportation right-of-way, spaced roughly every ½ mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal priority, and specialized vehicles.

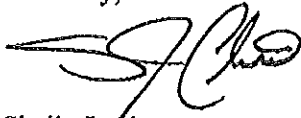
Participation in this process is voluntary and open to anyone with a demonstrated interest in the effect of the undertaking on properties listed in or eligible for listing in the National Register of Historic Places. This may include property owners, business owners, historic preservation groups, neighborhood associations, or others who are interested in historic resources and preservation. Additional information about the consultation process is published by the Advisory Council on Historic Preservation at <http://www.achp.gov/citizensguide.html>.

We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues for this project. Please direct your response to:

Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects your organization's interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,




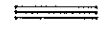
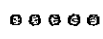
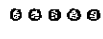
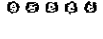



Sheila J. Clements
Director, Office of Planning and Program Development

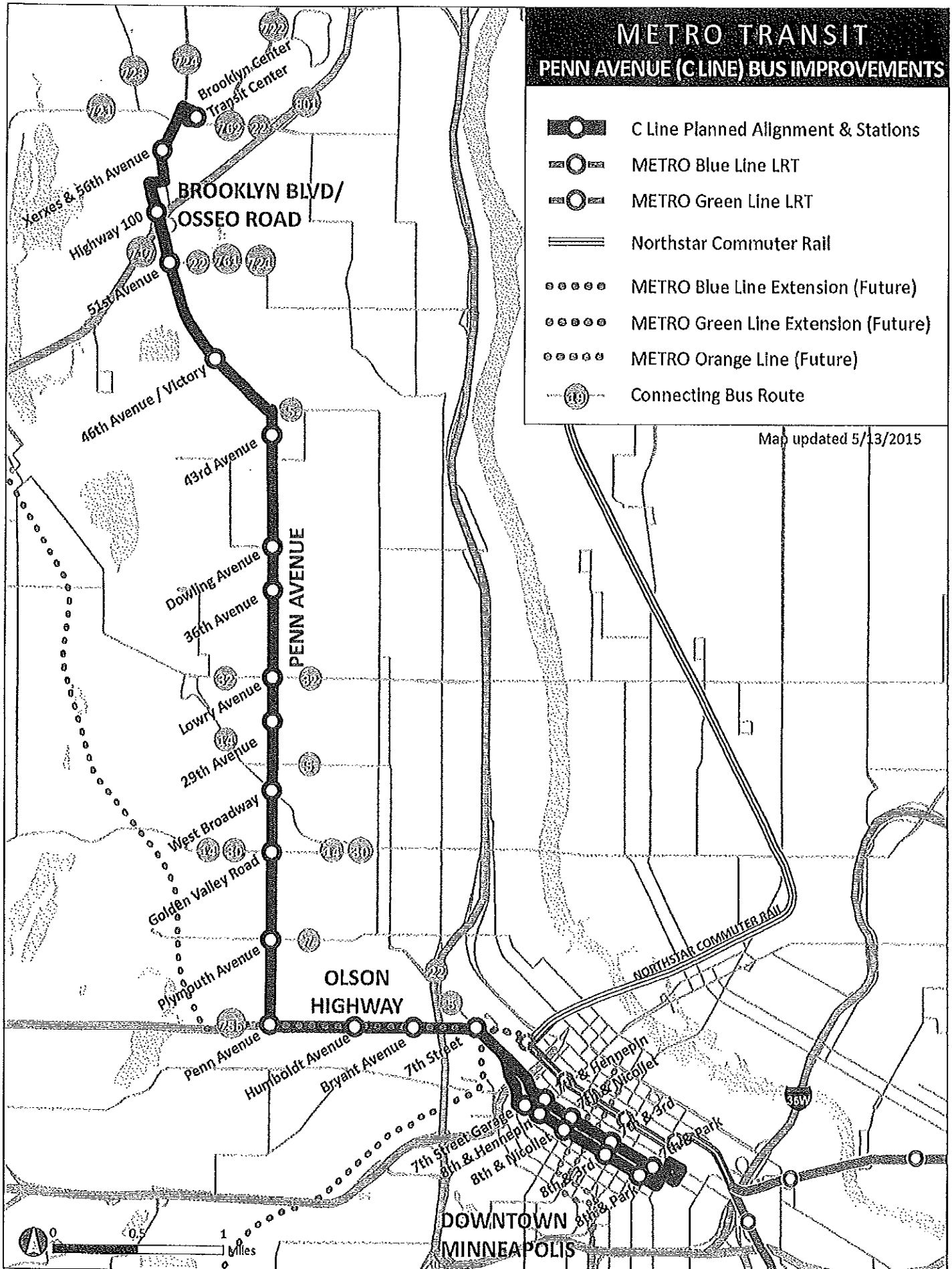
cc: Bill Wheeler, FTA
Mark Assam, FTA
Kay Hong, Metro Transit
Katie Roth, Metro Transit

Enclosure: Project Location Map

METRO TRANSIT PENN AVENUE (C LINE) BUS IMPROVEMENTS

-  C Line Planned Alignment & Stations
-  METRO Blue Line LRT
-  METRO Green Line LRT
-  Northstar Commuter Rail
-  METRO Blue Line Extension (Future)
-  METRO Green Line Extension (Future)
-  METRO Orange Line (Future)
-  Connecting Bus Route

Map updated 5/13/2015





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5263
312-353-2789
312-886-0351 (fax)

July 30, 2015

Vickie Schleuning, Assistant City Manager
City of Brooklyn Center
6301 Shingle Creek Pkwy
Brooklyn Center, MN 55430

Dear Ms. Schleuning,

The Federal Transit Administration (FTA), in cooperation with Metro Transit and the Metropolitan Council, is proposing the C-Line arterial bus rapid transit (BRT) project. The C-Line will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota.

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Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

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




Sheila J. Clements
Director, Office of Planning and Program Development

cc: Bill Wheeler, FTA
Mark Assam, FTA
Kay Hong, Metro Transit
Katie Roth, Metro Transit

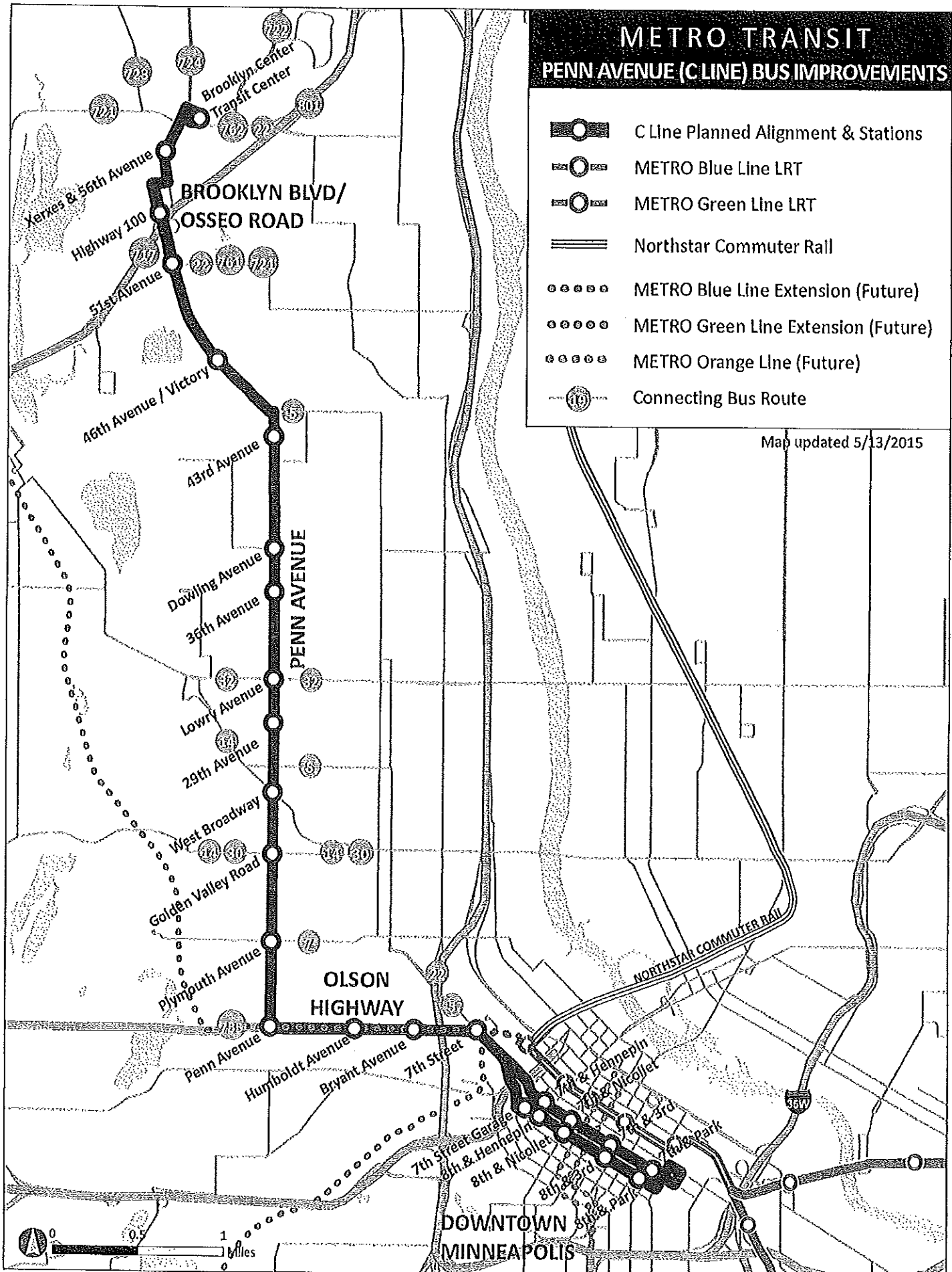
Enclosure: Project Location Map

METRO TRANSIT

PENN AVENUE (C LINE) BUS IMPROVEMENTS

-  C Line Planned Alignment & Stations
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-  Connecting Bus Route

Map updated 5/13/2015





U.S. Department
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

July 30, 2015

Kevin Jensvold, Chairperson
Upper Sioux Community
PO Box 147
Granite Falls, MN 56241

Dear Mr. Jensvold,

The Federal Transit Administration (FTA), in cooperation with Metro Transit and the Metropolitan Council, is proposing the C-Line arterial bus rapid transit (BRT) project. The C-Line will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota.

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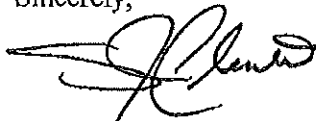
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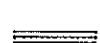

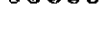
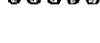
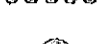


Sheila J. Clements
Director, Office of Planning and Program Development

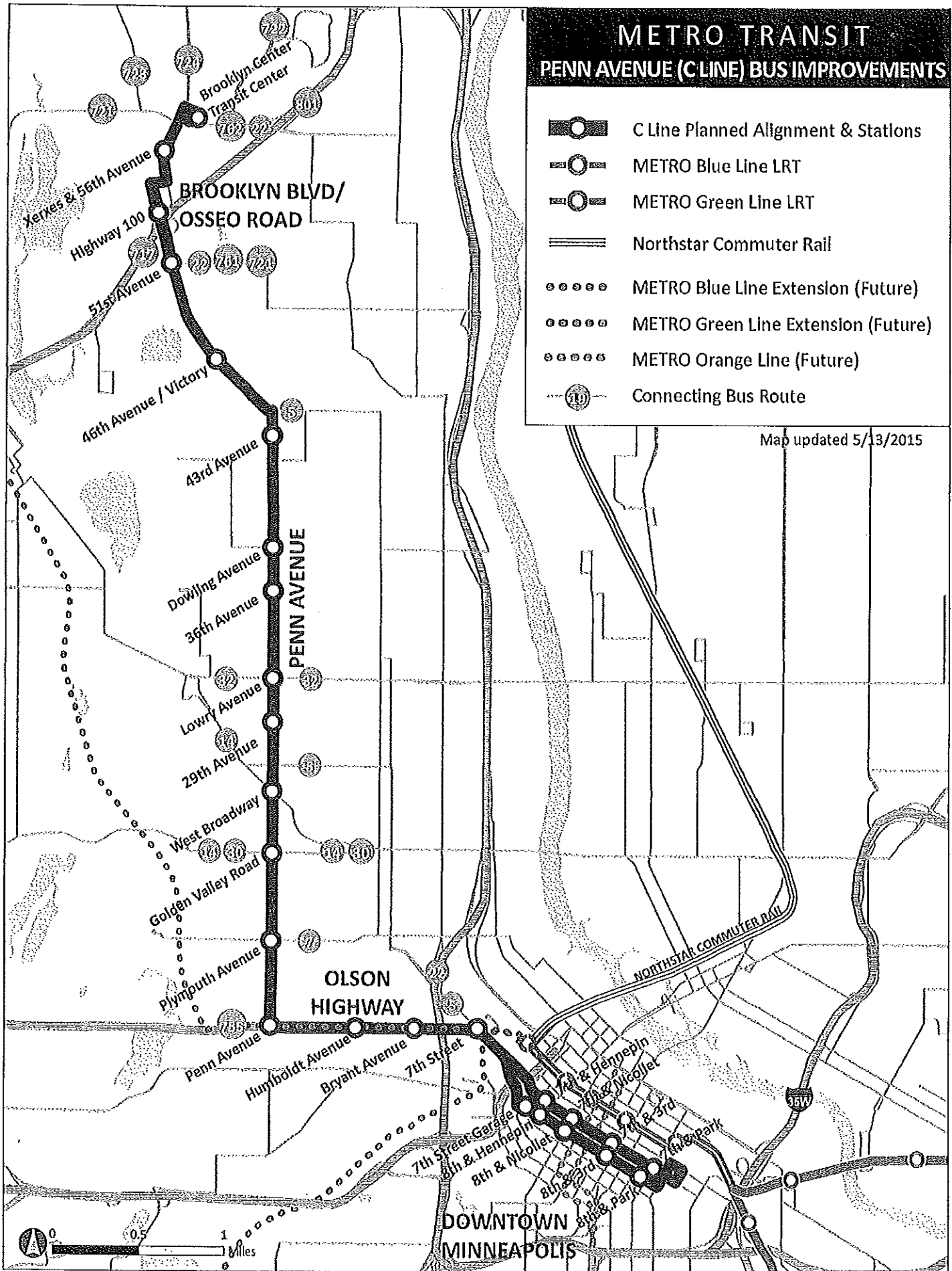
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Map updated 5/13/2015





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July 30, 2015

Myra Pearson, Chairperson
Spirit Lake Tribe
PO Box 359
Fort Totten, ND 58335

Dear Ms. Pearson,

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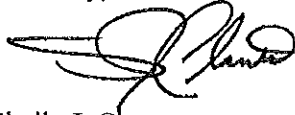
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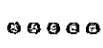
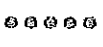



Sheila J. Clements
Director, Office of Planning and Program Development

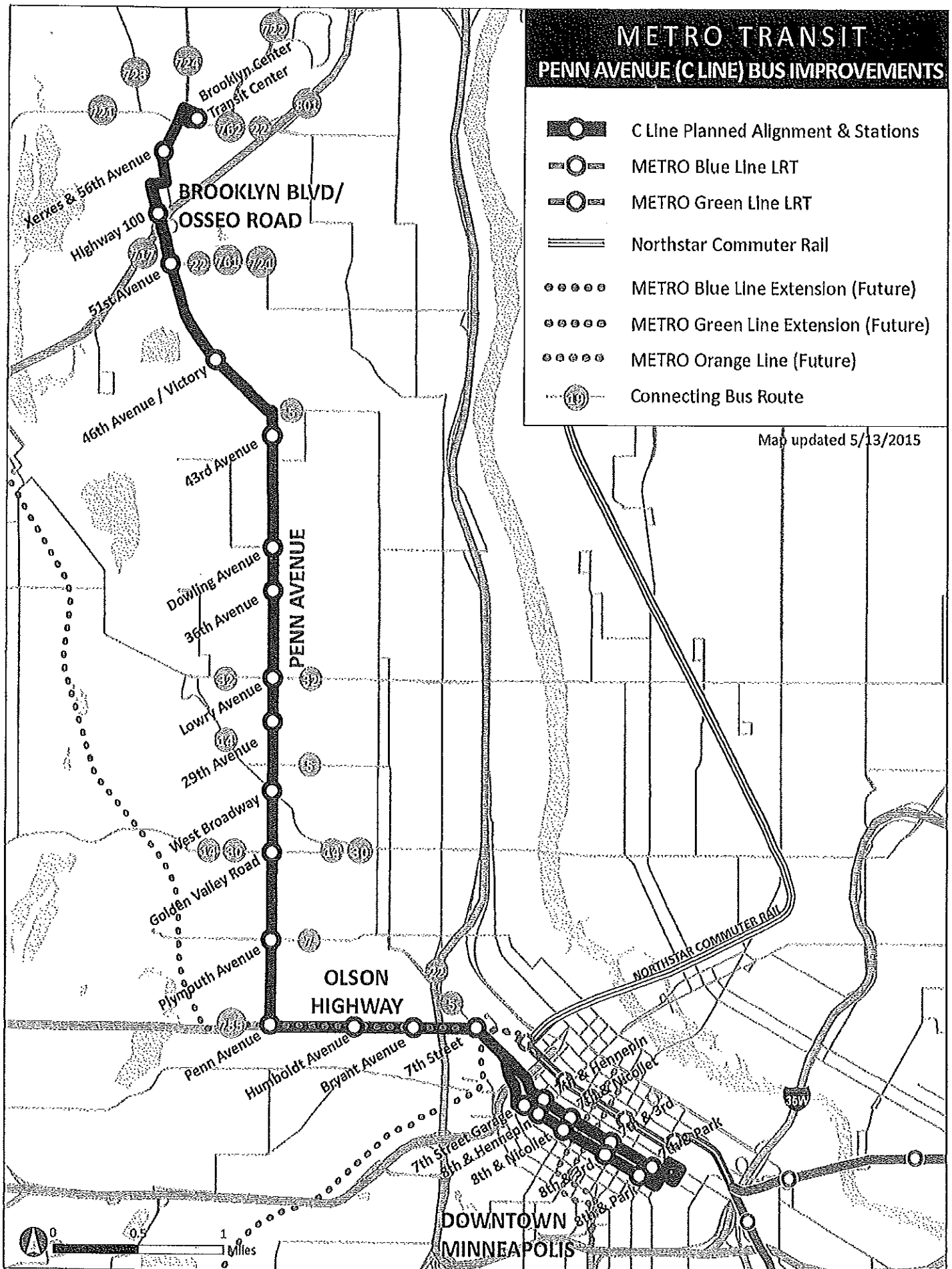
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July 30, 2015

Robert Shepard, Chairperson
Sisseton-Wahpeton Oyate of the Lake Traverse Reservation
PO Box 509
Agency Village, SD 57262

Dear Mr. Shepard,

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






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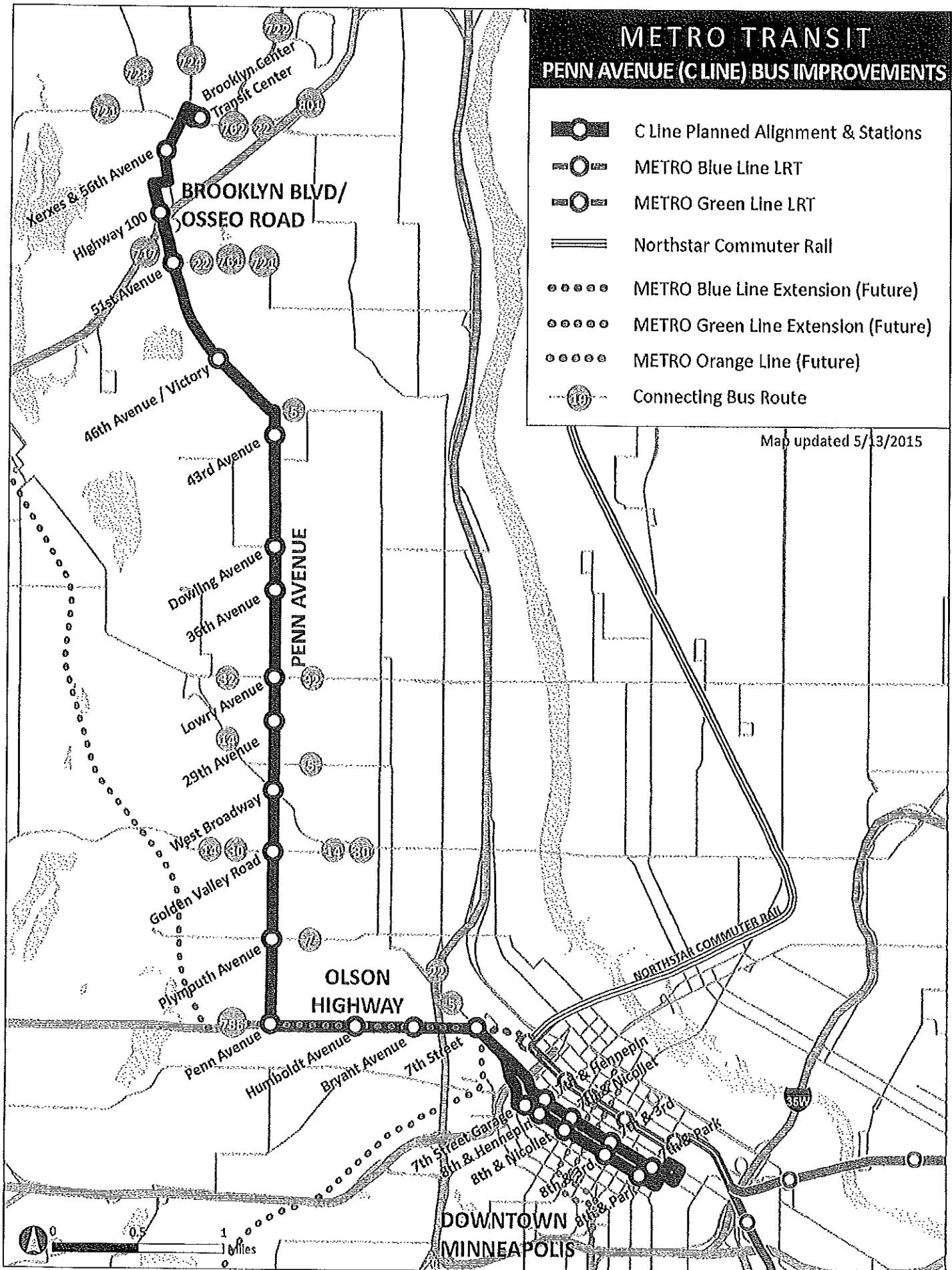
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July 30, 2015

Roger Trudell, Chairperson
Santee Sioux Nation
108 Spirit Lake Avenue West
Niobrara, NE 68760

Dear Mr. Trudell,

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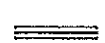


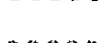



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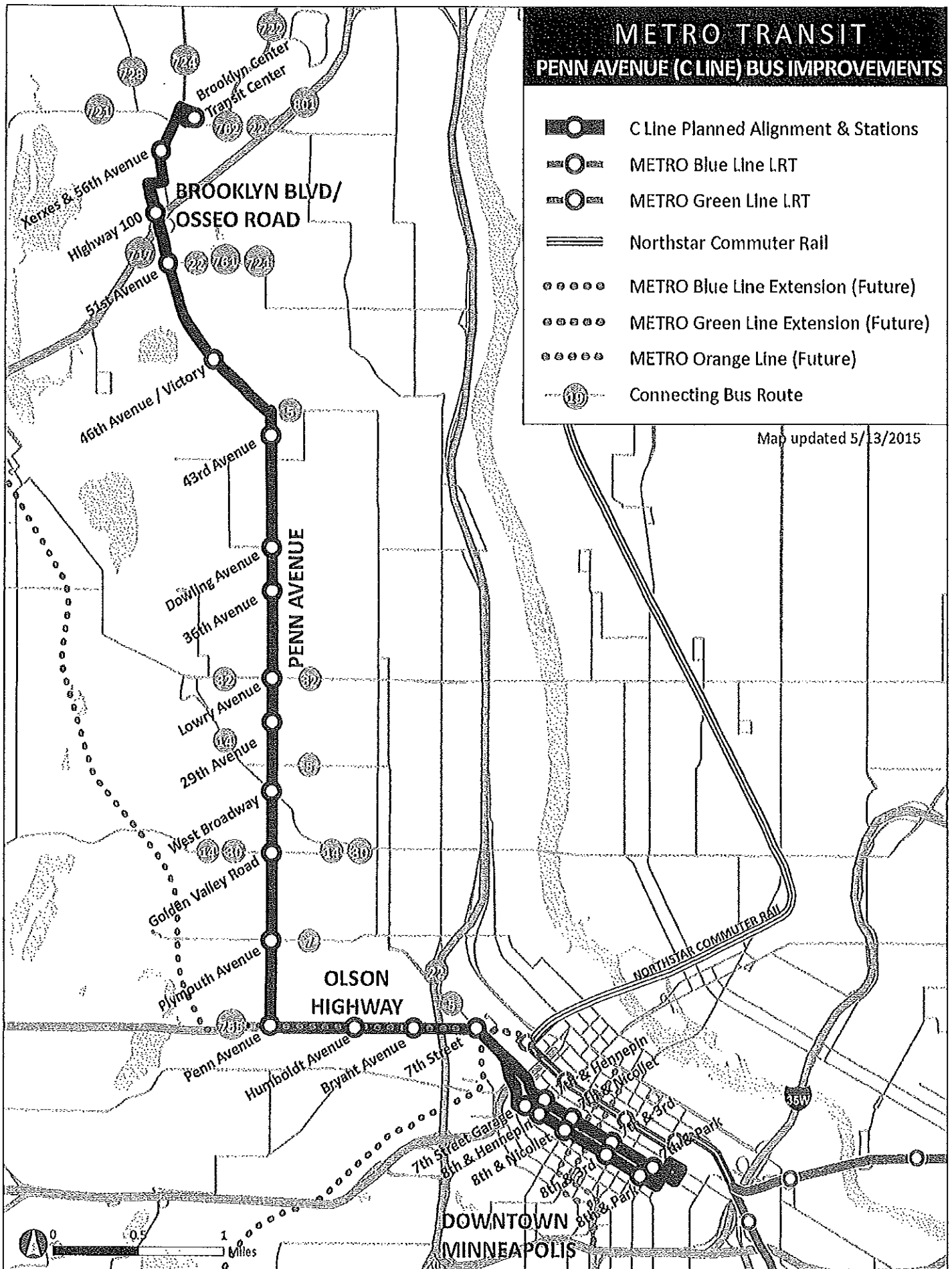
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July 30, 2015

Michael Bergervoet, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 56270

Dear Mr. Bergervoet,

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



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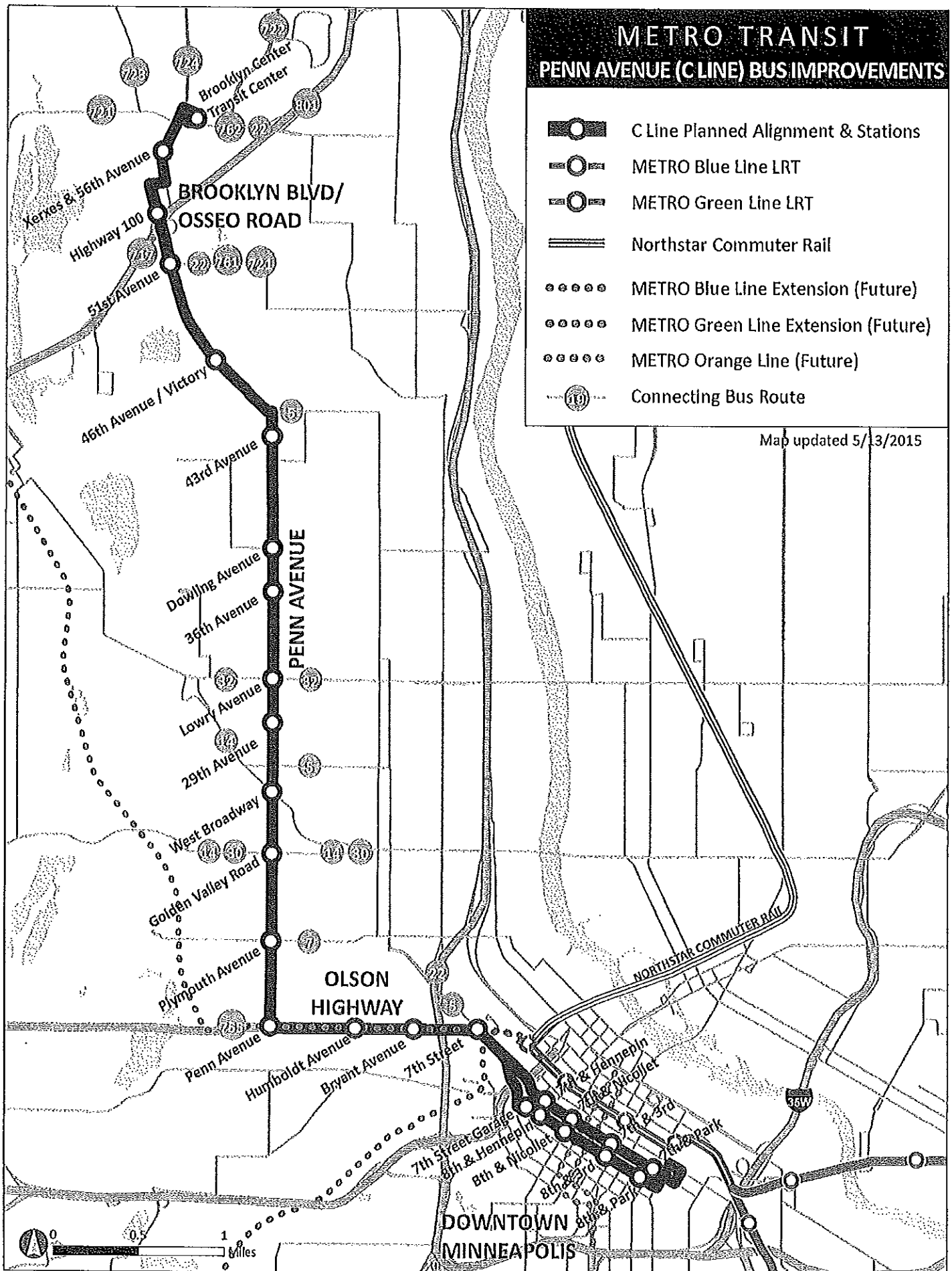
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July 30, 2015

Denny Prescott, President
Lower Sioux Indian Community of Minnesota
PO Box 308
39527 Res. Hwy. 1
Morton, MN 56270

Dear Mr. Prescott,

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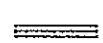






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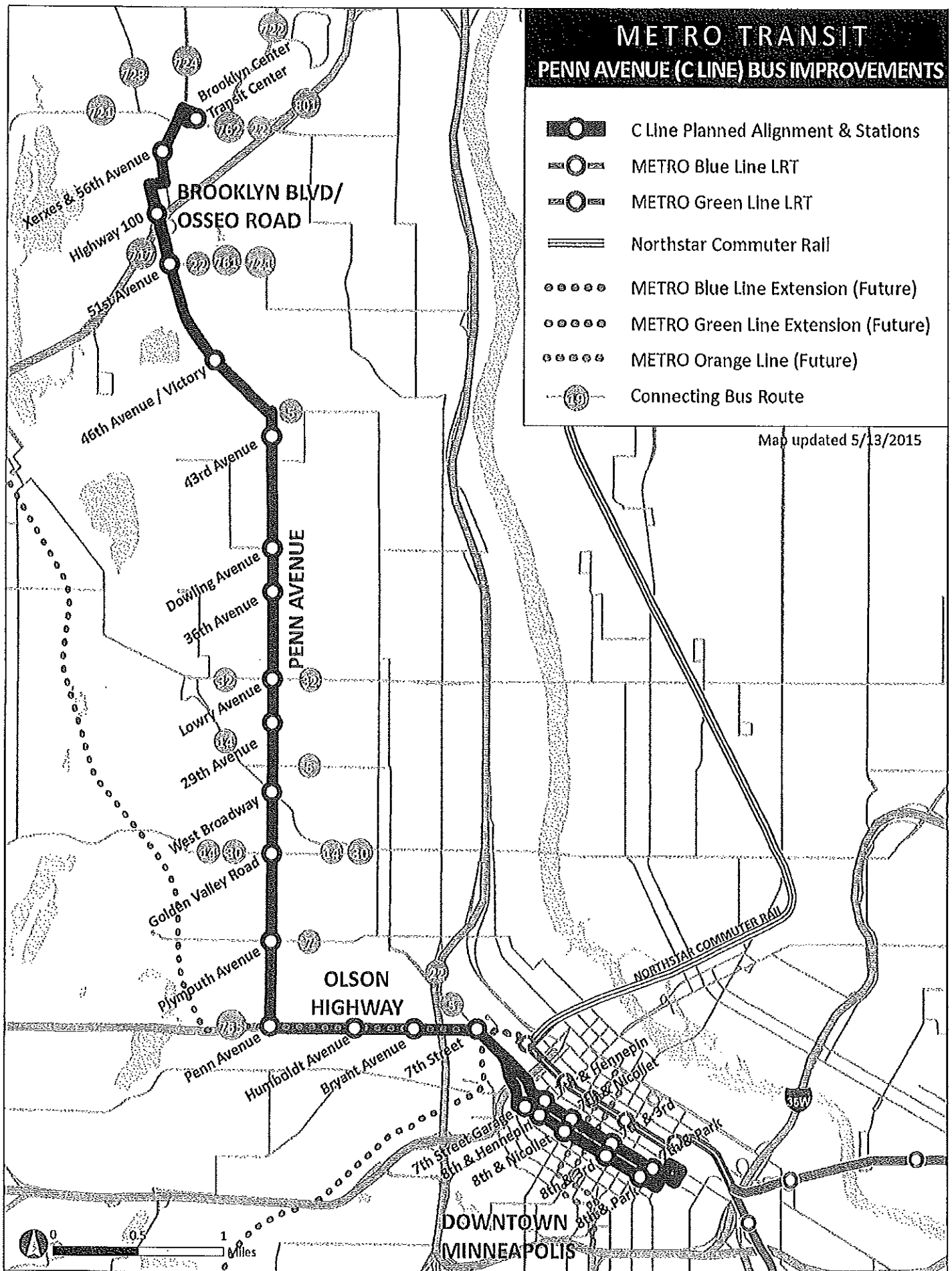
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July 30, 2015

Anthony Reider, President
Flandreau Santee Sioux Tribe of South Dakota
PO Box 283
Flandreau, SD 57028

Dear Mr. Reider,

The Federal Transit Administration (FTA), in cooperation with Metro Transit and the Metropolitan Council, is proposing the C-Line arterial bus rapid transit (BRT) project. The C-Line will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) at 36 CFR Part 800. The FTA and Metro Transit/ Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location is enclosed and additional information is available at www.metrotransit.org/c-line-project.

The C-Line project proposes to improve existing bus service using existing travel lanes in a mixed traffic operation. Buses will run every 10 minutes and make limited stops at improved stations within transportation right-of-way, spaced roughly every ½ mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal priority, and specialized vehicles.

Participation in this process is voluntary and open to tribal organizations with an interest in the effect of the undertaking on properties of traditional religious and cultural importance to an Indian Tribe. This may include any Indian tribal organization that may attach religious and cultural significance to historic properties that may be affected by a proposed undertaking, regardless of whether the property is located on or off tribal lands. Additional information about the consultation process is published by the Advisory Council on Historic Preservation at <http://www.achp.gov/citizensguide.html>.

We are requesting your assistance in identifying any areas with potential cultural and/or religious significance to your tribe which may be impacted by this proposed project, and any treaties with provisions that may cover the area affected by the project.

We would appreciate your response to this invitation within 30 days of receipt. If we do not hear from you within this time period, we will conclude that you have not identified any significant issues for this project. Please direct your response to:

Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects your Tribe's interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,






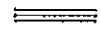


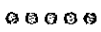

Sheila J. Clements
Director, Office of Planning and Program Development

cc: Bill Wheeler, FTA
Mark Assam, FTA
Kay Hong, Metro Transit
Katie Roth, Metro Transit

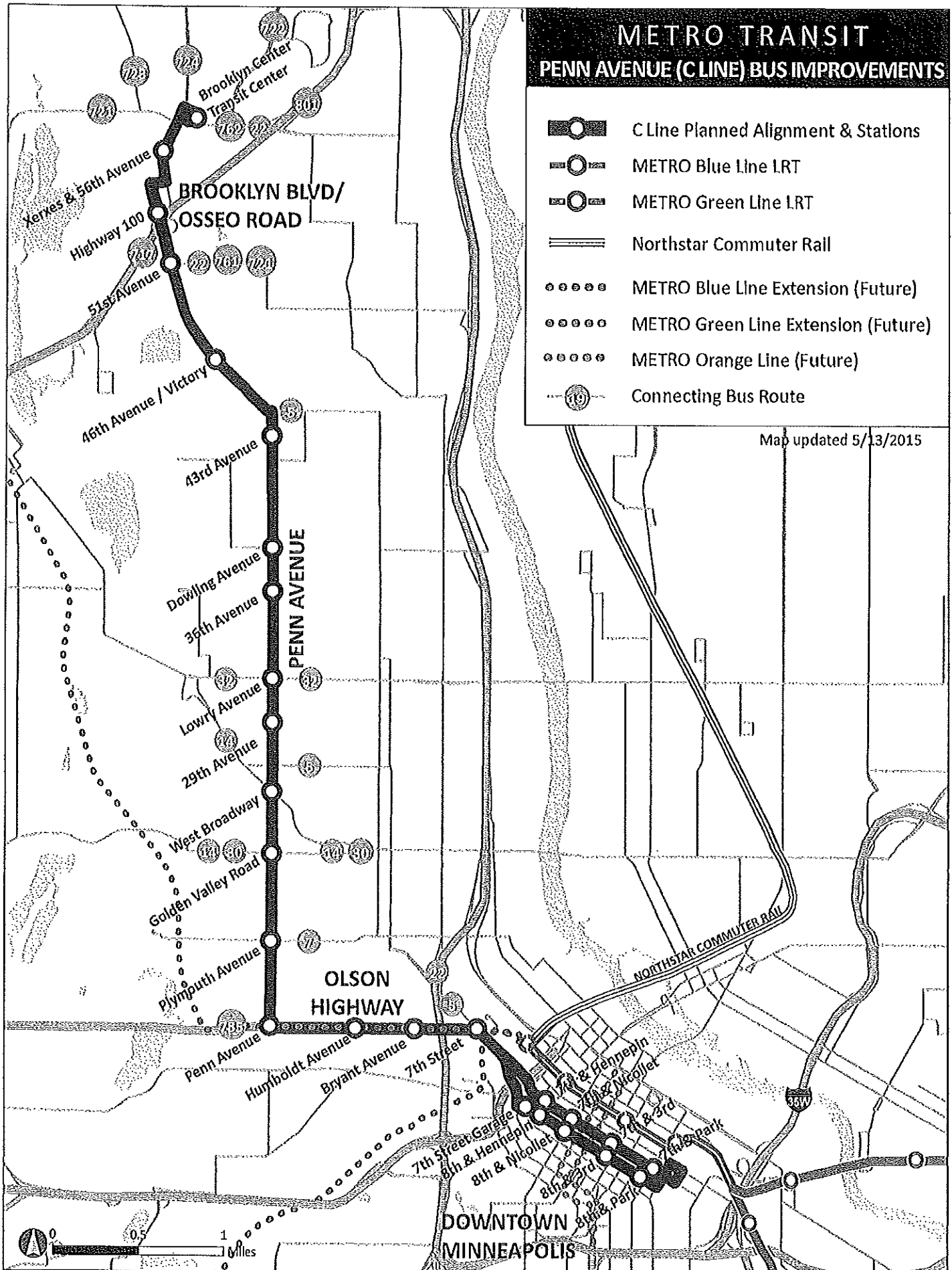
Enclosure: Project Location Map

METRO TRANSIT

PENN AVENUE (C LINE) BUS IMPROVEMENTS

-  C Line Planned Alignment & Stations
-  METRO Blue Line LRT
-  METRO Green Line LRT
-  Northstar Commuter Rail
-  METRO Blue Line Extension (Future)
-  METRO Green Line Extension (Future)
-  METRO Orange Line (Future)
-  Connecting Bus Route

Map updated 5/13/2015





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60608-5253
312-353-2789
312-886-0351 (fax)

July 30, 2015

Rusty Stafne, Chairperson
Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation
PO Box 1027
Poplar, MT 59255

Dear Mr. Stafne,

The Federal Transit Administration (FTA), in cooperation with Metro Transit and the Metropolitan Council, is proposing the C-Line arterial bus rapid transit (BRT) project. The C-Line will travel on 7th/8th Streets, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, 55th Avenue North, and Xerxes Avenue North in the cities of Minneapolis and Brooklyn Center, Minnesota.

The purpose of this letter is to initiate consultation with your organization under the implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) at 36 CFR Part 800. The FTA and Metro Transit/ Metropolitan Council will be preparing a Categorical Exclusion to evaluate potential environmental impacts of the project, and additional documentation to comply with Section 106 of the NHPA. A map of the project location is enclosed and additional information is available at www.metrotransit.org/c-line-project.

The C-Line project proposes to improve existing bus service using existing travel lanes in a mixed traffic operation. Buses will run every 10 minutes and make limited stops at improved stations within transportation right-of-way, spaced roughly every ½ mile. The project will not construct any dedicated busways. The project proposes to construct and deploy station platforms, enhanced shelters and amenities, transit signal priority, and specialized vehicles.

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Katie Roth, AICP
Project Manager, BRT/Small Starts
Metro Transit
707 16th Avenue South
Minneapolis, MN 55454
612-349-7772
katie.roth@metrotransit.org

We look forward to working with you on this project if it affects your Tribe's interests. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during preparation of the Categorical Exclusion, please contact Bill Wheeler at the FTA, 312-353-2639, william.wheeler@dot.gov. Thank you for your cooperation and interest in this project.

Sincerely,









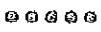

Sheila J. Clements
Director, Office of Planning and Program Development

cc: Bill Wheeler, FTA
Mark Assam, FTA
Kay Hong, Metro Transit
Katie Roth, Metro Transit

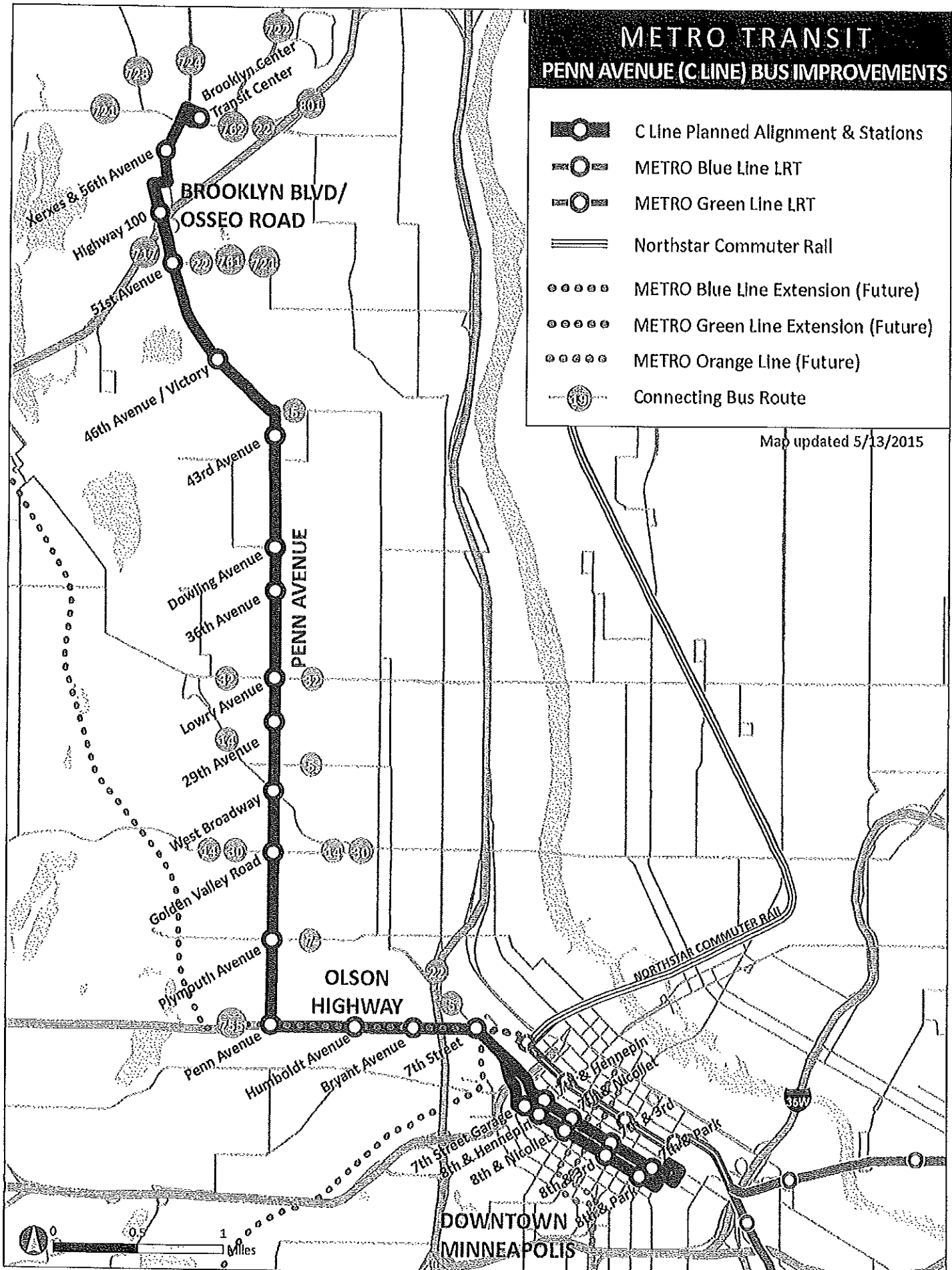
Enclosure: Project Location Map

METRO TRANSIT

PENN AVENUE (C LINE) BUS IMPROVEMENTS

-  C Line Planned Alignment & Stations
-  METRO Blue Line LRT
-  METRO Green Line LRT
-  Northstar Commuter Rail
-  METRO Blue Line Extension (Future)
-  METRO Green Line Extension (Future)
-  METRO Orange Line (Future)
-  Connecting Bus Route

Map updated 5/13/2015





**Minneapolis
Park & Recreation Board**

Administrative Offices
2117 West River Road
Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolis-parks.org

December 4, 2015

Scott Janowiak
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Dear Mr. Janowiak:

Thank-you for involving the Minneapolis Park and Recreation Board in the planning and design of Metro Transit's C Line bus rapid transit project. MPRB is interested in the interconnections between regional transit and regional park systems, and is therefore excited to work with you on a potential station in the vicinity of Victory Memorial Parkway and Osseo Road.

Though we understand that in the scenarios presented to date there would be no use of parkland, we believe there could be impacts to the historic resource of the National Register-eligible Grand Rounds.

We are therefore formally requesting that MPRB be included as a consulting party for the Section 106 process associated with the C Line project. We stand ready to provide necessary staff time to participate fully in this process.

Sincerely,

Adam Regn Arvidson, PLA, FASLA
Director of Strategic Planning
Minneapolis Park and Recreation Board

President
Liz Wielinski

Vice President
Scott Vreeland

Commissioners
Brad Bourn
John Erwin
Meg Forney
Steffanie Musich
Jon C. Olson
Anita Tabb
M. Annie Young

Superintendent
Jayne Miller

Secretary to the Board
Jennifer B. Ringold



Roth, Katie

From: William.Wheeler@dot.gov
Sent: Thursday, August 20, 2015 7:03 AM
To: Jack Byers
Cc: Jenifer.Hager@minneapolisismn.gov; Donald.Pflaum@minneapolisismn.gov; James.Voll@minneapolisismn.gov; Beth Elliott; Roth, Katie; Sheila.Clements@dot.gov
Subject: RE: Minneapolis C-Line Section 106 process

Mr. Byers,

Thank you for agreeing to participate as a consulting party for the Section 106 process of the C Line Bus Rapid Transit Project. The FTA concurs and hereby offers consulting party status to the City of Minneapolis.

The Metropolitan Council/Metro Transit, will share with you copies of all Section 106 documents related to this project.

If you have any questions, you can contact me at (312) 353-2639 or William.Wheeler@dot.gov, or Katie Roth with Metro Transit at (612) 349-7772 or Katie.Roth@metrotransit.org.

Thanks,
Bill

Bill Wheeler
Community Planner
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606
Phone: 312.353.2639
Fax: 312.886.0351
Email: William.Wheeler@dot.gov

From: Byers, Jack P. [<mailto:Jack.Byers@minneapolisismn.gov>]
Sent: Tuesday, August 18, 2015 9:16 AM
To: katie.roth@metrotransit.org
Cc: Wheeler, William (FTA); Hager, Jenifer A; Pflaum, Donald C.; Voll, Jim G.; Elliott, Beth M.
Subject: Minneapolis C-Line Section 106 process

Hi Katie, I'm writing in response to a recent letter from Sheila Clements of the FTA. The City of Minneapolis understands that for the C-Line project, the FTA and MetroTransit will prepare a Categorical Exclusion in relation to the Section 106 process. We would like to participate in the consulting process as necessary. Please include Jim Voll, Beth Elliott, and myself in further communications on this matter. Thank you Katie, Jack

Jack Byers, Ph.D., AICP
Long Range Planning Manager

City of Minneapolis – Community Planning and Economic Development
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534
www.minneapolisismn.gov/cped
612-673-2634

From: Vanessa.Adams@dot.gov [mailto:Vanessa.Adams@dot.gov]
Sent: Tuesday, December 15, 2015 3:00 PM
To: Janowiak, Scott <Scott.Janowiak@metrotransit.org>
Subject: RE: C Line: Section 106 Consultation Request, Minneapolis Park and Recreation Board

Scott,

I have been advised that we do not have a formal acceptance process. So this is just letting you know that we acknowledge Minneapolis Park and Recreation Board as a consulting party. Please be sure to add them to your distribution list for receiving documents related to this project for comment.

Thanks.

From: Janowiak, Scott [<mailto:Scott.Janowiak@metrotransit.org>]
Sent: Wednesday, December 09, 2015 9:51 AM
To: Adams, Vanessa (FTA)
Subject: RE: C Line: Section 106 Consultation Request, Minneapolis Park and Recreation Board

Hi Vanessa,

Writing to follow-up on the consultation request from the Minneapolis Park & Recreation Board below. Let me know if you need anything else to process this request.

Thanks,
Scott

Scott Janowiak
Planner, BRT/Small Starts
Metro Transit
612.341.5733 | scott.janowiak@metrotransit.org

From: Janowiak, Scott
Sent: Monday, December 07, 2015 7:31 AM
To: 'Vanessa.Adams@dot.gov' <Vanessa.Adams@dot.gov>
Cc: 'Arvidson, Adam R.' <AArvidson@minneapolisparcs.org>; Roth, Katie <Katie.Roth@metrotransit.org>
Subject: C Line: Section 106 Consultation Request, Minneapolis Park and Recreation Board

Hi Vanessa,

Attached is a brief letter from the Minneapolis Park and Recreation Board (MPRB) requesting Section 106 consultation on the C Line bus rapid transit project. Please let me know if you need additional information to concur and offer consulting party status to the MPRB. MPRB Director of Strategic Planning Adam Arvidson is also cc'd to this email.

Thank you,
Scott

Scott Janowiak
Planner, BRT/Small Starts
Metro Transit
612.341.5733 | scott.janowiak@metrotransit.org



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

February 24, 2016

Sarah Beimers, Manager
Government Programs and Compliance
Minnesota State Heritage Preservation Office
Minnesota Historical Society
345 Kellogg Boulevard West
Saint Paul, MN 55102

Re: Metropolitan Council, Metro Transit C Line Project, Minneapolis and Brooklyn Center,
Minnesota – Section 106 Determination of Effects

Dear Ms. Beimers:

On October 16, 2014, the Federal Transit Administration (FTA) initiated Section 106 consultation with the Minnesota State Historic Preservation Office (MnSHPO) for the proposed C Line Project in accordance with 36 CFR § 800 – Historic Properties and the National Historic Preservation Act (NHPA). The Metro Transit division of the Metropolitan Council is proposing to develop the C Line, an enhanced bus project that will use existing travel lanes on South 7th Street, South 8th Street, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, and Xerxes Avenue in the cities of Minneapolis and Brooklyn Center.

In correspondence dated July 9, 2015, FTA provided MnSHPO with the area of potential effects (APE) for the proposed C Line project. The APE is noncontiguous and includes the properties adjacent to and visible from each of the identified station platform locations that are expected to receive enhancements. The MnSHPO concurred with the APE in a letter dated August 13, 2015.

On July 30, 2015, FTA sent invitations to potential Section 106 consulting parties, including the Minneapolis Heritage Preservation Commission (HPC), the City of Brooklyn Center, and tribal organizations. The Minneapolis HPC accepted in August 2015 and the Minneapolis Park and Recreation Board (MPRB) was added as a consulting party in December 2015.

Enclosed are two documents completed by Summit Envirosolutions, Inc. (Summit). The first, *Phases I and II Architectural History Survey for the C Line Bus Rapid Transit Project, Brooklyn Center and Minneapolis, Hennepin County, Minnesota* provides an inventory and analysis of properties within the C Line APE and recommendations for eligibility within the National Register of Historic Places (NRHP). During the Phase I survey, a total of 118 properties were inventoried within the C Line APE. Of those Phase I properties, 14 properties warranted additional Phase II analysis regarding their eligibility for listing in the NRHP.

Re: Metropolitan Council, Metro Transit C Line Project, Minneapolis and Brooklyn Center, Minnesota – Section 106 Determination of Effects

In addition, two properties within the APE are currently listed in the NRHP. The results of the Phase I and II studies and Summit's recommendations are presented in the table below.

Table 1: Phase I and Phase II architectural history study results

Property Name	NRHP Status	C Line Station
Crystal Lake Cemetery and Crystal Lake Cemetery Chapel	Not Eligible	Penn & Dowling
Victory Memorial Parkway	Eligible, Criteria A, B and C (station removed from project consideration)	Osseo & 46th/Victory
Olson Memorial Parkway	Not Eligible	Olson & Penn
Floyd B. Olson Memorial Statue	Eligible, Criterion C	Olson & Penn
Pence Automobile Company	Listed, Criterion A (station removed from project consideration)	8th Street & Hennepin
Lincoln Bank Building	Listed, Criterion A (station removed from project consideration)	8th Street & Hennepin
Girard Terrace West	Not Eligible	Olson & Humboldt
State Theatre	Eligible, Criteria A and C (station removed from project consideration)	8th Street & Hennepin
Midwest Plaza	Not Eligible*	8th Street & Nicollet
IDS Center	Eligible, Criteria A and C and Consideration G	8th Street & Nicollet
Dayton's Department Store	Eligible, Criterion A	8th Street & Nicollet
Norwest Center Tower	Eligible, Criteria A and C and Consideration G	7th Street & Nicollet
Minneapolis Club	Eligible, Criterion A	8th Street & 3rd/4th Avenue
St. Olaf Catholic Church	Eligible, Criterion C and Consideration A	8th Street & 3rd/4th Avenue
Hennepin County Government Center	Not Eligible	7th Street & 3rd Avenue
Hennepin County Medical Center	Not Eligible	7th Street & Park

*Note: Midwest Plaza was evaluated for NRHP eligibility as part of the Nicollet-Central Modern Streetcar Section 106 review, and the Cultural Resources Unit of the Minnesota Department of Transportation has made a finding of not eligible.

As summarized in Table 1 above, eight properties within the APE are recommended as eligible for listing in the NRHP, and two properties are currently listed in the NRHP. However, the Phases I and II architectural history studies included three station locations no longer under consideration: the Brooklyn & Hwy 100 station consisting of two platforms, the Osseo & 46th/Victory station consisting of two platforms, and the 8th Street & Hennepin station consisting of a single platform. The C Line project now includes 37 proposed platform

Re: Metropolitan Council, Metro Transit C Line Project, Minneapolis and Brooklyn Center,
Minnesota – Section 106 Determination of Effects

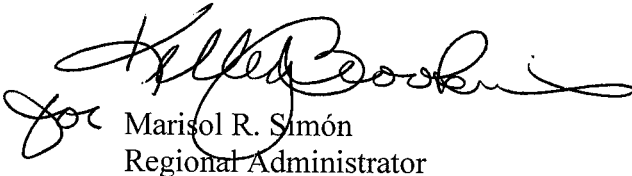
locations. These three stations have been eliminated as a result of the project development process and are no longer being considered for C Line construction. These station locations may be reconsidered as part of the upcoming planning phase for the separate D Line project (existing Route 5 of the Chicago/Emerson-Fremont corridor).

The second enclosure, *Assessment of Effects on Historic Properties – C Line BRT Project*, outlines recommendations and supporting analysis for no adverse effect findings regarding the 10 aforementioned properties on or eligible for the NRHP. In compliance with Section 106 of the NHPA, and in accordance with the procedures related to the identification of historic properties described in the implementing regulations at 36 CFR § 800, based on the aforementioned documentation, FTA has determined the following for the proposed C Line Project: there are 10 properties on or eligible for the NRHP within the APE; and there will be no adverse effect on these historic properties. Pursuant to 36 CFR § 800, FTA is seeking MnSHPO concurrence with the eligibility and effects determinations within 30 days of receipt of this letter.

During the 30-day period, the Metropolitan Council/Metro Transit will share copies of all Section 106 documents related to this proposed project with the Minneapolis HPC and MPRB, and will coordinate to schedule a consultation meeting with them, FTA, and MnSHPO. FTA looks forward to continued consultation with your agency.

If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Reggie Arkell at 312-886-3704 or reginald.arkell@dot.gov. Thank you for your assistance.

Sincerely,



Marisol R. Simón
Regional Administrator

ec: Reggie Arkell, FTA
Katie Roth, Metro Transit
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit
Jack Byers, City of Minneapolis
Beth Elliott, City of Minneapolis
Jim Voll, City of Minneapolis
Adam Arvidson, Minneapolis Park and Recreation Board

att: Phases I and II Architectural History Survey for the C Line Bus Rapid Transit Project,
Brooklyn Center and Minneapolis, Hennepin County, Minnesota
Assessment of Effects on Historic Properties – C Line BRT Project

**PHASES I AND II ARCHITECTURAL HISTORY SURVEY FOR THE
C LINE BUS RAPID TRANSIT PROJECT, BROOKLYN CENTER
AND MINNEAPOLIS, HENNEPIN COUNTY, MINNESOTA**

FINAL REPORT

Summit Project No. 2245-0001

Authorized and Sponsored by:
Metro Transit Division of the Metropolitan Council
and the Federal Transit Administration

Submitted by:
Summit Envirosolutions, Inc.
1217 Bandana Boulevard North
St. Paul, Minnesota 55108

Principal Investigator: Andrew J. Schmidt

Report Authors: Sara Nelson, Marjorie Pearson, and Andrew J. Schmidt

FEBRUARY 2016

MANAGEMENT SUMMARY

The Metro Transit division of Metropolitan Council is proposing to develop the C Line Bus Rapid Transit (BRT) project. The C Line is an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel between the Brooklyn Center Transit Center and downtown Minneapolis primarily on Brooklyn Boulevard/Osseo Road, Penn Avenue North, Olson Memorial Highway, and 7th/8th Streets. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways.

Because the C Line project will seek funding from the Federal Transit Administration (FTA), it will comply with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Metro Transit contracted with Summit Envirosolutions, Inc. (Summit) to complete Phases I and II architectural history studies. The purpose of the Phase I survey was to identify any architectural history properties within the C Line project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). Phase II evaluations were completed for potentially eligible properties in order to reach agreement regarding their NRHP eligibility. The architectural history study was also conducted in accordance with the Minnesota Historic Sites Act.

The C Line project is located in Brooklyn Center and Minneapolis, Hennepin County. The following table lists the Townships, Ranges, and Sections.

City	Township	Range	Section	Quarter-Quarter
Brooklyn Center	118N	21W	2	SW-NW
Brooklyn Center	118N	21W	3	NE-SE; SE-NE; SE-SE
Brooklyn Center	118N	21W	10	NE-NE; NE-SE; SE-NE
Minneapolis	118N	21W	11	NW-SW; SE-SW; SW-NW; SW-SW
Minneapolis	118N	21W	14	NE-NW; NW-NE
Minneapolis	29N	24W	4	NW-NW; NW-SW; SW-NW; SW-SW
Minneapolis	29N	24W	5	NE-NE; NE-SE; SE-NE; SE-SE
Minneapolis	29N	24W	8	NE-NE; NE-SE; SE-NE; SE-SE
Minneapolis	29N	24W	9	NW-NW; NW-SW; SW-NW; SW-SW
Minneapolis	29N	24W	16	NW-NW; NW-SW; SW-NW; SW-NW; NW-SW
Minneapolis	29N	24W	17	NE-NE; NE-SE; SE-NE; SE-NE; SE-SE
Minneapolis	29N	24W	20	NE-NE; NE-SE; SE-NE
Minneapolis	29N	24W	21	NE-SE; NE-SW; NW-NW; NW-SE; NW-SW; SE-NE; SE-NW; SW-NE; SW-NW
Minneapolis	29N	24W	22	NE-SW; NW-SW; SE-SE; SE-SW; SW-NW; SW-SE
Minneapolis	29N	24W	26	NW-NW; SE-NW; SW-NW
Minneapolis	29N	24W	27	NE-NE; NW-NE

The APE for architectural history accounts for possible changes to surrounding properties resulting from the project. The APE comprises 271 acres (110 hectares).

Andrew Schmidt served as Principal Investigator, and two additional architectural historians contributed to the study (see Appendix A). The Phase I investigation included both a literature search and field survey component. The architectural history field survey consisted of a pedestrian survey of all buildings and structures within the architectural history APE to identify and record buildings and structures 45 years in age or older. In addition, a Phase II study was completed for properties potentially eligible for listing in the NRHP. The architectural history studies are summarized in the following table and described below.

Architectural History Studies Results

Number of Properties in Phase I Survey	118
Number of Phase II Properties	14
Number of Properties Currently listed in the NRHP	2
Number of Properties Recommended Eligible for Listing	8

Properties included in the Phase I architectural history survey include: 37 commercial buildings (banks, offices, retail, filling stations, shopping centers, and store-and-flats); 63 residences (single family, duplexes, apartments); four skyways associated with a commercial building; two theaters; two healthcare clinics; and one each of the following: greenhouse, cemetery and chapel, memorial statue, highway, landscaped parkway, landscape feature, church, social club and its parking garage, government building, and hospital. Two of these properties are listed in the NRHP. In addition, properties that had potential to meet at least one of the NRHP Criteria of Significance and retained historic integrity were recommended as potentially eligible for listing in the NRHP, and Phase II evaluations were completed for them. Fourteen properties were evaluated at the Phase II level (see Tables 2 and 3, pages 29-34). Appendix C depicts the APE areas, as well as the locations of properties surveyed during the Phase I, properties not surveyed because they were less than 45 years old, Phase II properties, and National Register properties. In addition, Appendix D includes the Phase II evaluation of Midwest Plaza, which was completed separately as part of the Nicollet-Central Modern Streetcar Section 106 review.

Based on the Phase II evaluations, eight properties within the APE are recommended as eligible for listing in the NRHP: Victory Memorial Parkway, Floyd B. Olson Memorial Statue, State Theatre, St. Olaf Catholic Church, Minneapolis Club, IDS Center, Dayton's Department Store, and Norwest Center. Two properties within the APE are currently listed in the NRHP: the Lincoln Bank Building and the Pence Automobile Company Building.

TABLE OF CONTENTS

MANAGEMENT SUMMARY	i
LIST OF FIGURES	v
1.0 INTRODUCTION.....	1
2.0 METHODS	8
2.1 OBJECTIVES.....	8
2.2 AREA OF POTENTIAL EFFECTS.....	8
2.3 LITERATURE SEARCH	8
2.4 PHASE I SURVEY	9
2.5 PHASE II EVALUATIONS	9
3.0 LITERATURE SEARCH RESULTS.....	12
3.1 PREVIOUS INVESTIGATIONS.....	12
3.2 HISTORIC CONTEXTS	17
4.0 FIELDWORK RESULTS.....	29
4.1 SUMMARY	29
4.2 INVENTORIED PROPERTIES.....	35
5.0 PHASE II EVALUATIONS	138
5.1 CRYSTAL LAKE CEMETERY AND CHAPEL (HE-MPC-8242).....	138
5.2 VICTORY MEMORIAL PARKWAY (HE-MPC-01888).....	145
5.3 FLOYD B. OLSON MEMORIAL HIGHWAY (HE-RDW-001)	146
5.4 FLOYD B. OLSON MEMORIAL STATUE (HE-MPC-9013)	147
5.5 GIRARD TERRACE WEST (PARK PLAZA) APARTMENTS (HE-MPC-10153 AND HE-MPC-10055) 148	
5.6 STATE THEATRE (HE-MPC-0438).....	153
5.7 IDS CENTER (HE-MPC-0367, HE-MPC-9857);.....	155
5.8 DAYTON'S (MACY'S) DEPARTMENT STORE (HE-MPC-5099).....	158
5.9 NORWEST CENTER TOWER (HE-MPC-16697)	159
5.10 MINNEAPOLIS CLUB (HE-MPC-0401).....	168
5.11 ST. OLAF CATHOLIC CHURCH COMPLEX (HE-MPC-0490)	171
5.12 HENNEPIN COUNTY GOVERNMENT CENTER (HE-MPC-0356)	176
5.13 HENNEPIN COUNTY MEDICAL CENTER (HE-MPC-0465).....	179
5.14 PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES	182
6.0 SUMMARY OF RECOMMENDATIONS	184
REFERENCES CITED.....	186
APPENDIX A: LIST OF PROJECT PERSONNEL	196
APPENDIX B: TYPICAL STATION RENDERINGS	197
APPENDIX C: AREA OF POTENTIAL EFFECTS AND SURVEY RESULTS.....	200
 APPENDIX D: PHASE II EVALUATION OF MIDWEST PLAZA	 222
APPENDIX E: TABLE OF PHOTOGRAPHS FOR INVENTORIED PROPERTIES	239

LIST OF TABLES

Table 1. C Line Townships, Ranges and Sections 1

Table 2. Architectural History Studies Results 29

Table 3. Phase I and II Survey Results..... 29

LIST OF FIGURES

Figure 1. Project Location 3

Figure 2A-D. Station Locations and Area of Potential Effects..... 4

1.0 INTRODUCTION

The Metro Transit division of Metropolitan Council is proposing to develop the C Line Bus Rapid Transit (BRT) project (see Figure 1). The C Line is an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel between the Brooklyn Center Transit Center and downtown Minneapolis primarily on Brooklyn Boulevard/Osseo Road, Penn Avenue North, Olson Memorial Highway, and 7th/8th Streets.

Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every half mile (see Figure 2). The project will not construct any dedicated busways. Station amenities can include a shelter, signage, off-board fare collection equipment, and other features like a bench and bicycle rack. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints. Vertical signage will include an illuminated landmark pylon between 12 and 13 feet in height. Final station design at all locations is subject to site-specific conditions addressed within the detailed design and engineering phase. See Appendix B for a general representation of station components, including shelters and vertical signage. The C Line will operate with low-floor and three-door 60-foot articulated buses.

Because the C Line project will seek funding from the Federal Transit Administration (FTA), it will comply with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Metro Transit contracted with Summit Envirosolutions, Inc. (Summit) to complete Phases I and II architectural history studies. The purpose of the Phase I survey was to identify any architectural history properties within the C Line project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). Properties that had potential to meet at least one of the NRHP Criteria of Significance and retained historic integrity were recommended as potentially eligible for listing in the NRHP, and Phase II evaluations were completed for them. Phase II evaluations were completed for potentially eligible properties in order to reach agreement regarding their NRHP eligibility. The architectural history study was also conducted in accordance with the Minnesota Historic Sites Act.

The APE for architectural history accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 271 acres (110 hectares) located in the following Townships, Ranges, and Sections.

Table 1. C Line Townships, Ranges and Sections

City	Township	Range	Section	Quarter-Quarter
Brooklyn Center	118N	21W	2	SW-NW
Brooklyn Center	118N	21W	3	NE-SE; SE-NE; SE-SE
Brooklyn Center	118N	21W	10	NE-NE; NE-SE; SE-NE
Minneapolis	118N	21W	11	NW-SW; SE-SW; SW-NW; SW-SW
Minneapolis	118N	21W	14	NE-NW; NW-NE

Minneapolis	29N	24W	4	NW-NW; NW-SW; SW-NW; SW-SW
Minneapolis	29N	24W	5	NE-NE; NE-SE; SE-NE; SE-SE
Minneapolis	29N	24W	8	NE-NE; NE-SE; SE-NE; SE-SE
Minneapolis	29N	24W	9	NW-NW; NW-SW; SW-NW; SW-SW
Minneapolis	29N	24W	16	NW-NW; NW-SW; SW-NW; SW-NW; NW-SW
Minneapolis	29N	24W	17	NE-NE; NE-SE; SE-NE; SE-NE; SE-SE
Minneapolis	29N	24W	20	NE-NE; NE-SE; SE-NE
Minneapolis	29N	24W	21	NE-SE; NE-SW; NW-NW; NW-SE; NW-SW; SE-NE; SE-NW; SW-NE; SW-NW
Minneapolis	29N	24W	22	NE-SW; NW-SW; SE-SE; SE-SW; SW-NW; SW-SE
Minneapolis	29N	24W	26	NW-NW; SE-NW; SW-NW
Minneapolis	29N	24W	27	NE-NE; NW-NE

The UTM coordinates (NAD 83) for the APE are Zone 15, northwest corner: 474314E 4989280N; northeast corner: 474961E 4989780N; southwest corner: 475519E 4981223N; and southeast corner: 479636E 4979709N.

Figure 1. Project Location

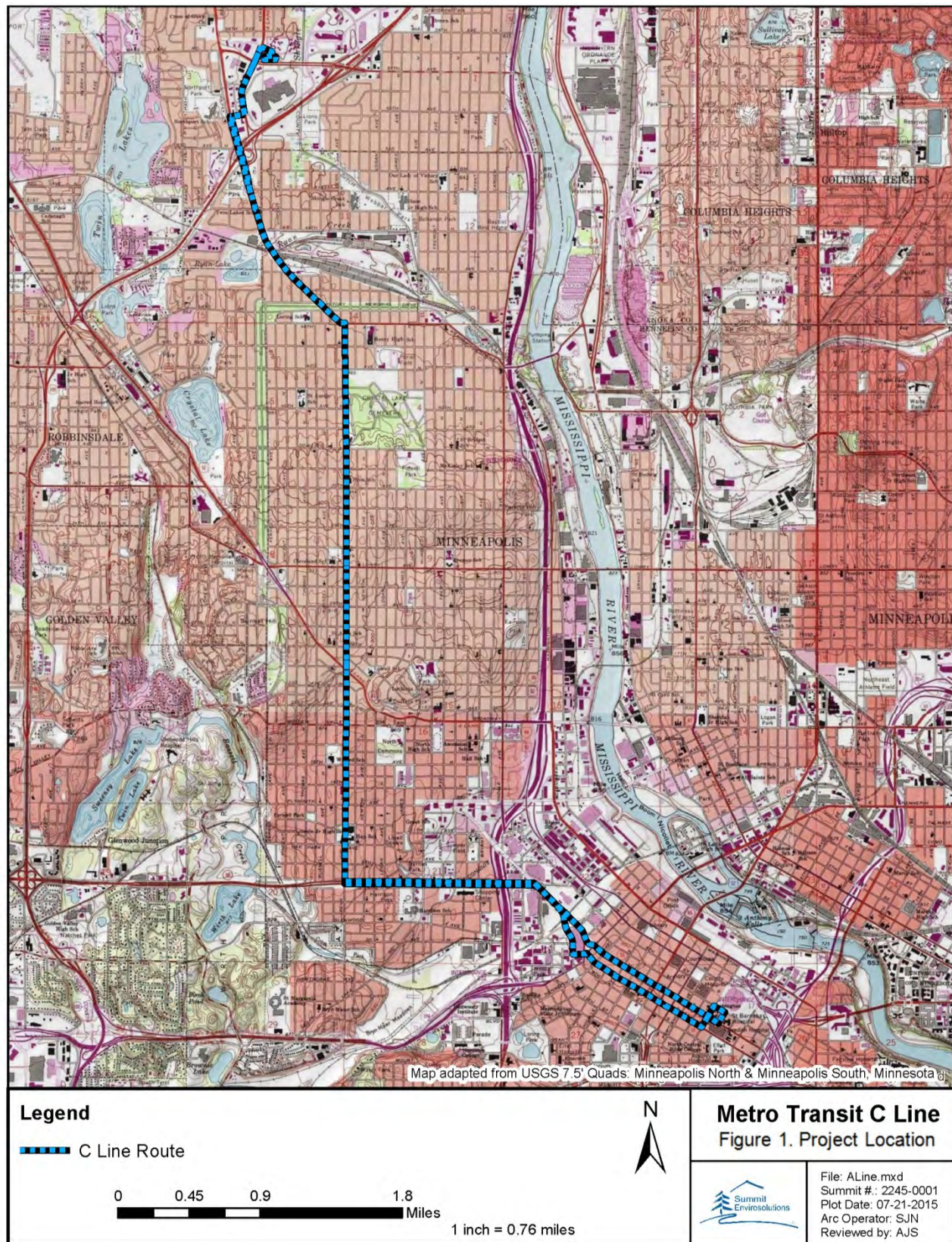


Figure 2A. Station Locations and Area of Potential Effects



Figure 2B. Station Locations and Area of Potential Effects



Figure 2C. Station Locations and Area of Potential Effects

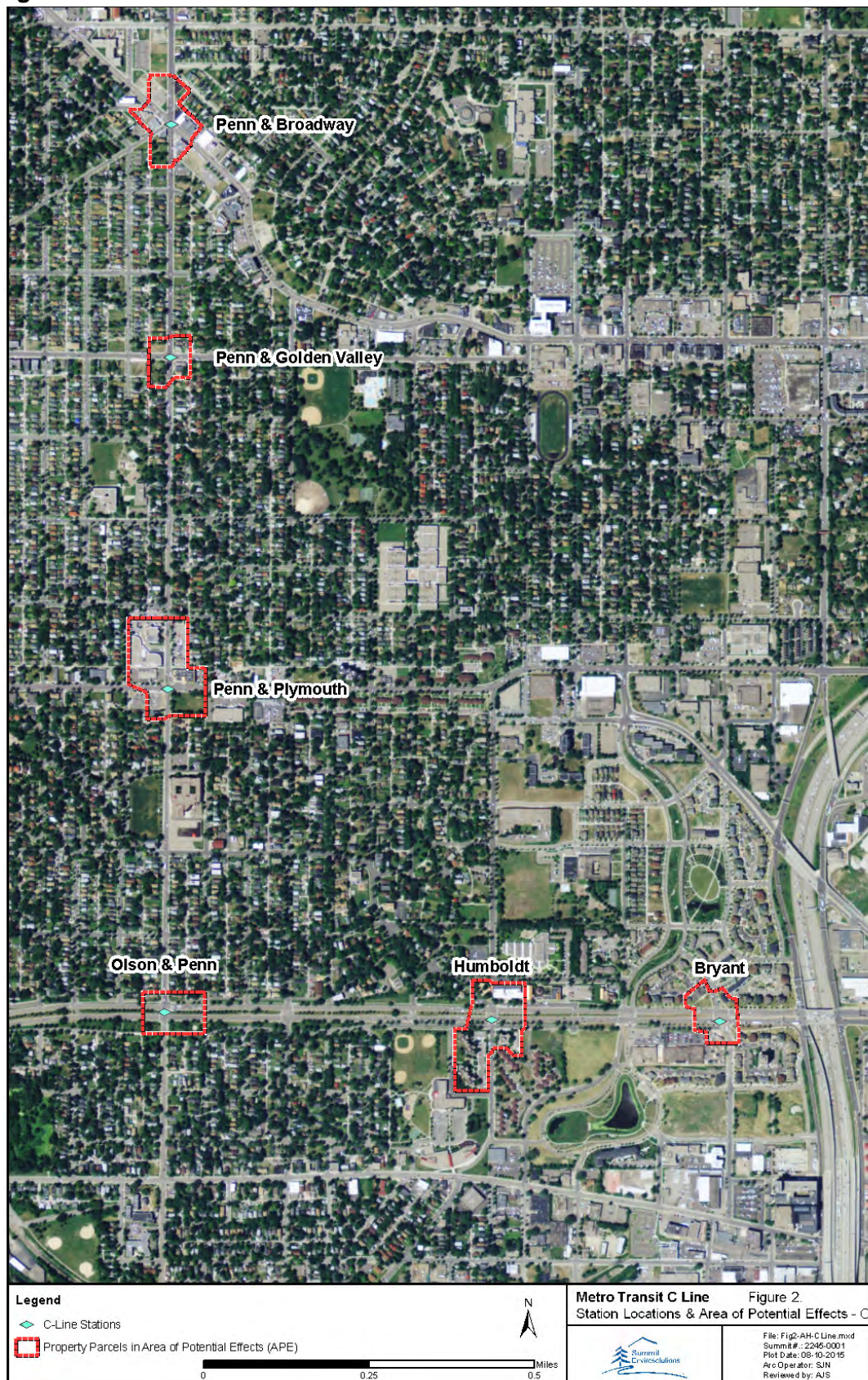
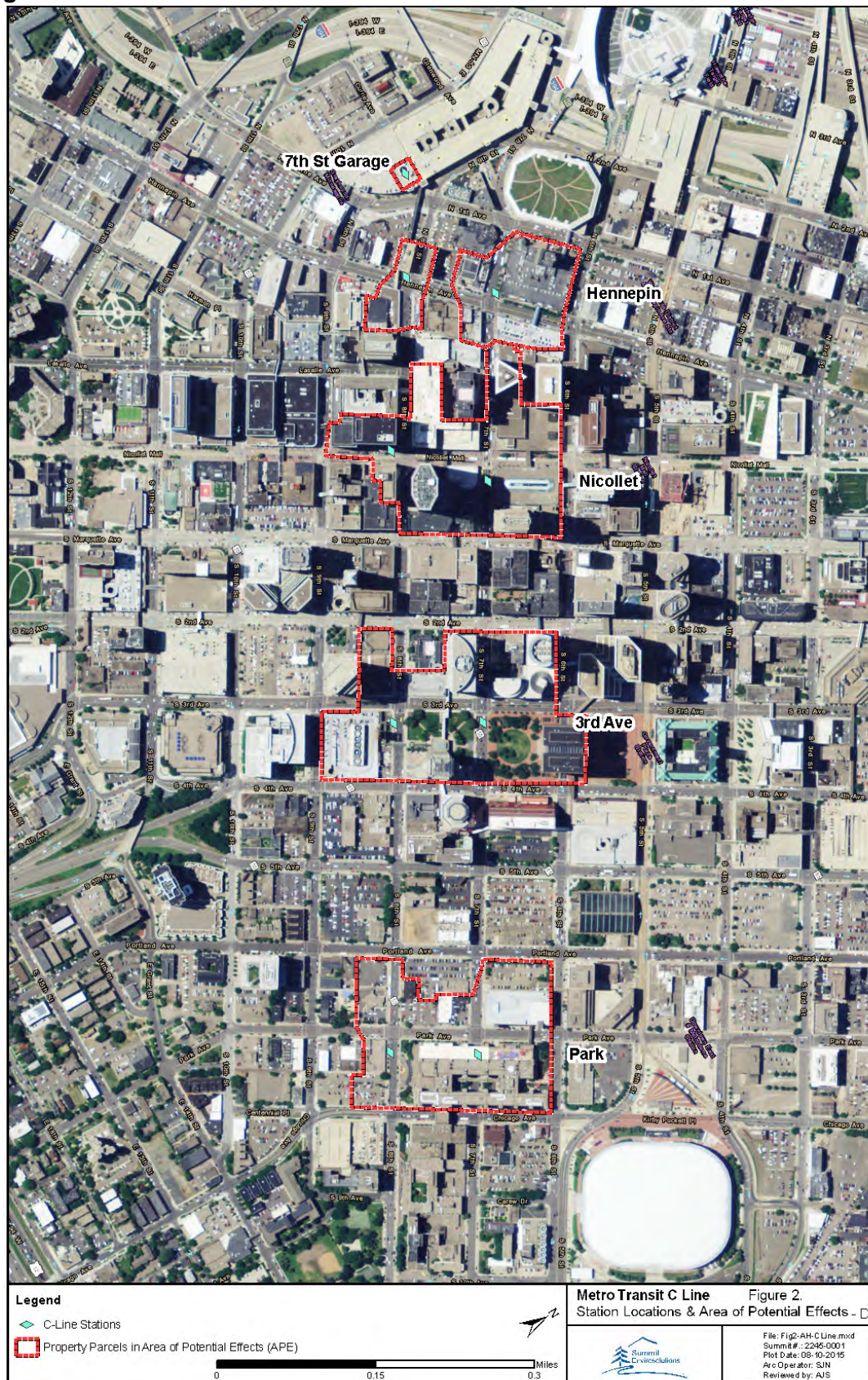


Figure 2D. Station Locations and Area of Potential Effects



2.0 METHODS

2.1 OBJECTIVES

The principal objectives of the Phase I and II architecture-history survey were to identify all previously recorded historic properties within the APE that are listed in or are eligible for listing in the NRHP, and to identify other NRHP-eligible resources within the APE.

Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the final report with recommendations were completed by architectural historians meeting the standards set forth in 36 CFR 61. See Appendix A for a list of personnel.

2.2 AREA OF POTENTIAL EFFECTS

The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on October 16, 2014, and submitted an APE delineation map to SHPO for comment on July 9, 2015 (see Figure 2 and Appendix C). SHPO staff concurred with the FTA finding in a letter dated August 13, 2015. The APE was delineated to assess direct and indirect effects to historic properties within the project area. The APE encompasses the area within the project construction limits, as well as the area around the construction limits to account for indirect effects. The APE consists of the proposed project construction limits, as well as properties nearby the construction limits to account for visual effects on those properties. Changes in noise levels, traffic patterns, and vibration would not be noticeable and, therefore, would not affect surrounding properties.

The currently proposed APE addresses potential visual effects by including properties that have direct views of the proposed stations, which include shelters, free-standing signs, and curb bump-outs/boarding platforms. Because the stations are generally grouped at single intersections, the APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections. The APE includes properties that would have direct views of proposed stations, but it does not include properties that would have obscured views of the proposed stations because, in those cases, visual changes would be unnoticeable to most viewers. In the cases where the property covers a large area, the entire property is evaluated.

2.3 LITERATURE SEARCH

Summit staff completed background research at the SHPO, the Minnesota Historical Society (MHS) library, the Hennepin County Library, the Minneapolis Development Review Office, and the University of Minnesota. The purpose of the research was to obtain historical information about the APE and to develop historic contexts for the project area. Research was completed at the SHPO in June 2015 to identify known historic resources and historic resource surveys in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historic maps were consulted.

2.4 PHASE I SURVEY

The Phase I architectural history field investigation consisted of a survey of all buildings and structures within the APE. Buildings and structures 45 years in age or older were identified based on background research and professional judgment and were inventoried with field notes, digital photographs, and a GIS-mapped location. Buildings and structures less than 45 years old were not recorded with four exceptions (see Phase II Evaluations). Upon completing the field survey, a Minnesota Architecture-History Form was prepared for each property within the APE that contained buildings or structures 45 years in age or older. Properties that had been inventoried previously were not recorded if the previous survey was completed within the past five years for the purposes of Section 106, with the exception of several properties within the Bottineau Transitway Project survey area that had missing inventory forms or forms that were located after the fieldwork was completed. If properties were inventoried more than five years ago or not for Section 106 compliance, they were reassessed and were recorded on updated inventory forms.

2.5 PHASE II EVALUATIONS

In order to identify all of the historic properties (properties listed in or eligible for listing in the NRHP) within the APE, some properties warranted additional analysis beyond the Phase I survey. For those properties not already listed, to be considered eligible for the NRHP, they must meet at least one of the NRHP Criteria of Significance and retain historic integrity. Most of the properties surveyed during Phase I demonstrated no potential to meet one of the Criteria, lacked historic integrity, or both. However, Summit identified 14 properties that were potentially eligible for listing.

Of the potentially eligible properties, seven were properties previously considered eligible for listing in the NRHP and seven were not previously evaluated. For those previously considered eligible, the current level of historic integrity was assessed in order to establish if they remain eligible. For the other seven properties, Phase II evaluations of eligibility were completed. To complete the evaluations, Summit conducted additional field documentation of the properties as well as additional historical research at the Minnesota Historical Society Library, Hennepin County Library, and the University of Minnesota Libraries. Summit then applied the NRHP criteria of significance and criteria considerations to evaluate whether the properties are eligible for listing.

Note: when properties are evaluated for NRHP eligibility for the purposes of Section 106, findings are made based on the information available at the time. Future research and re-evaluation of a property could result in identification of historic significance not apparent at the time of the eligibility finding and could result in a new finding that the property is eligible.

Additional study, either assessment of historic integrity or Phase II evaluation, was completed for the following properties.

- Crystal Lake Cemetery and Crystal Lake Cemetery Chapel were evaluated for their qualities of design in landscape and architecture.
- Victory Memorial Parkway is considered by SHPO to be eligible for its significant association with community planning and development, commemorative qualities, and landscape architecture; the current study assessed its current condition and historic integrity.
- Olson Memorial Highway was previously recommended as not eligible for NRHP listing in a Phase I review that was located only very late in the preparation of this report. Consequently, the current study reviewed the previous recommendations and concurred in those recommendations.
- Floyd B. Olson Memorial Statue is considered by SHPO to be eligible as the work of a master sculptor despite being moved from the original location. The current study reviewed the previous recommendations and concurred in those recommendations. In addition, as part of the proposed Bottineau Transitway Section 106 consultation, FTA determined a boundary for the historic property (see Section 5.4 below).
- The three apartment buildings of Girard Terrace West were evaluated for their association with community planning and development and their qualities of design.
- The State Theatre was nominated for the NRHP but not listed due to owner objections; the current study assessed its current condition and historic integrity.
- IDS Center is considered to be eligible by SHPO for its significant association with community planning and development, its architectural qualities, and as the work of a master architect; the current study assessed its current condition and historic integrity.
- Dayton's Department Store is considered to be eligible by SHPO for its significant association with local commerce; the current study assessed its current condition and historic integrity.
- Norwest Center Tower was evaluated for its role in the history of local banking, its association with community planning and development, as an example of Postmodern architecture, and as the work of a master architect.
- The Minneapolis Club is considered to be eligible by SHPO for its significant associations with social history and community planning and development; the current study assessed its current condition and historic integrity.
- St. Olaf Catholic Church was evaluated for its high quality modern architecture.
- The Hennepin County Government Center was evaluated for its role in local government and community planning and development, and as an example of modern architecture.

- The Hennepin County Medical Center was evaluated for its role in local health care and as an example of modern architecture.
- Midwest Plaza was potentially significant for its role in the history of local banking and as an example of modern architecture. This property was evaluated as part of the Nicollet-Central Modern Streetcar Section 106 review, and the Cultural Resources Unit of the Minnesota Department of Transportation has made a finding that the property is not eligible for listing in the NRHP. The Phase II evaluation for Midwest Plaza is included in Appendix D.

3.0 LITERATURE SEARCH RESULTS

3.1 PREVIOUS INVESTIGATIONS

Background research indicated that many architectural history surveys previously had been completed within the project area. Several properties within the APE have been previously listed in the NRHP or have been determined eligible for listing. The Pence Building, 800 Hennepin Avenue, and the Lincoln Bank Building, 730 Hennepin Avenue, are both NRHP listed. The following properties have been previously determined eligible for NRHP listing: Victory Memorial Parkway, both individually and as a contributing property to the Grand Rounds Historic District; the house at 1237 Penn Avenue North as a contributing property within the Homewood Historic District; Floyd B. Olson Memorial Statue at Olson Memorial Highway between Penn Avenue North and Oliver Avenue North; State Theatre, 809 Hennepin Avenue; IDS Center and skyway bridges, 701 Nicollet Mall; Dayton's Department Store, 700 and 730 Nicollet Mall and 26 South 8th Street; Minneapolis Club, 729 Second Avenue South.

In 1980 the Center for Urban and Regional Affairs (CURA) at the University of Minnesota received a contract from the City of Minneapolis to carry out an architectural and historical study of the city as part of an effort to identify buildings and areas for protection by the Minneapolis Heritage Preservation Commission (Borchert et al 1982). The four authors of study developed a list of structures that were judged significant for a variety of reasons and provided the basis for the Minneapolis Heritage Preservation Commission Historic Resources Inventory (also known as the "800 List"). The inventory included portions of the APE in North Minneapolis and Downtown Minneapolis (Stations 5-21). Because this survey was limited to reconnaissance level and was completed over 30 years ago, properties within the C Line APE that were inventoried as part of that survey were re-evaluated.

The study also resulted in *The Legacy of Minneapolis*, which provides a broad overview of development patterns and architectural types throughout the city (Borchert et al 1983). In 1983, Judith A. Martin and David Lanegran published *Where We Live*, a study of the residential districts of the Twin Cities, characterizing them by development periods, building types, and conditions at the time they did their study (Martin and Lanegran 1983).

In 1990 and 1991, the Minneapolis Heritage Preservation Commission issued the "Preservation Plan for the City of Minneapolis" with several thematic historic contexts that included "Architecture" and "Business and Industry: Commerce" (Zahn 1990/1991). These were followed by "Neighborhood Commercial Centers, 1885-1963" (Zellie 1993a); Religion and Social Organization, 1850-1950" (includes cemeteries) (Zellie 1993b); and "Jewish Settlement in Minneapolis, 1870s-1972" (Peterson 1997). These historic contexts are all relevant to the property types within the C Line APE. These contexts were followed by geographic-based contexts that include the APE: "North Minneapolis" (Peterson and Zellie 1998) and "Downtown Minneapolis" (Pearson and Roise 2000). These studies identify NRHP listed properties and discuss properties identified in the Historic Resources Inventory.

In 2010 Hennepin County Housing Development issued several historic context studies relating to suburban development in Hennepin County that are relevant to property types within the C Line APE. Summit consulted “Brooklyn Center, Minnesota: A Historical Context” (Atwood and Roise 2010a) and “A Context for Suburban Development within Hennepin County, 1870-1970” (Atwood and Roise 2010b). These studies did not evaluate properties for NRHP eligibility.

Historic resources surveys that encompass portions of the C Line APE were completed during the following studies.

“Phases I and II Cultural Resources Investigation for Trunk Highway 100 Reconstruction Final Report” (106 Group 1995). This study inventoried a total of 164 buildings, 8 bridges, 2 parks, one highway, and the landscaping along the highway. One property, the house at 5120 North Lilac Drive, also known as 5105 Brooklyn Boulevard (HE-BCC-0004), part of Malmborg’s Garden Center and Greenhouse, is within the C Line APE. It was recommended as not eligible for National Register listing.

“Central Corridor Hennepin and Ramsey Counties, Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and Saint Paul, Ramsey County, Minnesota” (BRW 1995). This study evaluated many properties in downtown Minneapolis and recommended two properties within the C Line APE as eligible for National Register listing: IDS Center (HE-MPC-9857) and Minneapolis Club (HE-MPC-0401).

“Historic Roadside Development Structures On Minnesota Trunk Highways” (Granger et al 1998). This study was undertaken by the Minnesota Department of Transportation (MnDOT) to identify roadside development properties along MnDOT rights-of-way that are eligible for NRHP listing. It developed historic contexts and inventoried 102 properties that predated 1961 throughout the state. One property, the Floyd B. Olson Memorial Statue (HE-MPC-9013), is located within the C Line APE and recommended as eligible for NRHP listing.

“A Corridor Through Time: An Assessment of the National Register Eligibility of West Broadway Avenue” (Roise and Weaver Olson 2001). This study developed historic contexts and carried out a Phase I survey of properties adjacent to West Broadway Avenue between I-94/Lyndale Avenue North and the city’s western boundary at Victory Memorial Parkway. Only one property was recommended as individually eligible for the NRHP. The following properties within the C Line APE were inventoried and recommended as not eligible:

- Commercial (store and flats) Building at 2117 West Broadway Avenue (HE-MPC-6998)
- Commercial Building at 2119 West Broadway Avenue (HE-MPC-7015)
- Commercial Building at 2118-2124 West Broadway Avenue (HE-MPC-6999)
- Commercial Building at 2125-2129 West Broadway Avenue (HE-MPC-7016)
- Commercial Building at 2126 West Broadway Avenue (HE-MPC-7017)

- Commercial Building at 2128-2130 West Broadway Avenue (HE-MPC-7018)
- Commercial Building (Broadway Liquor Outlet) at 2201 and 2203-2205 West Broadway Avenue (HE-MPC-7019, HE-MPC-7020). Rebuilt in 2012.
- Commercial Building at 2209 West Broadway (HE-MPC-7021). Demolished.
- Commercial Building at 2220 West Broadway (HE-MPC-7022). Demolished.
- Commercial Building at 2221-2223 West Broadway (HE-MPC-7023)
- Store and Flats Building at 2339-2341 Penn Avenue North (HE-MPC-7037)
- Commercial Building at 2400-2404 Penn Avenue North (HE-MPC-7038)
- Commercial Building at 2416 Penn Avenue North (HE-MPC-7042)

“Historic Lowry Avenue: An Assessment of National Register Eligibility of the Lowry Avenue Corridor, Minneapolis, Hennepin County” (Pearson 2002). This study developed historic contexts and carried out a Phase I inventory of properties along and within one block of Lowry Avenue between Stinson Parkway in Northeast Minneapolis and Theodore Wirth Parkway in North Minneapolis as well as five commercial redevelopment districts including Penn Avenue North. None of the Phase I properties inventoried fall within the C Line APE.

“Victory Memorial Parkway, Webber Park, and Webber Parkway: An Assessment of Significance” (Pearson and Petersen 2005). The study discussed the history and development of Victory Memorial Parkway, assessed its significance, and recommended its eligibility for NRHP listing. The C Line APE contains a portion of Victory Memorial Parkway at its intersection with Osseo Road.

“North Minneapolis Historic Resources Inventory (North Area)” (Mead and Hunt 2002a). This study included the Jordan, Cleveland, and Folwell Neighborhoods, which will be accessed by the route of the C Line. It discusses a variety of property types, based on the broad contexts developed in the Preservation Plan of Minneapolis and the North Minneapolis Historic Context. None of the Phase I properties inventoried fall within the C Line APE.

“North Minneapolis Historic Resources Inventory (South Area)” (Mead and Hunt 2002b). This study included the Bryn Mawr and Near North Neighborhoods, which will be accessed by the route of the C Line. It discusses a variety of property types, based on the broad contexts developed in the Preservation Plan of Minneapolis and the North Minneapolis Historic Context. One individually inventoried property, the house at 1237 Penn Avenue (HE-MPC-7580), falls within the C Line APE, and is also located within the National Register eligible Homewood Historic District (HE-MPC-12101), which is bounded by Plymouth Avenue North, Penn Avenue North, Oak Park Avenue North, and Xerxes Avenue North.

“Phase I Architectural History Investigation for the Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota” (106 Group 2003). This study was carried out after the route of the Central Transit Corridor was shifted from that analyzed in BRW 1995. The Phase I study inventoried additional properties in Downtown Minneapolis. One property, St. Olaf Catholic Church, 215 South 8th Street (HE-MPC-0490), is included in the C Line

APE. The study recommended further investigation of the property to determine NRHP eligibility.

“Historic Resources Inventory: Historic Resources in the Loring Park and Elliot Park Neighborhoods, Re-survey of Lowry Hill East Neighborhood” (Mead and Hunt 2008). A portion of the Elliot Park Neighborhood will be accessed by the C Line. This study discusses a variety of property types, based on the broad contexts developed in the Preservation Plan of Minneapolis. None of the Phase I properties inventoried fall within the C Line APE.

“Making the Grand Rounds: A Historical Survey of the Minneapolis Parks and Parkway System” (Pearson 2009). This study discussed the development of the Minneapolis park system, described its historic components, and evaluated National Register eligibility of those components. A portion of Victory Memorial Parkway (HE-MPC-01888) is included in the C Line APE.

“Historic Resources Inventory: Historic Resources in the Central Core Area” (Mead and Hunt 2011a). This study includes the Downtown West, Sumner Glenwood, Harrison, Near North, and North Loop Neighborhoods, which will be accessed by the route of the C Line. It discusses a variety of property types, based on the broad contexts developed in the Preservation Plan of Minneapolis. The following properties within the C Line APE were inventoried and recommended for further research to determine National Register eligibility.

- Hennepin County Government Center, 300 South 6th Street (HE-MPC-00356)
- IDS Center, 701 Nicollet Mall (HE-MPC-9857). This recommendation overlooked the previous assessment and eligibility determination in BRW 1995.
- Midwest Plaza, 801 Nicollet Mall (HE-MPC-HE-MPC-9859)

“Historic Resources Inventory: Historic Resources in the Camden Area” (Mead and Hunt 2011b). This study included the Victory, Webber-Camden, Cleveland, and Folwell Neighborhoods, which will be accessed by the route of the C Line. It discusses a variety of property types, based on the broad contexts developed in the Preservation Plan of Minneapolis and the North Minneapolis Historic Context. The discussion under the “Civic” property type includes the Crystal Lake Cemetery and Victory Memorial Parkway. Portions of both properties fall within the C Line APE. The study also inventoried the Crystal Lake Cemetery Chapel (HE-MPC-8242).

“Phase I/Phase II Architectural History Investigation for the Proposed Interchange Project, Hennepin County, Minnesota” (Roise and Petersen 2011). This study developed a historic context and identified NRHP listed and previously eligible properties in Minneapolis in an area in the northwest section of Downtown Minneapolis, part of the North Loop. The intersection of Olson Memorial Highway and 7th Street North falls within the C Line APE. The Phase II inventory recommended that the section of Olson Memorial Highway between 7th Street North and Interstate 94 (HE-MPC-17801) was not eligible for NRHP listing and that the Northwestern National Bank, North American

Office, 615 7th Street North (HE-MPC-16722) was not eligible because it was less than 50 years old and recommended re-analysis in the future.

“Phase I/Phase II Architectural History Investigation for Southwest Transitway Project, Hennepin County, Minnesota, vol. 2” (Roise et al 2012). As part of a wide ranging analysis, this study developed historic contexts and identified NRHP listed and previously eligible properties in the Minneapolis Downtown Survey Zone and in the Minneapolis Industrial Zone. It also inventoried the following Phase I properties that fall within the C Line APE.

- Pantages Theater and Office Building, 700 and 710 Hennepin Avenue (HE-MPC-16555). It recommended “no potential” for NRHP listing without a determined analysis.
- Norwest Center, 90 South 7th Street (HE-MPC-16697). It recommended “no potential” because it was less than 50 years old and did not meet Criteria Consideration G. (The current study provides a Phase II evaluation.)
- In the Phase II analysis, it recommended Dayton’s Department Store, 700 and 730 Nicollet Mall and 26 South 8th Street (HE-MPC-5099) as NRHP eligible.

“Phase I and II Architectural History Survey for the Bottineau Transitway Project, Crystal, Brooklyn Park, Golden Valley, Maple Grove, Minneapolis, New Hope, and Robbinsdale, Hennepin County, 2 vol.” (106 Group 2012). This study developed historic contexts and identified NRHP eligible and potentially eligible properties within one-quarter mile of the proposed route alternatives for the Bottineau Transitway. A group of properties within the C Line APE were inventoried in the Phase I survey. The following properties were recommended as not eligible for NRHP listing.

- Commercial Building at 2213 Golden Valley Road (HE-MPC-10584). This building was subsequently demolished for new construction on the site.
- Commercial Building at 1900 Penn Avenue North (HE-MPC-11037)
- House at 1902 Penn Avenue North (HE-MPC-11038)
- House at 1906 Penn Avenue North (HE-MPC-11039)
- House at 1910 Penn Avenue North (HE-MPC-11040)
- Duplex residence at 2335 Penn Avenue (HE-MPC-11076)
- Commercial Building at 2416 Penn Avenue (HE-MPC-7042)
- Apartment Building at 525 Humboldt Avenue North (HE-MPC-10055)
- Apartment Building at 1315 Olson Memorial Highway (HE-MPC-10153)
- Humboldt Triangle at 609 Humboldt Avenue North (HE-MPC-10056)
- Commercial Building at 901 Olson Memorial Highway (HE-MPC-10150)
- Sixth Avenue North/Trunk Highway 55/Olson Memorial Highway (HE-RDW-001)

Note: The inventory numbers for these properties may have been re-assigned since the report was originally published and before being added to the SHPO database.

The following properties in the C Line APE were further analyzed in the Phase II evaluation for the Bottineau Transitway.

- Floyd B. Olson Memorial Statue (HE-MPC-9013). The statue was analyzed under Criteria Consideration B: Moved Properties and recommended as eligible under Criterion C as the work of a master.
- Willard Park Addition (HE-MPC-12100). This area encompasses the 1600 to 1800 blocks of Oliver Avenue North and Penn Avenue North. It was recommended as not eligible for NRHP listing as a historic district due to a lack of historic significance.
- Homewood Historic District (HE-MPC-12101). This historic district was previously recommended as NRHP eligible in Mead and Hunt 2002b. The district was re-evaluated and contributing properties were identified. It was again recommended as NRHP eligible.
- West Broadway and Penn Avenue North Commercial Area (HE-MPC-12102). The area, developed as a historic streetcar intersection, was analyzed as a linear commercial node. It was recommended as not eligible for NRHP listing due to poor integrity.

3.2 HISTORIC CONTEXTS

3.2.1 Early Settlement (1850 to 1880)

Today's Brooklyn Center, North Minneapolis, and Downtown Minneapolis are all part of Hennepin County, which was established on the west bank of the Mississippi River, after the area was legally opened to white settlement in 1851 with the Treaty of the Traverse des Sioux. The claim on the site of Fort Snelling had been established by Captain Zebulon Pike at the confluence of the Mississippi and Minnesota Rivers in 1805, along with a strip of land that extended nine miles upstream for a military reservation. In 1850, Joel B. Bassett built a homestead on a small knoll north of the mouth of the creek named after him. Col. John H. Stevens, who operated a ferry for the army, was the first west bank settler. Stevens hired Charles W. Christmas to survey the townsite of Minneapolis in 1854. The plat extended west of Territorial Road, renamed Hennepin Avenue by Stevens, and north of Washington Avenue to Seventh Avenue North (Peterson and Zellie 1998: 6). Additions to the original Stevens plat in 1856 enlarged the village to encompass all of the area that is included in the downtown core (Pearson and Roise 2000: 4).

North Minneapolis was part of the Town of Minneapolis which extended north to 26th Avenue North. To the north was Crystal Lake Township, organized in 1860. Brooklyn Township, organized in 1858, was to the north of Crystal Lake Township. Early settlers in Brooklyn Township had located to the area from Adrian, Michigan, in the 1853. They chose the Brooklyn name after a village in Michigan. Brooklyn Center became an independent entity in 1860 when Crystal Lake Township was created. Osseo was incorporated as a village in Brooklyn Township in 1875 (Schmid 1937: 103). Brooklyn Township was largely agricultural with scattered farmsteads and a small commercial center with a "Brooklyn Centre" post office, established in 1873, a store, and a town hall located at the crossroads of today's 69th Avenue North and Osseo Road/Brooklyn Boulevard. Methodist and Baptist churches were nearby (Peterson and Zellie 1998; Atwood and Roise 2010a: 2-3; Neil 1881: 286-288).

The original village of Minneapolis on the west bank grew rapidly from Stevens's ferry site, which had been replaced by the first Hennepin Avenue suspension bridge in 1855. Businesses, hotels, and boarding houses were clustered near Bridge Square at the intersection of Hennepin and Nicollet Avenues. By 1857, the population was estimated at 2,000, but growth was halted by the financial panic of 1857 and further curtailed by the Civil War (1861-1865). (Pearson and Roise 2000: 4-6).

Industry extended north along the west bank and the land to the west began to be platted for residential subdivisions. The Minneapolis boundaries had been extended west to Humboldt Avenue North in 1866 (Borchert et al 1983: 73). Minneapolis was incorporated as a city by the state legislature in 1867, and it united with the city of Saint Anthony to form a single entity in 1872. The first Minneapolis city hall was built in 1873 on Bridge Square (Pearson and Roise 2000: 6).

With the Hennepin Avenue Bridge serving as the main transportation route to the other side of the river, Bridge Square and the streets extending from it—Washington Avenue, Hennepin Avenue, Nicollet Avenue, and Marquette Avenue [First Avenue South]—served as the primary business area through the 1870s. Banking institutions and buildings for public assembly and entertainment purposes also located near Bridge Square. North of the downtown core a bridge over the river at Plymouth Avenue [13th Avenue North] gave rise to another business district that served the local industries and nearby residents (Pearson and Roise 2000: 7-8; Peterson and Zellie 1998: 8).

Residences were built throughout the downtown area, often quite close to the commercial streets. In North Minneapolis, residences extended along the blocks west of the river and north of Sixth Avenue North. The Washington Avenue horsecar line extended to Plymouth Avenue and its bridge crossing by 1875. The growing population of Minneapolis supported a large number of churches from a wide variety of denominations which built in residential areas, both downtown and to the north (Pearson and Roise 2000: 9-10; Peterson and Zellie 1998: 8-9).

3.2.2 Brooklyn Center (1880 to 1945)

In 1881, the *History of Hennepin County* described the land as “very level and consequently nearly destitute of lakes.” The location on a glacial outwash plain was ideal for agricultural development. By 1880, the population of Brooklyn Township was 1,060 residents, with 270 farms producing over 46,000 bushels of wheat (Neil 1881: 285, 288). The town center was on the road between Minneapolis and Monticello. The Minneapolis and Northwestern branch of the St. Paul, Minneapolis and Manitoba Railway passed through the township enroute to the village of Osseo, the only organized municipality in the township, on the border with Crystal Lake Township. Brooklyn Center Road [69th Avenue North] and Osseo Road [Brooklyn Boulevard] were the main access routes through the town.

By the early twentieth century, Brooklyn Center had become more densely settled, primarily with truck farmers who sold their produce to the Minneapolis markets. A small

number of residences associated with truck farming survive in Brooklyn Center. The residents of Brooklyn Center and Crystal Lake began to fear annexation by the city of Minneapolis, which would lead to loss of local control and higher property taxes. To avoid such a fate, both Brooklyn Center and Crystal Lake petitioned the Hennepin County Board of Commissioners to incorporate as separate villages. The Village of Brooklyn Center and the Village of Crystal were officially incorporated in February 1911 (Atwood and Roise 2010a: 4; Hoisington 2001: 38). The River Road [Lyndale Avenue] and the Brooklyn Center Road [69th Avenue North] passing through Brooklyn Center were upgraded by Hennepin County in 1912.

With its village status, Brooklyn Center became more attractive for suburban residential development. Early plats and subdivisions, such as Fairhaven Park (1912) and Bellvue Acres (1920), were just north of the Minneapolis boundary. Advertisements promoted access to Minneapolis and its attractions, as well as a convenient streetcar line. At the same time, these new developments offered opportunities for residents to grow their own produce with the potential for sale. By 1920, the population of Brooklyn Center had reached 788. It was 1,344 in 1930 (Atwood and Roise 2010a: 5-6; Schmid 1937: 103).

Housing types and styles during this era are similar to those seen in nearby Minneapolis and throughout the Twin Cities suburbs, adapted to the larger lot sizes found in suburban areas. Among the examples are the Colonial Revival, Tudor Revival, Craftsman bungalows, and variations on the Prairie style. Houses on larger truck farm sites tend to be traditional front gable, side gable, and cross gable vernacular types.

During the next 20 years, the population grew to 1,870, with more densely built up suburban subdivisions at the south adjacent to Minneapolis and more sprawling truck farms to the north. This growth was aided by increased automobile ownership and improved road access. Among the new roads was Trunk Highway 100, which extended between Trunk Highway 5 in Edina and Trunk Highway 52/81 in Robbinsdale, and was planned in the 1930s with construction beginning in 1936. A section of the highway, known as Lilac Way, passed through Brooklyn Center (106 Group 1995: 36-37).

3.2.3 Brooklyn Center (1946 to Present)

As a first-ring suburb, Brooklyn Center grew quickly in the post World War II years. The population leapt from 4,284 in 1950 to 24,356 in 1960. A volunteer fire department was established in 1946, a police department in 1953, and a park board and recreation commission in 1954. By the mid-1960s, the village gained fourteen parks and had become part of four independent school districts, which launched a school building campaign to accommodate the rapidly growing school age population. The village government moved into a building at 7100 Brooklyn Boulevard in 1960. In 1966, Brooklyn Center changed its status from a village to a city and adopted a city council form of government under a city manager. A new city hall and community center was built on Shingle Creek Parkway in 1971 (Atwood and Roise 2010a: 8-9, 14; Hoisington 2001: 38, 46, 72, 210).

Most of the Brooklyn Center development was single-family housing constructed in relatively small subdivisions and plats by local builders and development companies,

including Marvin Anderson Builders, Pearson Construction Company, and Hipp Homes. Pearson Construction was responsible for many of the houses in the Southwest section of the city, west of Brooklyn Boulevard and south of County Road 10 (Hoisington 2001: 211-213). The houses themselves are characteristic of the single-family suburban types seen throughout the Twin Cities and suburbs, including Cape Cod bungalows, Minimal Traditional houses, and Rambler and Ranch types (Atwood and Roise 2010b: 8-10).

Because of the easy automobile access provided by Highway 100 and Osseo Road (renamed Brooklyn Boulevard in 1970), Brooklyn Center became a regional shopping center for the northwest suburbs. In the early 1960s the developers of Southdale Mall in Edina selected a triangular site at the intersection of Highway 100, 57th Avenue North, and Osseo Road for the new Brookdale Mall. It opened on March 6, 1963, with 45 stores and a parking lot for 3000 cars. A second stage was completed between 1966 and 1967 with space for another 3000 cars, 27 more stores, and four department stores, including Dayton's, the area's premier retailer. Additional retail strips with a variety of service businesses located at the edges of Brookdale along Brooklyn Boulevard (Atwood and Roise 2010a: 11-12; Hoisington 2001: 178-180).

The city steadily gained population through the 1960s reaching 35,173 residents in 1970. It then began to decline with 31,230 residents in 1980, 28,793 residents in 1990, 29,172 residents in 2000, and 30,104 in 2010. Single-family houses have continued to be built in previously undeveloped areas of Brooklyn Center or have replaced or enlarged earlier houses. Clustered townhouses and apartment buildings have been constructed as part of the Comprehensive Plan for Brooklyn Center, first adopted in 1970 and subsequently updated every 10 years. The city has also encouraged business redevelopment at Brookdale Mall and along Brooklyn Boulevard (Hoisington 2001: 210, 213; U.S. Decennial Census).

3.2.4 North Minneapolis (1880 to 1945)

North Minneapolis developed quickly during this period with a rapid growth in population and city boundaries expanding west to Xerxes Avenue and north to 36th Avenue North in 1883 and north to 53rd Avenue North in 1887 (Borchert et al 1983: 73). This growth was supported by the streetcar lines of the Twin City Rapid Transit Company which extended out of downtown Minneapolis along several north-south streets—Washington Avenue, Emerson and Fremont Avenues, and Penn Avenue—and such east-west routes as Sixth Avenue North, Plymouth Avenue, West Broadway Avenue (originally 20th Avenue North) which takes a northwest course (part of the old Crystal Lake Road) west of James Avenue, and Lowry Avenue North (originally 32nd Avenue North) that extended from bridges over the Mississippi River to the city's western boundary. At points along the streetcar lines, particularly where the north-south lines intersected with the east-west streets, commercial nodes were developed to provide retail services to commuters and local residents. These corners were also the locations of mixed-use developments that included store and flats buildings with commercial space on the first story and apartments above. One-story store buildings typically have modest brick or frame fronts with glass show windows and center entries. Twentieth-century examples often have architecturally styled artistic storefronts (Zellie 1993a: 8-11).

Industrial corridors developed along the west bank of the Mississippi River, along the rail lines, and in the vicinity of Bassett Creek and Shingle Creek.

North Minneapolis is defined along its western boundary by Theodore Wirth Park (originally Glenwood Park), which is the largest in the Minneapolis park system, and by Theodore Wirth (originally Glenwood) Parkway and Victory Memorial Parkway. Victory Memorial Parkway continues east to Webber (originally Camden) Park and Parkway. Victory Memorial Parkway is crossed by the diagonal route of Osseo Road at 45th Avenue North.

Residential development generally varied according to the distance from downtown – the farther north the later the development. This development was accompanied by the construction of such institutions as churches, synagogues, schools, and public libraries. Residential growth in turn was supported by industrial development as it moved out of Downtown Minneapolis (Zellie 1993b; Peterson and Zellie 1998: 13).

For planning purposes, the City of Minneapolis has divided North Minneapolis into two communities and several neighborhoods. Within the Camden community, the following neighborhoods are within the study area for this report: Victory and Webber-Camden between Dowling Avenue North and the Humboldt Industrial Corridor; Cleveland and Folwell between Lowry Avenue North and Dowling Avenue North. Within the Near North community, the following neighborhoods are within the study area for this report: Jordan between West Broadway Avenue and Lowry Avenue North; Willard-Hay between Olson Memorial Highway and West Broadway Avenue; Near North between Olson Memorial Highway and West Broadway Avenue; and Sumner-Glenwood spanning Olson Memorial Highway between Girard Avenue and Lyndale Avenue.

The Camden area was originally part of Crystal Lake Township and remained largely rural until it was annexed by the City of Minneapolis in 1887. It grew with industrial development along Shingle Creek and the west bank of the Mississippi River. Lowry Avenue, originally 32nd Avenue North, formed the southern boundary of the community. When the bridge across the Mississippi River was built in 1915, the street name was changed. Largely a residential street, Lowry Avenue acquired several commercial nodes at its intersections with north-south streetcar lines. In the 1890s, land was platted west to the city boundary between 32nd Avenue North (now Lowry Avenue North) and 38th Avenue North (now Dowling Avenue North) with rectangular blocks with central alleys and lots oriented to the named north-south avenues. Residences, typically in popular styles of the period such as Queen Anne and Colonial Revival, schools, and churches were built on the newly platted blocks (Peterson and Zellie 1998: 18-20; Gardner 2001).

The original 40 acres of Crystal Lake Cemetery, northwest of 38th Avenue North [Dowling Avenue] and Humboldt Avenue, were platted in 1886. The only cemetery in North Minneapolis, it stood at the edge of residential development for the next 25 years. In 1911, the cemetery was expanded to 150 acres extending north to 42nd Avenue North and west to Penn Avenue (Peterson and Zellie 1998: 18).

The construction of Victory Memorial Parkway between Glenwood Park and Parkway (now Theodore Wirth Park and Parkway) and Camden Park (now Webber Park) was another spur to residential development. When it was dedicated in 1921, the surrounding area was still vacant land. During the next two decades, new single-family houses for middle-class residents were built in popular period styles such as the Tudor Revival, Spanish Colonial Revival, and Craftsman bungalows. These houses were typically built with garages, as automobile ownership was becoming more prevalent (Peterson and Zellie 1998: 22, 34).

The Near North Area extends between Olson Memorial Highway (originally Sixth Avenue North) and Lowry Avenue North and is bisected by West Broadway Avenue (originally 20th Avenue North and Crystal Lake Road). During the 1880s expansion of streetcar lines as far north as 32nd Avenue North [Lowry Avenue] and as far west as Penn Avenue facilitated residential development northward from Downtown Minneapolis. Some of the planned residential subdivisions incorporated curvilinear streets and small parks and landscaped triangles. Among these was the 160-acre Forest Heights Addition (1883) between 19th Avenue North and 26th Avenue North and Humboldt Avenue and Penn Avenue; the Oak Park Addition (1886) between Sixth Avenue North and Tenth Avenue North and Humboldt Avenue and Penn Avenue; and the Oak Park Supplement (1889) between Tenth Avenue North and Plymouth Avenue North and Penn Avenue and Thomas Avenue. In 1909, the latter area was replatted as the Homewood Addition. Other sections were platted with the more typical rectangular grid. Single-family houses, interspersed with two-family duplexes and small-scale apartment buildings, were built throughout the area through the 1920s in architectural styles seen throughout Minneapolis. Churches and synagogues, schools, and public libraries accompanied the residential development (Peterson and Zellie 1998: 16-18, 46-47).

The Plymouth Avenue Bridge over the Mississippi River, completed in 1875, helped to establish the character of Plymouth Avenue as a commercial street, interspersed with residential buildings. West Broadway Avenue [20th Avenue North], originally platted as a residential street leading to Crystal Lake Road, began to assume a similar commercial character when the river bridge was completed in 1889. The street was renamed in 1920 and became the largest and most diverse shopping district in North Minneapolis (Peterson and Zellie 1998: 23-25, 35, 46; Roise and Weaver Olson 2001).

By the 1920s, the area immediately north of Sixth Avenue North and west of Lyndale Avenue had become increasingly deteriorated as older housing stock was subdivided into multiple dwellings. Much of the city's Jewish and African-American communities had been concentrated in the area because of restrictive covenants and other housing restrictions. The City proposed an area surrounding Sumner Field Playground as a pilot project of the Housing Division of the Federal Public Works Administration (PWA). Buildings within a six-block area were demolished, and the 48 residential buildings of Sumner Field Homes were constructed on a 30-acre site bounded by Emerson Avenue North, 11th Avenue North, Aldrich Avenue North, and Sixth Avenue North, soon to be rechristened as Olson Memorial Highway (Peterson and Zellie 1998: 36).

With the support of the Minneapolis Planning Commission, the Minnesota Highway Department developed a plan in 1934 to route Minnesota Trunk Highway 55 along Sixth Avenue North between Glenwood Park and 7th Street North. Governor Floyd Olson, who had grown up in North Minneapolis, died in 1936; the following year the state legislature decided to name the highway in his honor. Between Thomas Avenue North and the North Loop area of Downtown Minneapolis, it was designed as a divided highway with a landscaped median strip. Property acquisition began in 1937 with right-of-way taking the buildings on the north side of the street. The highway was officially opened in 1940, although the last phase of construction west of Thomas Avenue to the city limits was not completed until 1947 (Peterson and Zellie 1998: 35-36; Roise and Petersen 2011: 24-25; Mathis 2012; Minnesota Department of Highways 1948).

3.2.5 North Minneapolis (1945 to Present)

After World War II, the Camden community still had many undeveloped sites. These sites began to be filled with the same types of Cape Cod, Minimal Traditional, rambler and ranch houses seen in adjacent suburban communities. By 1965, over 80 percent of the dwelling units in the Camden community were single-family homes (Peterson and Zellie 1998: 36; Martin and Lanegran 1983: 126).

The construction of Sumner Field Homes was only a small improvement to housing on the Near North Side. Older housing near Olson Memorial Highway continued to deteriorate. The Minneapolis Housing and Redevelopment Authority (MHRA) was created in 1947 to address the city's housing problems. The U.S. Housing Act of 1949 authorized federal support to local governments for slum clearance and public housing construction. In Minneapolis this led to the Glenwood Renewal Plan, also known as the Glenwood Redevelopment Plan due to the Redevelopment Standards that guided new construction in the Plan area (Jones 1963). The Plan was authorized by the federal government in 1955. It included three components: residential redevelopment to the west of Lyndale Avenue extending both north and south of Olson Memorial Highway; industrial redevelopment to the east of Lyndale Avenue extending south of Olson Memorial Highway to Glenwood Avenue North; and a section of the proposed Interstate Highway 94, extending from downtown to Plymouth Avenue North (Roise and Petersen 2012: 4.4-39 – 4.4-42).

Demolition and construction for the residential redevelopment began in 1955 and continued to 1968. It included low-income family housing and low- and moderate-income elderly housing. The housing types ranged from high rise and moderate height apartment buildings to townhouses. Lyndale Homes and Glenwood Homes at Bryant Avenue and Olson Homes, next to Sumner Field Homes, were public housing. A not-for-profit housing complex was constructed near Girard Avenue (Martin and Lanegran 1983: 52; Roise et al 2012: 4.4-43). The industrial area was largely redeveloped with new buildings in the 1960s, although land acquisition began in 1956 (Roise et al 2012: 4.4-42). The construction for Interstate 94 through the area also took place in the 1960s.

Minneapolis was not immune from the civil unrest and racial tensions that roiled many American cities in the late 1960s. On July 20 and 21, 1967, a small fight escalated to groups of youths breaking store windows and setting fires to businesses along Plymouth

Avenue. Many in the local African-American community saw the disturbance as a reaction to racial discrimination and lack of jobs and economic opportunities (Peterson and Zellie 1998: 39; Nathanson 2010: 116-121).

Following the 1967 disturbances, the city developed another ambitious urban renewal plan in 1968 to address the problems of the North Side. It included a demonstration project called the Pilot City Center that would link social services and physical assistance programs in a single location. It took over the former Beth El synagogue building at Penn Avenue and 14th Avenue North and eventually constructed a new building on the site. The plan also incorporated new housing off Plymouth Avenue, a neighborhood shopping complex east of Penn, several new schools, and new parkland. Businesses and industries were also encouraged to come into the area, including Control Data and Northwestern Bank (Peterson and Zellie 1998: 39-40; Roise and Petersen 2011). These projects continued into the early 1980s. In 1984-1985 Interstate 94 was finally extended north from Plymouth Avenue to join Interstate 694 in Brooklyn Center (Atwood and Roise 2010a: 9).

In 1992, the NAACP and Legal Aid attorneys filed a lawsuit on behalf of public housing residents against the Minneapolis Public Housing Authority, the Minneapolis Community Development Authority, the City of Minneapolis, the U.S. Department of Housing and Urban Development, and the Metropolitan Council, claiming housing discrimination in Sumner Field Homes and other public housing projects. Discussions over the next four years resulted in a settlement that called for demolition of existing buildings, changes in housing patterns, and plans for new buildings on the site. Almost all the public housing units flanking Olson Memorial Highway were demolished in 1997 (Goetz 2003). Construction of a new Heritage Village with mixed-use and mixed income housing began in 2005.

Parts of North Minneapolis also suffered major damage when an F-4 tornado tore through the area on May 22, 2011. In addition to many houses and areas of Theodore Wirth Park, the commercial buildings on the west side of the intersection of Penn and West Broadway Avenues were damaged. A new multi-use development is under construction on the site.

3.2.6 Downtown Minneapolis (1880-1945)

By the 1880s, Downtown Minneapolis was losing its residential character and was taking on the status of a more specialized commercial, retail, and entertainment zone. Major Minneapolis business and industrial enterprises were expanding, relocating, and consolidating on their downtown real estate. Between 1880 and 1890, Minneapolis experienced its greatest increase in numbers of any decade, growing from 46,887 people to 164,738. In 1910 it was 301,408 and had increased to 492,370 in 1940 (Borchert et al 1983: 64). All of the existing land area of the city, except for the section south of South 54th Street, had been annexed by 1887.

The railroads played a major role in defining the character of the downtown core with the location of the tracks helping to establish the core's boundaries. The third Hennepin Avenue Bridge, a steel-arch structure designed by city engineer Andrew Rinker, opened

in 1888 to accommodate the growth in traffic. Downtown access was also enabled by the growth in electrified streetcar lines under the aegis of the Twin City Rapid Transit Company, founded in 1891.

In 1880, the commercial district was still centered around Bridge Square, but it quickly became more dispersed, more specialized, and located along the avenues south of Washington Avenue in larger new buildings that included some of the city's early skyscrapers (Pearson and Roise 2000: 15-16).

Hennepin Avenue began to assume the character of an entertainment district with the construction of the West Hotel (1884) and the Masonic Temple (1889). Nicollet Avenue was becoming the retail center, especially the section from South 5th Street to South 7th Street. Of the era's fashionable stores, only Dayton's Department Store at 700 Nicollet Mall survives. Built in 1901-1902, the store eventually expanded south and west along Nicollet and South 8th Street between 1916 and 1947. The retail district continued to expand to the south into the 1920s, consolidating its position as the center of the retail trade (Pearson and Roise 2000: 17-18, 29).

With the growth of the city and its government, the old city hall on Bridge Square had become obsolete. The city joined forces with the county government to construct a new City Hall-County Courthouse on Third Avenue South between South 4th Street and South 5th Street. Construction began in 1888 and was finally completed in 1905 (Pearson and Roise 2000: 19).

A few grand residences were built on the fringes of the downtown core in the 1880s and 1890s. Earlier houses that survived were converted to boarding houses or put into commercial use. Flats buildings (small apartment buildings for middle-class residents) also began to be built. A few churches were built in the 1880s and 1890s on the residential edges of the downtown core. Gethsemane Episcopal Church (1883), First Baptist Church (1885), and Westminster Presbyterian Church (1898) still survive. After a fire in 1888, the Universalist Church of the Redeemer rebuilt its church at Second Avenue South and South 8th Street. But by 1905, the area around the church was called "Hell's Half Acre," and the block between 8th and 9th Streets, east of Second Avenue, was filled with wooden shanties (Pearson and Roise 2000: 20-21).

However, just to the north of the church, the Minneapolis Club, established by the prominent businessmen and civic leaders of the city in 1886, built its fourth clubhouse in 1908 and expanded in 1911 on Second Avenue South at South 8th Street (BRW 1995; Pearson and Roise 2000: 22).

Downtown Minneapolis was established as the commercial, banking, and insurance center of the Upper Midwest when it was named the headquarters of the Ninth District of the Federal Reserve Bank in 1914. Several banks expanded and enlarged on their sites along Marquette Avenue and Second Avenue South near South 5th Street. Minneapolis acquired several notable Art Deco/Art Moderne office buildings during the late 1920s in locations that reflected a shift of the business center further to the south. These were the

Baker Building (1926) on South 7th Street between Marquette Avenue and Second Avenue South; the Rand Tower (1929) at Marquette Avenue and South 6th Street; the Foshay Tower (1929) at Marquette Avenue and South 9th Street; and the Northwestern Bell Telephone Building (1931) at Third Avenue South and South 5th Street (Pearson and Roise 2000: 26-27).

During the early twentieth century, Hennepin Avenue continued its role as the center of the city's hotel and entertainment industries. The new hotels took advantage of proximity to the Great Northern railroad station by the Hennepin Avenue Bridge and entertainment facilities at the south end of the area on formerly residential blocks. Hennepin and 7th Street were dubbed the "Broadway of the Upper Midwest," and by 1916, there were at least 25 theaters in downtown Minneapolis including playhouses, vaudeville houses, and nickelodeons. Motion-picture palaces followed in the 1920s. A handful survive including the Orpheum (1921), the State (1921), and the Pantages (1916 and later) (Pearson and Roise 2000: 28-29).

In the aftermath of the 1929 stock market crash and subsequent Depression, Downtown Minneapolis saw many vacancies in its office market, a situation that remained unchanged until World War II (Pearson and Roise 2000: 31).

3.2.7 Downtown Minneapolis (1945 to Present)

The second half of the twentieth century saw a transformation of Downtown Minneapolis that was comparable to that of the last quarter of the nineteenth century. The demolition and subsequent reconstruction of one-third of the downtown area was undertaken as a response to the expansion of the greater metropolitan area in the years after World War II and the shift of population and capital from the city to the suburbs. The city of Minneapolis reached its population high in 1950 of 521,718 people, then dropped to 368,383 in 1990 but rose to 382,618 in 2000.

Development and changes in infrastructure played an important part in determining the character of Downtown Minneapolis. The streetcar system was shut down and replaced by a bus system by 1954. The increased use of automobiles and other motorized vehicles required improved roadway access and more provisions for on- and off-street parking. The Federal Aid Highway Act of 1956 offered funding for limited-access highways intended to relieve traffic congestion and to provide controlled access routes into and between downtown St. Paul and downtown Minneapolis. In Minneapolis this resulted in the construction of Interstate 94 south, east, and west of downtown and eventually extending through North Minneapolis and Brooklyn Center (Pearson and Roise 2000: 34; Atwood and Roise 2010a: 9).

In the late 1940s, Minneapolis began to plan for a large-scale urban renewal effort to encourage the economic redevelopment of the area around the Gateway, which had replaced Bridge Square in the early twentieth century. Architect Robert Cerny was hired by the Minneapolis Housing and Redevelopment Agency (MHRA) to draw up a renewal plan, completed in 1959. Twenty-four blocks were acquired by condemnation, and 180

buildings were demolished. Many new buildings were planned to create a progressive, up-to-date image for the city (Jones 1963; Pearson and Roise 2000: 35).

The creation and continuing expansion of the Minneapolis skyway system had a direct impact on the downtown core. The first skyways were built in 1962-1963 as part of the Northstar Center at Marquette Avenue and South 7th Street, which linked the Northstar Center to the Northwestern National Bank and the Baker Block. The use of skyways to connect downtown buildings at second-story level has continued throughout Downtown Minneapolis (Kaufman 1985: 1-13, 125-127; Pearson and Roise 2000: 35-36).

Nicollet Mall was first proposed in the Central Minneapolis Plan (1959) with the initial design by Barton-Aschman Associates (Altshuler 1965: 257-258). This design was superseded by a design by Lawrence Halprin & Associates that was completed in 1967 between Washington Avenue and South 10th Street. The new mall turned Nicollet Avenue into a pedestrian zone, with access for buses, taxis, and emergency vehicles. The sidewalks, kiosks, and signposts created a distinctive character intended to reinforce Nicollet's role as a premiere shopping street (Kaufman 1985: 2-3). The mall was extended south to Grant Street in 1982, subsequently remodeled in 1990-1992, and is undergoing another rehabilitation in 2015-2016 (Pearson and Roise 2000: 36; Millett 2007: 23-24).

Beginning in the early 1950s, a number of modern office buildings, both for private companies and by or for public agencies, were underway. This construction occurred both in the Gateway and further south along Marquette Avenue and Second Avenue South between South 6th and South 7th Streets. Near the south end of downtown, St. Olaf Catholic Church, Second Avenue South at South 8th Street, suffered a disastrous fire in 1953. The church rebuilt on the site and moved into a modern building designed by Thorshov and Cerny and built in 1953-1955. The Thorshov and Cerny firm was particularly active in downtown Minneapolis. Other prominent firms that specialized in modern office building design included McEnary & Krafft, Ellerbe Associates, and Edward Baker and Associates (Pearson and Roise 2000: 37-38).

Another wave of construction began in the late 1960s, spurred on by the completion of the Nicollet Mall that helped to reinforce Minneapolis's reputation as a patron of progressive modern architecture. Two prominent public buildings were the Federal Reserve Bank, Marquette Avenue between Washington Avenue South and South 3rd Street, built in 1968-1971 and designed by Michigan architect Gunnar Birkerts and Associates; and the Hennepin County Government Center, which spans South 6th Street between Third Avenue South and Fourth Avenue South with landscaped plazas to the north and south, built in 1969-1977 and designed by San Francisco architect John Carl Warnecke and Associates with Peterson, Clark and Associates, an outgrowth of the Cerny firm. The north plaza links the Government Center to City Hall (Pearson and Roise 2000: 39).

Meanwhile Baker Properties launched an ambitious plan to house the Investors Diversified Services on Nicollet Mall between South 7th and South 8th Street. Known as

the IDS Center, the complex was designed by Philip Johnson and John Burgee with Edward Baker and Associates and includes a 57-story tower, an eight-story office annex, a 19-story hotel, and a two-story retail space facing the mall. When it opened in 1973, IDS replaced the Foshay Tower as the tallest building in Minneapolis and created a new iconic image for the Minneapolis skyline (BRW 1995: 9-177; Pearson and Roise 2000: 39).

Also during this decade, the old Minneapolis General Hospital at the east edge of downtown was replaced by the Hennepin County Medical Center, completed in 1976 and designed by a consortium of local architects called the Medical Facilities Associates. The two-block structure spans South 7th Street between Park Avenue and Chicago Avenue (Jacob and Morphew MT2/14; Millett 2007:74).

New buildings continued to transform downtown in the 1980s. Most were concentrated in the Gateway area, the government center area, and the financial center area. Another iconic building joined the Minneapolis skyline in the form of the Norwest Center (now Wells Fargo Center), completed in 1989 and located on Marquette Avenue between South 6th Street and South 7th Street. The previous Northwestern National Bank Building was destroyed by a fire on Thanksgiving Day 1982 that had begun in the adjacent Donaldson's Department Store on Nicollet Mall. Norwest Center, designed by Cesar Pelli and Associates of New Haven, Connecticut, was a rival to IDS in height at 57 stories although it was kept slightly shorter, and it assumed similar iconic status in design. The rival First National Bank, now US Bank, commissioned an office tower at Second Avenue South and South 6th Street from Pei Cobb Freed of New York that was built in 1990-1992 (Pearson and Roise 2000: 40).

New office building construction has continued in the 1990s and the first decade of the twenty-first century, much of it along the north and south sections of Nicollet Mall. Downtown retailing has substantially declined, reflecting national trends. The Gaviidae Commons complex, on the west side of Nicollet Mall between South 5th Street and South 7th Street, was built in 1989 and 1990-1991 in conjunction with Norwest Center. When it opened it was anchored by two department stores with specialty shops in between. Today Dayton's (now Macy's) is the only surviving department store in downtown Minneapolis (Pearson and Roise 2000: 41).

Hennepin Avenue has been revived as a theater district with the restoration of the State, Orpheum, and Pantages Theaters, all operated by the Hennepin Theater Trust. The old Masonic Temple has been converted into the Hennepin Center for the Arts and is linked to the old Shubert Theater, which is now the centerpiece of the Cowles Performing Arts Center. Several nearby older office buildings have been converted for hotels, apartments, and other entertainment uses.

4.0 FIELDWORK RESULTS

4.1 SUMMARY

Andrew Schmidt served as Principal Investigator, and Marjorie Pearson and Sara Nelson were Architectural Historians. Phase I fieldwork was conducted on April 29 – 30, 2015. During the survey, all buildings, structures, and objects 45 years in age or older within the APE were recorded. In addition, a Phase II study was completed for properties potentially eligible for listing in the NRHP. Two properties within the APE are currently listed in the NRHP. The architectural history studies are summarized in the following table and described below.

Table 2. Architectural History Studies Results

Number of Properties in Phase I Survey	118
Number of Phase II Properties	14
Number of Properties Currently listed in the NRHP	2
Number of Properties Recommended Eligible for Listing	8

Properties included in the Phase I architectural history survey included: 37 commercial (banks, offices, retail, filling stations, shopping centers, and store and flats); 63 residences (single family, duplexes, apartments); four skyways associated with one office building; two theaters; two healthcare clinics; and one each of the following: greenhouse, cemetery, memorial statue, highway, landscaped parkway, landscape feature, church, parking garage, government building, and hospital. Fourteen of these properties were recommended as potentially eligible for listing in the NRHP, and Phase II evaluations were completed for them (see Table 2). Recorded buildings range in time period from the 1880s to the 1970s. Table 3 summarizes the results of the Phases I and II architectural history survey, and the table in Appendix E provides a list of photographs with property addresses and page numbers.

Table 3. Phase I and II Survey Results

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
Car Wash	5500 Brooklyn Blvd	Brooklyn Center	1966	HE-BCC-041	Not Eligible (Ph. I)
Service Station	5445 Xerxes Ave N	Brooklyn Center	1968	HE-BCC-043	Not Eligible (Ph. I)
Service Station	5501 Xerxes Ave N	Brooklyn Center	1966	HE-BCC-044	Not Eligible (Ph. I)
House	5301 Brooklyn Blvd	Brooklyn Center	1950	HE-BCC-033	Not Eligible (Ph. I)
House	5309 Brooklyn Blvd	Brooklyn Center	1950	HE-BCC-034	Not Eligible (Ph. I)
House	5317 Brooklyn Blvd	Brooklyn Center	1951	HE-BCC-035	Not Eligible (Ph. I)
House	5323 Brooklyn Blvd	Brooklyn Center	1953	HE-BCC-036	Not Eligible (Ph. I)

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
House	5341 Brooklyn Blvd	Brooklyn Center	1949	HE-BCC-037	Not Eligible (Ph. I)
House	5401 Brooklyn Blvd	Brooklyn Center	1949	HE-BCC-038	Not Eligible (Ph. I)
House	5407 Brooklyn Blvd	Brooklyn Center	1954	HE-BCC-039	Not Eligible (Ph. I)
Commercial Office Building	5415 Brooklyn Blvd	Brooklyn Center	1960	HE-BCC-040	Not Eligible (Ph. I)
Duplex	3012 51st Ave N	Brooklyn Center	1958	HE-BCC-028	Not Eligible (Ph. I)
House	5049 Brooklyn Blvd	Brooklyn Center	1920	HE-BCC-029	Not Eligible (Ph. I)
House	5050 Brooklyn Blvd	Brooklyn Center	1956	HE-BCC-030	Not Eligible (Ph. I)
House	5053 Brooklyn Blvd	Brooklyn Center	1922	HE-BCC-031	Not Eligible (Ph. I)
Duplex	5100 Brooklyn Blvd	Brooklyn Center	1961	HE-BCC-032	Not Eligible (Ph. I)
Malmberg's Greenhouse	5120 Lilac Dr	Brooklyn Center	1908	HE-BCC-004	Not Eligible (Ph. I)
House	2320 Memorial Pkwy	Minneapolis	1928	HE-MPC-7259	Not Eligible (Ph. I)
House	4520 Osseo Rd	Minneapolis	1953	HE-MPC-7262	Not Eligible (Ph. I)
House	4525 Osseo Rd	Minneapolis	1946	HE-MPC-7263	Not Eligible (Ph. I)
House	4531 Osseo Rd	Minneapolis	1955	HE-MPC-7264	Not Eligible (Ph. I)
House	4501 Russell Ave N	Minneapolis	1945	HE-MPC-8525	Not Eligible (Ph. I)
House	4507 Russell Ave N	Minneapolis	1946	HE-MPC-8526	Not Eligible (Ph. I)
House	4546 Sheridan Ave N	Minneapolis	1946	HE-MPC-8527	Not Eligible (Ph. I)
House	4550 Sheridan Ave N	Minneapolis	1946	HE-MPC-8528	Not Eligible (Ph. I)
House	4554 Sheridan Ave N	Minneapolis	1946	HE-MPC-8529	Not Eligible (Ph. I)
House	4600 Sheridan Ave N	Minneapolis	1926	HE-MPC-8530	Not Eligible (Ph. I)
House	4601 Sheridan Ave N	Minneapolis	1949	HE-MPC-8531	Not Eligible (Ph. I)
House	4526 Thomas Ave N	Minneapolis	1946	HE-MPC-8532	Not Eligible (Ph. I)
House	4530 Thomas Ave N	Minneapolis	1951	HE-MPC-8533	Not Eligible (Ph. I)

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
House	2412 Victory Memorial Dr	Minneapolis	1930	HE-MPC-8534	Not Eligible (Ph. I)
Victory Memorial Parkway H.D.	Victory Memorial Pkwy	Minneapolis	1921	HE-MPC-5884	Eligible (Ph. II)
House	4248 Penn Ave N	Minneapolis	1954	HE-MPC-7293	Not Eligible (Ph. I)
House	4255 Penn Ave N	Minneapolis	1930	HE-MPC-7294	Not Eligible (Ph. I)
House	4259 Penn Ave N	Minneapolis	1933	HE-MPC-7295	Not Eligible (Ph. I)
House	4260 Penn Ave N	Minneapolis	1925	HE-MPC-7296	Not Eligible (Ph. I)
House	4264 Penn Ave N	Minneapolis	1925	HE-MPC-7297	Not Eligible (Ph. I)
House	4301 Penn Ave N	Minneapolis	1954	HE-MPC-7298	Not Eligible (Ph. I)
House	4306 Penn Ave N	Minneapolis	1917	HE-MPC-7299	Not Eligible (Ph. I)
House	4309 Penn Ave N	Minneapolis	1956	HE-MPC-7300	Not Eligible (Ph. I)
House	4310 Penn Ave N	Minneapolis	1927	HE-MPC-8523	Not Eligible (Ph. I)
House	4315 Penn Ave N	Minneapolis	1956	HE-MPC-8524	Not Eligible (Ph. I)
Duplex	3750 Penn Ave N	Minneapolis	1922	HE-MPC-7288	Not Eligible (Ph. I)
House	3751 Penn Ave N	Minneapolis	1917	HE-MPC-7289	Not Eligible (Ph. I)
House	3754 Penn Ave N	Minneapolis	1912	HE-MPC-7290	Not Eligible (Ph. I)
Service Station	3759 Penn Ave N	Minneapolis	1954	HE-MPC-7291	Not Eligible (Ph. I)
Crystal Lake Cemetery & Chapel	3800-16 Penn Ave N; 2130 Dowling Ave N	Minneapolis	1886	HE-MPC-8242	Not Eligible (Ph. II)
House	3809 Penn Ave N	Minneapolis	1950	HE-MPC-7292	Not Eligible (Ph. I)
House	3545 Penn Ave N	Minneapolis	1920	HE-MPC-7283	Not Eligible (Ph. I)
House	3549 Penn Ave N	Minneapolis	1930	HE-MPC-8535	Not Eligible (Ph. I)
Apartment	3550 Penn Ave N	Minneapolis	1957	HE-MPC-7284	Not Eligible (Ph. I)
Store & Flats	3551-53 Penn Ave N	Minneapolis	1925	HE-MPC-7285	Not Eligible (Ph. I)
Apartment	3555-59 Penn Ave N	Minneapolis	1961	HE-MPC-7286	Not Eligible (Ph. I)

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
Store & Flats	3611 Penn Ave N	Minneapolis	1907	HE-MPC-7287	Not Eligible (Ph. I)
Commercial Building	2207-11 Lowry Ave N	Minneapolis	1925	HE-MPC-7258	Not Eligible (Ph. I)
Commercial Building	3121 Penn Ave N; 2201-07 Lowry	Minneapolis	1925	HE-MPC-7280	Not Eligible (Ph. I)
Commercial Building	3212 Penn Ave N	Minneapolis	1949	HE-MPC-7281	Not Eligible (Ph. I)
B.M. Anderson Auto Repair	3219 Penn Ave N	Minneapolis	1920	HE-MPC-7282	Not Eligible (Ph. I)
Duplex	2755 Penn Ave N	Minneapolis	1915	HE-MPC-7272	Not Eligible (Ph. I)
Store & Flats	2759 Penn Ave N	Minneapolis	1912	HE-MPC-7273	Not Eligible (Ph. I)
House	2816 Penn Ave N	Minneapolis	1916	HE-MPC-7274	Not Eligible (Ph. I)
House	2824 Penn Ave N	Minneapolis	1890	HE-MPC-7275	Not Eligible (Ph. I)
House	2900 Penn Ave N	Minneapolis	1920	HE-MPC-7276	Not Eligible (Ph. I)
House	2906 Penn Ave N	Minneapolis	1919	HE-MPC-7277	Not Eligible (Ph. I)
House	2907 Penn Ave N	Minneapolis	1916	HE-MPC-7278	Not Eligible (Ph. I)
Apartment	2910 Penn Ave N	Minneapolis	1925	HE-MPC-7279	Not Eligible (Ph. I)
Duplex	2335-37 Penn Ave N	Minneapolis	1885	HE-MPC-11076	Not Eligible (Ph. I)
Store & Flats	2339-41 Penn Ave N	Minneapolis	1905	HE-MPC-7270	Not Eligible (Ph. I)
Commercial Building	2400 Penn Ave N	Minneapolis	1922	HE-MPC-7038	Not Eligible (Ph. I)
Store & House	2406 Penn Ave N	Minneapolis	1914	HE-MPC-7271	Not Eligible (Ph. I)
Commercial Building	2416 Penn Ave N	Minneapolis	1926	HE-MPC-7042	Not Eligible (Ph. I)
Store & Flats	2117 W Broadway	Minneapolis	1890	HE-MPC-6998	Not Eligible (Ph. I)
Commercial Building	2118-24 W Broadway	Minneapolis	1929	HE-MPC-6999	Not Eligible (Ph. I)
Commercial Building	2119-23 W Broadway	Minneapolis	1914	HE-MPC-7016	Not Eligible (Ph. I)
Penn Ave State Bank	2126 W Broadway	Minneapolis	1927	HE-MPC-7017	Not Eligible (Ph. I)
Commercial Building	2128-30 W Broadway	Minneapolis	1923	HE-MPC-7018	Not Eligible (Ph. I)

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
Cozy/Penn Theatre	2221 W Broadway	Minneapolis	1911	HE-MPC-7023	Not Eligible (Ph. I)
Duplex	1830 Penn Ave N	Minneapolis	1930	HE-MPC-7267	Not Eligible (Ph. I)
Commercial Building	1832-34 Penn Ave N	Minneapolis	1927	HE-MPC-7268	Not Eligible (Ph. I)
Commercial Building	1840 Penn Ave N	Minneapolis	1964	HE-MPC-7269	Not Eligible (Ph. I)
House	1902 Penn Ave N	Minneapolis	1916	HE-MPC-11038	Not Eligible (Ph. I)
Double House	1904-06 Penn Ave N	Minneapolis	1894	HE-MPC-11039	Not Eligible (Ph. I)
House	1910 Penn Ave N	Minneapolis	1918	HE-MPC-11040	Not Eligible (Ph. I)
House	1237-39 Penn Ave N	Minneapolis	1927	HE-MPC-7580	Not Eligible (Ph. I)
Pilot City Region Centre	1313-49 Penn Ave N	Minneapolis	1973	HE-MPC-8240	Not Eligible (Ph. I)
House	611 Oliver Ave N	Minneapolis	1915	HE-MPC-7260	Not Eligible (Ph. I)
Floyd B. Olson Memorial Highway	Olson Memorial Highway	Minneapolis	1940	HE-RDW-001	Not Eligible (Ph. II)
Floyd Olson Memorial Statue	Olson Memorial Hwy Near Penn Ave N	Minneapolis	1940	HE-MPC-9013	Eligible (Ph. II)
Humboldt Triangle	609 Humboldt Ave N	Minneapolis	1911	HE-MPC-10056	Not Eligible (Ph. I)
Oak Ridge Nursing Home	1300-1314 Olson Memorial Hwy	Minneapolis	1970	HE-MPC-7261	Not Eligible (Ph. I)
Girard Terrace West (bldg C)	1315 Olson Memorial Hwy; 570 Humboldt Ave N	Minneapolis	1964	HE-MPC-10153	Not Eligible (Ph. II)
Girard Terrace West (bldg A & B)	505 and 525 Humboldt Ave N	Minneapolis	1964	HE-MPC-10055	Not Eligible (Ph. II)
Gas Station	901 Olson Memorial Hwy	Minneapolis	1961	HE-MPC-10150	Not Eligible (Ph. I)
Stimson Building. Pantages Theater	700-10 Hennepin Ave	Minneapolis	1916	HE-MPC-16555	Not Eligible (Ph. I)
Mitchell Block; Public Drug Co.	701-03 Hennepin Ave	Minneapolis	1899	HE-MPC-7255	Not Eligible (Ph. I)
Hall Block; Witt's Market House	705-09 Hennepin Ave	Minneapolis	1904	HE-MPC-7256	Not Eligible (Ph. I)
Lincoln Bank	730 Hennepin Ave	Minneapolis	1921	HE-MPC-0437	Listed in NRHP 2012
Snyder's Drugstore	731-35 Hennepin Ave	Minneapolis	1947	HE-MPC-7257	Not Eligible (Ph. I)
Pence Auto Co. Building	800 Hennepin Ave	Minneapolis	1909	HE-MPC-9026	Listed in NRHP 2007

Property Name (Historic)	Address	City	Date Built	SHPO No.	NRHP Eligibility
State Theatre	809 Hennepin Ave	Minneapolis	1920	HE-MPC-0438	Eligible (Ph. II)
Walker (Homestead) Building	19-23 8th St; 801 Hennepin Ave	Minneapolis	1920	HE-MPC-7253	Not Eligible (Ph. I)
Dayton's Department Store & Annex	700-730 Nicollet Mall; 26, 46-82 8th St S	Minneapolis	1902 & later	HE-MPC-5099	Eligible (Ph. II)
Skyway (Bridge No. 93867)	Spans 8th Street B/W Lasalle & Nicollet	Minneapolis	1968	HE-MPC-17771	(Dayton's Resource)
IDS Center	710-730 Marquette Ave; 80 8th St S	Minneapolis	1972	HE-MPC-0367, HE-MPC-9857	Eligible (Ph. II)
Skyway (Bridge No. 93861)	Spans 7th Street B/W Nicollet & Marquette	Minneapolis	1972	HE-MPC-17767	(IDS Resource)
Skyway (Bridge No. 93864)	Spans Nicollet Mall B/W 7th & 8th Streets	Minneapolis	1972	HE-MPC-17769	(IDS Resource)
Skyway (Bridge No. 93866)	Spans 8th Street B/W Nicollet & Marquette	Minneapolis	1972	HE-MPC-17770	(IDS Resource)
Midwest Plaza	801 Nicollet Mall	Minneapolis	1969	HE-MPC-9859	Not Eligible (Appendix D)
Norwest Center	90 7th Street S	Minneapolis	1988	HE-MPC-16697	Eligible (Ph. II)
Elks Club Building	625-629 2nd Ave; 200-214 7th St S	Minneapolis	1913	HE-MPC-7252	Not Eligible (Ph. I)
St. Olaf Catholic Church	805 2nd Ave S	Minneapolis	1955	HE-MPC-0490	Eligible (Ph. II)
Minneapolis Club and Parking Garage	729 2nd Ave S; 220 8th St S	Minneapolis	1908 1911 1919 61	HE-MPC-0401 HE-MPC-7254	Eligible (Ph. II)
Hennepin County Government Center	300 6th St S	Minneapolis	1977	HE-MPC-0356	Not Eligible (Ph. II)
MN Auto Body & Fender Works	619 7th St S	Minneapolis	1947	HE-MPC-0363	Not Eligible (Ph. I)
Washburn Apartments	610 8th St S	Minneapolis	1887	HE-MPC-0368	Not Eligible (Ph. I)
Hennepin County Medical Center	701 Park Ave	Minneapolis	1972 - 75	HE-MPC-0465	Not Eligible (Ph. II)
Viking Enterprise	710-14 Park Ave	Minneapolis	1946	HE-MPC-7265	Not Eligible (Ph. I)
General Motors Acceptance Co.	801 Park Ave; 701 8th St S	Minneapolis	1951	HE-MPC-7266	Not Eligible (Ph. I)

4.2 INVENTORIED PROPERTIES

4.2.1 Brooklyn Center Transit Center

No properties in this portion of the APE were older than 45 years old. Therefore, they were not inventoried as a part of this project.

4.2.2 Xerxes Avenue North & 56th Avenue North

5500 Brooklyn Boulevard (HE-BCC-041)

Brookdale Car Wash



Photo 1. 5500 Brooklyn Boulevard



Photo 2. 5500 Brooklyn Boulevard

This one-story concrete block structure, located at the northeast corner of Brooklyn Boulevard and 55th Avenue North, has a flat roof with shed roof dormers with atrium windows on the north and south ends. A large flat roof canopy with concrete supports projects from the west elevation. Buttress projections that create service bays support the roof overhang on the east elevation.

This building was constructed in 1966. The building continues to function in its original role as a car wash. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories indicate the property has served the same purpose under the same name, Brookdale Car Wash, since at least 1969. This property is generally associated with the suburban commercial development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5445 Xerxes Avenue North (HE-BCC-043)
Firestone Service Station



Photo 3. 5445 Xerxes Ave N



Photo 4. 5445 Xerxes Ave N

This one-story building, located on the south side of 55th Avenue North and west of Xerxes Avenue North, has a flat roof wrapped with a projecting metal cornice. The concrete structure has brick facing. Three pairs of modern garage door bays, divided by a commercial door and transom window punctuate the walls of the east and north façades. A tall storefront bay with full-height windows stands at the south end of the building. A parking lot surrounds the building.

This building was constructed in 1968. The building continues to function in its original role as an automobile service station. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield listings for this property in 1969 or 1970. This property is generally associated with the suburban commercial development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5501 Xerxes Avenue North (HE-BCC-044)
NTB Service Center



Photo 5. 5501 Xerxes Ave N



Photo 6. 5501 Xerxes Ave N

This one-story concrete-frame structure organized in a T-plan is located at the northwest corner of 55th Avenue North and Xerxes Avenue North. The painted brick-clad walls rise to a flat roof with metal coping. Five garage doors and a pedestrian doorway span the east façade of the southern bay. A storefront with full-height commercial windows stands on the east end of the northern bay. The entrance is inset and the overhead roof is supported by a steel post. The building is surrounded on all sides by parking lots.

This building was constructed in 1968. The building continues to function in its original role as an automobile service station. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed this property as Goodyear Tire & Rubber Co. in 1969. Today, the building serves the same function under the name NTB Service Center. This property is generally associated with the suburban commercial development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.3 Brooklyn Boulevard & Highway 100

5301 Brooklyn Boulevard (HE-BCC-033)

House



Photo 7. 5301 Brooklyn Blvd



Photo 8. 5301 Brooklyn Blvd

This story-and-a-half cottage is located on the west side of Brooklyn Boulevard along the service road and just north of 53rd Avenue North. The house has a front-gable roof with a two-story gabled addition. It is set on a concrete block foundation and has vinyl-clad walls. The windows throughout the house have been replaced. A gabled roof projection surmounts the front door and is supported by wood brackets. A large double garage stands at the rear of the property.

This house was constructed in 1950. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Mrs. Jessie Matson lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5309 Brooklyn Boulevard (HE-BCC-034)

House



Photo 9. 5309 Brooklyn Blvd



Photo 10. 5309 Brooklyn Blvd

This one-story Ranch style house, located on the west side of Brooklyn Boulevard along the service road, has a low-pitched hipped roof with wide eaves. The frame house has a concrete foundation and lap siding. The one-car garage is inset and the roof overhang, supported by a wood beam, provides shelter at the adjacent front door. A wide brick chimney stands near the front of the house. A large picture window is flanked by wood sash windows.

This house was constructed in 1950. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, James D. Campbell lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5317 Brooklyn Boulevard (HE-BCC-035)

House



Photo 11. 5317 Brooklyn Blvd



Photo 12. 5317 Brooklyn Blvd

This one story Minimal Traditional house, located on the west side of Brooklyn Boulevard along the service road, has a side gable roof and a slightly-projecting front gable bay. The concrete block foundation rises to walls clad in replacement lap siding. The front gable-end has vertical wood siding. A one-car garage is attached via an enclosed breezeway on the south side of the house next to a brick end-wall chimney. The window openings retain the original wood sash and picture window.

This house was constructed in 1951. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5323 Brooklyn Boulevard (HE-BCC-036)

House



Photo 13. 5323 Brooklyn Blvd



Photo 14. 5323 Brooklyn Blvd

This one-story Ranch style house, located on the west side of Brooklyn Boulevard along the service road, has a hipped roof and projecting hipped roof garage wing. The house is set on a concrete foundation, the front is faced in permastone, and the side walls are clad in stucco. The chimney rising next to the garage wing is also faced in permastone. The window openings retain the original wood sash and picture window.

This house was constructed in 1953. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Elmer V. Seburg lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5341 Brooklyn Boulevard (HE-BCC-037)

House



Photo 15. 5341 Brooklyn Blvd



Photo 16. 5341 Brooklyn Blvd

This one-story house, located on the west side of Brooklyn Boulevard along the service road, has been altered from its original form. The concrete foundation rises to walls clad in replacement lap siding and a side gable roof. A two-car garage wing is attached on the north wall. Sash windows, flanked by shutters, are replacements. The gabled front porch with wood posts is a recent addition.

This house was constructed in 1949. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Merrill E. Stodghill lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5401 Brooklyn Boulevard (HE-BCC-038)

House



Photo 17. 5401 Brooklyn Blvd



Photo 18. 5401 Brooklyn Blvd

This one-story Minimal Traditional house, located on the west side of Brooklyn Boulevard along the service road, has a side gable roof and an intersecting, off-center front gable. A gabled hood stands above the central entry. An enclosed sun porch is attached to the south wall. The windows and lap siding are replacements.

This house was constructed in 1949. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Adolph C. Boyson lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5407 Brooklyn Boulevard (HE-BCC-039)

House



Photo 19. 5407 Brooklyn Blvd



Photo 20. 5407 Brooklyn Blvd

This one-story Ranch style house, located on the west side of Brooklyn Boulevard along the service road, has a hipped roof with wide eaves. The house is set on a concrete-block foundation and rises to walls clad in replacement lap siding. The upper portion of the façade has vertical wood paneling. A one- car garage is inset on the north end of the house. The windows appear to be original.

This house was constructed in 1954. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed the Reverend Edward W. Stodghill as the resident in 1956. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5415 Brooklyn Boulevard (HE-BCC-040)

Office/Clinic Building



Photo 21. 5415 Brooklyn Blvd



Photo 22. 5415 Brooklyn Blvd

This one-story Modernist office building, located on the west side of Brooklyn Boulevard along the service road, has an irregular L-plan and a flat roof with wide projecting eaves. The base and façade walls are clad in brick facing. The walls between bands of windows have vertical wood paneling. The projecting wing on the north end is an enclosed porch. The building is surrounded by a parking lot on the north and west sides.

This building was constructed in 1960. It has functioned as a clinic since shortly after construction. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed the Northpoint Medical Center Clinic in 1962 and 1969. This property is generally associated with the suburban commercial development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.4 Brooklyn Boulevard & 51st Avenue

3012-3018 51st Avenue North (HE-BCC-028)

Duplex residence



Photo 23. 3012 51st Ave N



Photo 24. 3012 51st Ave N

This one-story Ranch style duplex residence is located on the north side of 51st Avenue. The concrete foundation rises to stucco-clad walls and a hipped roof with wide eaves. The central portion of the façade has brick facing and is surmounted by a hipped-roof overhang. This central portion contains a single door, flanked on each side by a band of three windows; fixed panes surmount hopper windows.

This duplex was constructed in 1958. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed Carl Hanson as a resident in 1960 and Thomas Shefeluck in 1962. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5049 Brooklyn Boulevard (HE-BCC-029)

House



Photo 25. 5049 Brooklyn Blvd



Photo 26. 5049 Brooklyn Blvd

This story-and-a-half Craftsman style bungalow, located on the west side of Brooklyn Boulevard, has a concrete foundation, stucco siding, and front-gable roof. The roof has wide eaves and exposed rafter tails; it is intersected with a wide gabled dormer and a projecting gabled sun porch that contains the entrance. The gable ends have half-timber and bracket details.

This house was constructed in 1920. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Morris A. Evans of Evans Wholesale Fruit & Produce Co. lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5050 Brooklyn Boulevard (HE-BCC-030)

House



Photo 27. 5050 Brooklyn Blvd



Photo 28. 5050 Brooklyn Blvd

This one-story Ranch style house, located on the southeast corner of Brooklyn Boulevard and 50th Avenue North, has a concrete foundation, brick-faced base, stucco clad walls, and a hipped roof. The picture and sash windows are original. An inset two-car garage is located at the rear of the house where the basement walls are exposed.

This house was constructed in 1956. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed Joseph J. Sentyrz as a resident in 1960. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5053 Brooklyn Boulevard (HE-BCC-031)

House



Photo 29. 5053 Brooklyn Blvd



Photo 30. 5053 Brooklyn Blvd

This story-and-a-half Craftsman style house, located on the west side of Brooklyn Boulevard, has a rusticated concrete block foundation and walls clad in stucco. The front-gable roof has wide eaves. A large gable is on the south roof slope. A projecting gabled bay contains an enclosed sun porch; the front door is located in this bay's south wall.

This house was constructed in 1922. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, Agnes V. Nelson lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5100 Brooklyn Boulevard (HE-BCC-032)

Duplex residence



Photo 31. 5100 Brooklyn Blvd



Photo 32. 5100 Brooklyn Blvd

This Ranch-style duplex residence, located at the northeast corner of Brooklyn Boulevard and 51st Avenue North, has a two-story section with a shallow-pitched hipped roof with wide eaves. A tuck-under two-car garage occupies the first floor. A one-story hipped-roof wing projects from the north elevation. The house has a concrete foundation and stucco cladding. The wood casement windows are likely original.

This duplex was constructed in 1961. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. City directories listed John Soderholm and Paul Mattson as the first residents in 1961. By 1969, William Young and Carl Ruehle lived here. This property is generally associated with the suburban residential development of Brooklyn Center (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5120 Lilac Drive North; 5105 Brooklyn Boulevard (HE-BCC-0004)

Malmborg's Greenhouse and Garden Center



Photo 33. 5120 Lilac Dr



Photo 34. 5120 Lilac Dr

This property extends through the block between the east side of Lilac Drive and the west side of Brooklyn Boulevard. The house, which faces Brooklyn Boulevard, is a two-and-a-half story front-gable form with large gabled wall dormers on each side. A gabled wing off the south elevation is a recent addition. The hipped-roof, full-width porch that spans the façade has recently been modified with four new wood posts and railing. Other recent alterations to the house include replacement windows, synthetic lap siding, and the removal of a brick end-wall chimney from the north elevation (HE-BCC-0004 Inventory Forms 1988, 1994).

The greenhouse and produce business was established at this location before 1911 by the Nelson family, who sold the company to the Rice Brothers in 1913 (Ekbald 2013). City directories did not yield early resident information; Minneapolis suburbs were not included until 1956. At that time, the greenhouse company was called Rice Brothers, but Lloyd R. Malmborg was the proprietor and resident here. The company's ownership transferred in 1958, when Lloyd and Pearl Malmborg established Malmborg's Garden Center. The house was constructed in 1908. Portions of the greenhouse structures date back to at least 1947. Most have been altered and lack architectural significance. Brooklyn Center property permit records have not been retained; original architect, builder, and owner information could not be determined. The property is due to be sold in 2015; the structures will be demolished and replaced by a new charter school (Johnson 2015). This property is generally associated with the development of Brooklyn Center as an agricultural and suburban center (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. Recent alterations have also affected the integrity of the property. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.5 Osseo Road and 46th Avenue North / Victory Memorial Parkway/Drive Victory Memorial Parkway

See Phase II analysis in Section 5.

2320 Memorial Parkway (HE-MPC-7259)

House



Photo 35. 2320 Memorial Pkwy



Photo 36. 2320 Memorial Pkwy

This story-and-a-half Craftsman bungalow, located on the northeast corner of Victory Memorial Parkway and Russell Avenue North, is set on a concrete base and rises to stucco-clad walls. The side-gable roof and intersecting dormers and projecting bays have clipped gables. The gable-ends have half-timbering. Windows throughout the house are replacements.

This house was constructed and financed by the Hildebrand & Bros. construction firm in 1927 at a cost of \$4,000 (Minneapolis Building Permit # B207808, 11/1/1927). The company was operated by Edward H. and Lee W. Hildebrand at 4166 Washington Avenue North. By 1930, members of the Gagnon family resided here: Hubert (clerk, Central Supply Co.), Gladys (stenographer), Odelle (bookkeeper, Berkowitz Envelope Co.), Peter (welding school) and his wife Rose. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4520 Osseo Road (HE-MPC-7262)

House



Photo 37. 4520 Osseo Rd



Photo 38. 4520 Osseo Rd

This one-story Ranch style house, located on the north side of Osseo Road, is set on a raised basement. It has a concrete foundation, walls clad in stucco, and a shallow-pitched hipped roof. A hipped roof garage wing is attached to the south end of the house. The window openings have wide wood surrounds. The two-over-two wood sash windows are original.

This house was built in 1953 for August C. Schulz at a cost of \$1,700 (Minneapolis Building Permit # B335062, 6/23/1953). Schulz was a real estate investor who operated his business from the Loeb Arcade at 302 Nicollet Avenue. In 1957, James F. and Martha Babekuhl resided at 4520 Osseo Road with Minnie Kennedy (widow of Harold). James was a machinist for the Soo Line railroad and Martha was the proprietor of Martha's Café. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4525 Osseo Road (HE-MPC-7263)

House



Photo 39. 4525 Osseo Rd



Photo 40. 4525 Osseo Rd

This story-and-a-half Cape Cod Revival style house, located on the south side of Osseo Road at its intersection with Sheridan Avenue North, has a concrete foundation, replacement lap siding, and a side-gable roof. A small gabled wall dormer stands above the main entrance on the east facade and a shed-roof projection surmounts an auxiliary door on the south wall. A one-story gabled bay projects from the north wall. The multi-pane wood sash windows and storm windows are original to the house.

This house was constructed by building contractor Stanley D. Klink in 1945 at a cost of \$5,300 (Minneapolis Building Permit # B284605, 9/25/1945). By 1950, Carl W. and Betty F. Carlson resided here. He was employed as a janitor; she was a clerk. This property is generally associated with the residential development of North Minneapolis (1945-Present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4531 Osseo Road (HE-MPC-7264)

House



Photo 41. 4531 Osseo Rd



Photo 42. 4531 Osseo Rd

This one-story Ranch style house, located on the south side of Osseo Road and west of its intersection with Sheridan Avenue North, has a shallow-pitched hipped roof with wide eaves. The house has a concrete foundation and walls clad in stucco. The central entrance is slightly recessed from the façade wall; a shallow, hipped-roof bay slightly projects from the north end of the façade. The detached two-car garage has a hipped roof and stucco cladding.

This house was constructed by Hipps Construction Co. for Vern McCabe in 1954 at a cost of \$9,995 (Minneapolis Building Permit # B341914, 7/14/1954). McCabe was employed in real estate; city directories indicate that he did not live here. By 1956, Siegfried J. and Marie M. Beumer resided here with their son Ronald, a student at the University of Minnesota. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4501 Russell Avenue North (HE-MPC-8525)

House



Photo 43. 4501 Russell Ave N



Photo 44. 4501 Russell Ave N

This story-and-a-half cottage, located at the northwest corner of Russell Avenue and Osseo Road, has wood lap siding and displays Tudor Revival influences in its details. The steeply-pitched side-gable roof is intersected by a shed-roof dormer and a slightly projecting, flared-gable entry bay. A one-story enclosed sun porch with terrace roof projects from the west elevation. The three-over-three wood sash windows and storms are original to the house. The front door is set in a segmental arch. A prominent end-wall brick chimney stands at the front of the house.

Edward E. Chlein owned this property when the house was constructed in 1945 at a cost of \$6,000 (Minneapolis Building Permit # B283611, 9/23/1945). Douglas U. Hayes who resided here in 1946 was employed as a helper steam fitter. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4507 Russell Avenue North (HE-MPC-8526)

House



Photo 45. 4507 Russell Ave N



Photo 46. 4507 Russell Ave N

This story-and-a-half Cape Cod Revival style house, located on the west side of Russell Avenue North, has a side-gable roof with projecting front-gable bay. The concrete foundation rises to walls clad in synthetic lap siding. The multi-pane wood sash windows are original to the house. The front door is surmounted by a dentilled cornice.

Anton A. Rannestad was a building contractor who resided at 2405 Victory Memorial Drive. He financed the construction of the house in 1945, which was built by Alex Anderson for a cost of \$5,600 (Minneapolis Building Permit # B284891, 10/10/1945). A search of Minneapolis city directories did not yield original resident information, but a warehouseman named Robert D. Congdon lived here in 1953. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4546 Sheridan Avenue North (HE-MPC-8527)

House



Photo 47. 4546 Sheridan Ave N



Photo 48. 4546 Sheridan Ave N

This story-and-a-half Cape Cod Revival style house, located on the east side of Sheridan Avenue, has a concrete foundation, replacement lap siding, and a side-gable roof. The central entrance stands in a slightly projecting gabled bay with brick surround. Windows throughout the house are replacements. A one story enclosed sun porch with terrace roof projects from the south elevation.

This house was constructed in 1945 at a cost of \$5,500 by the Fritz Bros. contractor firm (Minneapolis Building Permit # B2185473, 11/14/1945). The firm was operated by Robert (president), Clara (vice-president), and Arthur (secretary-treasurer) Fritz. A post office carrier named Rein A. Kelly and his wife Irene resided here after it was built. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4550 Sheridan Avenue North (HE-MPC-8528)

House



Photo 49. 4550 Sheridan Ave N



Photo 50. 4550 Sheridan Ave N

This story-and-a-half Cape Cod Revival style house, located on the east side of Sheridan Avenue North, has a concrete foundation, stucco siding, and a side-gable roof. The central entrance stands beneath an offset gabled bay. Windows throughout the house are replacements.

This house was constructed in 1946 by the Fritz Bros. contractor firm at a cost of \$5,500 (Minneapolis Building Permit # B285474, 11/14/1945). The firm was operated by Robert (president), Clara (vice-president), and Arthur (secretary-treasurer) Fritz. A clerk for International Milling named Joseph E. Cameron and his wife Gwendolyn resided here in 1948. By 1950, Colin C. Camp and his wife Marjorie lived here. He was employed at the City Incinerator. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4554 Sheridan Avenue North (HE-MPC-8529)

House



Photo 51. 4554 Sheridan Ave N



Photo 52. 4554 Sheridan Ave N

This story-and-a-half Cape Cod Revival style house, located at the southeast corner of Sheridan Avenue North and 46th Avenue North, has a concrete foundation, replacement lap siding, and a side-gable roof. The central entrance stands beneath a shed roof overhang. Windows throughout the house are replacements.

This house was constructed in 1946 by the Fritz Bros. contractor firm at a cost of \$5,500 (Minneapolis Building Permit # B285223, 10/30/1945). The firm was operated by Robert (president), Clara (vice-president), and Arthur (secretary-treasurer) Fritz. A search of Minneapolis city directories did not yield any early resident information. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4600 Sheridan Avenue North (HE-MPC-8530)

House



Photo 53. 4600 Sheridan Ave N



Photo 54. 4600 Sheridan Ave N

This story-and-a-half Craftsman style house, located at the northeast corner of Sheridan Avenue North and 46th Avenue North, has a concrete foundation, stucco facing, and a side-gabled roof. The roof is intersected by a projecting gabled sun porch. The roof at the rear of the house projects over a porch. Some of the original multi-pane wood sash windows have been retained.

The construction of this house was financed and carried out by building contractor Walter A. Dives in 1926 at a cost of \$2,000 (Minneapolis Building Permit # B198898, 7/20/1926). He resided at 4425 Russell Avenue N. and never at this house. In 1927, a salesman for Studebaker Sales Co. of Minneapolis named William R. McCormick lived here. By 1929, a loader for Deer & Webber Co. named Alex A. Ingraham lived here. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4601 Sheridan Avenue North (HE-MPC-8531)

House



Photo 55. 4601 Sheridan Ave N



Photo 56. 4601 Sheridan Ave N

This story-and-a-half Craftsman style house, located at the northwest corner of Sheridan Avenue North and 46th Avenue North, has a concrete foundation, stucco facing, and a side-gable roof. The roof is intersected by two small gabled dormers and a gabled entry overhang with wood brackets. The sash windows are replacements. A wood handicap-accessible ramp runs along the façade of the house. A shed-roof overhang projects above an auxiliary door on the south wall.

This house was constructed by building contractor Stanley D. Klink in 1948 at a cost of \$6,800 (Minneapolis Building Permit # B303120, 11/12/1948). He and his wife Alice were the original residents of the home. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4526 Thomas Avenue North (HE-MPC-8532)

House



Photo 57. 4526 Thomas Ave N



Photo 58. 4526 Thomas Ave N

This story-and-a-half Cape Cod Revival house, located on the east side of Thomas Avenue North, has a concrete block foundation, wood siding, and a side-gable roof. The main entrance stands on the south end of the west façade; it has a slight shed-roof overhang and brick surround. Multi-pane sash windows are original.

This house was constructed in 1945 by the Fritz Bros. contractor firm at a cost of \$5,700 (Minneapolis Building Permit # B285481, 11/15/1945). The firm was operated by Robert (president), Clara (vice-president), and Arthur (secretary-treasurer) Fritz. A search of Minneapolis city directories did not yield any early resident information. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4530 Thomas Avenue North (HE-MPC-8533)

House



Photo 59. 4530 Thomas Ave N



Photo 60. 4530 Thomas Ave N

This one-story Ranch style house, located at the southeast corner of Thomas Avenue and Osseo Road, has a concrete foundation, walls clad in stucco, and a hipped roof. The front of the house is divided into three bays – a picture window with flanking sash windows on the north, a central single door, and a single sash window with flanking shutters. A one-car hipped-roof garage is attached to the north elevation of the house.

This house was built for August C. Schulz in 1951 at a cost of \$8,000 (Minneapolis Building Permit # B312390, 5/12/1950). Schulz was a real estate investor who operated his business from the Loeb Arcade at 302 Nicollet Avenue. In 1953, Clarence E. and Lucille E. Englert resided here. He was employed as a moveman for Pako Corporation while Lucille was a spotter at Zephyr Cleaners. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2412 Victory Memorial Drive (Parkway) (HE-MPC-8534)

House



Photo 61. 2412 Victory Memorial Dr



Photo 62. 2412 Victory Memorial Dr

This two-story Tudor Revival cottage, located on the north side of Victory Memorial Parkway at its intersection with Osseo Road, has a concrete foundation, walls clad in stucco, and a side-gable roof with several gabled dormers and projecting bays. The house has decorative half-timbering in the gable ends and stone details at the base of the entrance and the end-wall brick chimney.

This house was constructed and financed in 1930 by Hildebrand & Bros. at a cost of \$8,000 (Minneapolis Building Permit # B221426, 4/19/1930). The contractor firm was operated by Edward H. and Lee W. Hildebrand at 4166 Washington Avenue N. Early residents were Walter and Sylvia M. Eberhart. He was a routeman for Lawrence's Cleaners-Dyers and she was a bookkeeper for Chippewa Springs Corporation. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.6 Penn Avenue North and 43rd Avenue North

4248 Penn Avenue North (HE-MPC-7293)

House



Photo 63. 4248 Penn Ave N



Photo 64. 4248 Penn Ave N

This one-story rambler style house, located on the east side of Penn Avenue, has a concrete foundation, stucco-clad walls and a hipped roof. The entry has brick-faced surround and wing wall along the concrete steps. The windows and front door are surmounted by vinyl hoods. The original wood multi-pane windows and front door have been retained. An original gabled garage stands at the rear of the property.

This house was built in 1954 for Marvin C. Gordon at a cost of \$9,500, but he appears not to have lived here (Minneapolis Building Permit # B342683, 8/18/1954). Gordon, a carpenter, was employed by Mark Jones and lived in South Minneapolis with his wife Miranda. By 1957, Russell F. and Eugenia Berner resided here. He was an assistant serviceman for the City Water Department. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4255 Penn Avenue North (HE-MPC-7294)

House



Photo 65. 4255 Penn Ave N



Photo 66. 4255 Penn Ave N

This two-and-a-half story house, located on the west side of Penn Avenue, is modestly Queen Anne in style and has a hipped roof with intersecting gabled wall dormers and projecting bays. The rusticated concrete block foundation rises to stucco-clad walls. The front door is set in a projecting gabled entry bay. The sash and picture windows are replacements.

Minneapolis city assessor records state this house was built in 1900; the original building permit for this address indicates a frame dwelling was moved here in 1930 and converted into a duplex (Minneapolis Building Permit # E17260, 10/10/1930). Peter Ronaasen, a carpenter, paid for the move and conversion of the building, but did not live here. In 1932, the residents were Almer A. and Dorothy Folstad. He was a salesman for B. F. Goodrich Rubber Co. The second resident of the duplex was Eliza Carlson, widow of Andrew. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4259-4261 Penn Avenue North (HE-MPC-7295)

Duplex residence



Photo 67. 4259 Penn Ave N



Photo 68. 4259 Penn Ave N

This two-and-a-half story Tudor Revival duplex residence, located at the southwest corner of Penn Avenue and 43rd Avenue North, has a rusticated concrete block foundation and walls clad in stucco. The cross-gable roof is intersected with a slightly-projecting front elongated-gable bay. The bay has a brick-faced base and the gable end has half-timbering accents. A gabled entry bay with two modern replacement doors projects slightly from the bay's south side and on the north, the bay's roof extends past the side elevation and surmounts a round-arched opening. The 6/1 sash windows are original to the house.

This duplex was constructed in 1932 for carpenter Peter Ronaasen at a cost of \$5,000 (Minneapolis Building Permit # B31170, 3/4/1932). Ronaasen did not live here. The first residents were Vernon H. and Helen T. Lawrence. He was employed as a supervisor for Walgreen Co. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4260 Penn Avenue North (HE-MPC-7296)

House



Photo 69. 4260 Penn Ave N



Photo 70. 4260 Penn Ave N

This one-story cottage, located on the east side of Penn Avenue, has an irregular C-plan footprint. It has a rusticated concrete block foundation, walls clad in wood lap siding, and a shallow-pitched hipped roof. A projecting hipped-roof encloses a sun porch; the front door is set on its south wall. The wood three-over-one sash windows are original.

This house was constructed in 1924 for Ray Wilcox at a cost of \$2,000 (Minneapolis Building Permit # B80322, 6/17/1924). Wilcox, the first resident, was employed as a meter reader for Minneapolis General Electric Co. Wilcox only resided here for a year; by 1928 Dewey B. and Jean Olson lived here. Dewey was a decorator and Jean was assistant department manager at Dayton's. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4264 Penn Avenue N. (HE-MPC-7297)

House



Photo 71. 4264 Penn Ave N



Photo 72. 4264 Penn Ave N

This story-and-a-half house, located on the southeast corner of Penn Avenue and 43rd Avenue North, has a side-gable roof with projecting gabled bay. The front door is located on this bay's south wall. The house has a replacement front door, synthetic lap siding, and sash windows.

This house was built in 1925 for carpenter Carl W. Moline at a cost of \$2,500 (Minneapolis Building Permit # B187176, 4/14/1925). Moline never resided here. In 1927, a meter reader for Minneapolis General Electric Co., Victor L. Peterson, lived here with his wife Ethel. The family continued to live here until at least 1930. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4301 Penn Avenue North (HE-MPC-7298)

House



Photo 73. 4301 Penn Ave N



Photo 74. 4301 Penn Ave N

This one-story Rambler style house, located on the northwest corner of Penn Avenue and 43rd Avenue North, has a concrete foundation, wide wood siding, and a hipped roof with wide eaves. The windows are original and include sliding sash, double-hung sash, and picture windows. The front door has wood panel surrounds.

This house was built on the land that had been occupied by the Hennepin County Home School for Girls, which operated on the southern half of the block bounded by 43rd Avenue North and Penn and Russell Avenues. The “detention school for Hennepin County girls entrusted by the Juvenile Court” was located here from 1913 to 1952 (Minneapolis Public Schools 1914). After the school closed, the land was redeveloped for residential purposes. The house was constructed for carpenter Arvid S. Carlson in 1953 at a cost of \$9,000 (Minneapolis Building Permit # B337652, 10/9/1953). City directories indicate that Carlson he did not reside here. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4306 Penn Avenue North (HE-MPC-7299)

House



Photo 75. 4306 Penn Ave N



Photo 76. 4306 Penn Ave N

This story-and-a-half Craftsman style house, located on the east side of Penn Avenue, has a rusticated concrete block foundation, walls clad in wood lap siding, and a front-gable roof with wide eaves and wood rafter tails. The roof is intersected on each side by a shed-roof wall dormer. A gabled, full-width sun porch stands at the front of the house. The sash windows are replacements.

This house was built in 1916 by day laborers for Joseph F. Duda at a cost of \$1,300 (Minneapolis Building Permit # B123673, 8/13/1916). He was a carpenter and resided here after it was built. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4309 Penn Avenue North (HE-MPC-7300)

House



Photo 77. 4309 Penn Ave N



Photo 78. 4309 Penn Ave N

This one-story Rambler style house, located on the west side of Penn Avenue, has a concrete foundation and intersecting shallow-pitched hipped roof. The façade of the house has brick-faced walls and vertical wood siding while the side walls are clad in lap siding. Sash and casement windows are replacements. A large brick end-wall chimney stands on the south elevation.

This house was built on the land that had been occupied by the Hennepin County Home School for Girls, which operated on the southern half of the block bounded by 43rd Avenue North, and Penn and Russell Avenues. The “detention school for Hennepin County girls entrusted by the Juvenile Court” was located here from 1913 to 1952 (Minneapolis Public Schools 1914). After it closed, the land was redeveloped for residential purposes. The house and detached garage were built and financed by King Construction Company in 1955 (Minneapolis Building Permit # B348489, 8/19/1955). The company was headquartered at 2825 West Broadway. It was operated by Raymond J. Rech and Harry J. DeZell. A search of Minneapolis city directories did not yield any early resident information. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4310 Penn Avenue North (HE-MPC-8523)

House



Photo 79. 4310 Penn Ave N



Photo 80. 4310 Penn Ave N

This story-and-a-half Craftsman style house, located on the east side of Penn Avenue, has a side gable roof with a projecting front gable bay over an enclosed sun porch and a gabled dormer. The foundation is rusticated concrete block and the walls are clad in stucco. Some windows are replacements; most openings retain the wide wood surrounds.

Peter J. N. Miller, a contractor, financed and built this house in 1927 at a cost of \$3,500 (Minneapolis Building Permit # B205051, 6/14/1927). A search of Minneapolis city directories did not yield any early resident information. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4315 Penn Avenue North (HE-MPC-8524)

House



Photo 81. 4315 Penn Ave N



Photo 82. 4315 Penn Ave N

This one-story Rambler style house, located on the west side of Penn Avenue, has a side-gable roof with a broad, intersecting front-gable wall dormer. The house has a concrete block foundation; the façade has brick-faced walls and vertical wood siding while the side walls are clad in lap siding. The gable-end has wood panel siding. A wide end-wall brick chimney stands on the south wall. The large picture window on the façade and the sash windows are original to the house.

This house was built on the land that had been occupied by the Hennepin County Home School for Girls, which operated on the southern half of the block bounded by 43rd Avenue N, and Penn and Russell Avenues. The “detention school for Hennepin County girls entrusted by the Juvenile Court” was located here from 1913 to 1952 (Minneapolis Public Schools 1914). After it closed, the land was redeveloped for residential purposes. The house and detached garage were built and financed by King Construction Company in 1955 (Minneapolis Building Permit # B348265, 8/9/1955). The company was headquartered at 2825 West Broadway. It was operated by Raymond J. Rech and Harry J. DeZell. A search of Minneapolis city directories did not yield any early resident information. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.7 Penn Avenue North & Dowling Avenue N.

3750 Penn Avenue North (HE-MPC-7288)

Duplex residence



Photo 83. 3750 Penn Ave N



Photo 84. 3750 Penn Ave N

This two-story Prairie style duplex residence is located on the east side of Penn Avenue. The rusticated concrete block foundation rises to stucco walls and a shallow-pitched hipped roof with overhanging eaves. A full-height projecting bay contains enclosed sun porches. The entrance is surmounted by a flat-roof overhang with wood brackets. The base of the façade is clad in synthetic stone. The three-over-one sash and casement windows and the solid steel front doors are replacements. The duplex was renovated in 2012; the kitchens and bathrooms were remodeled; the basement partition walls were removed; the exterior door openings were modified to fit new doors; the entrance overhang and concrete steps were replaced; and all windows were replaced. The handicap-accessible ramp on the south side of the house was added in 1989 (Minneapolis Building Permit # B565389, 6/2/1989).

This duplex, described as having plaster veneers (i.e. stucco), was designed by architect C.W. Farnham and built in 1922 by Twin Cities Home Builders for owner Catherine Corliss at a cost of \$8,000 (Minneapolis Building Permit # B158967, 5/10/1922). Catherine Corliss, a milliner, lived here upon completion until at least 1929. She was the widow of Alfred Corliss. The other units were occupied by short-term tenants and typical forms of employment included salesmen and clerks. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The façade has been significantly altered. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3751 Penn Avenue North (HE-MPC-7289)

House



Photo 85. 3751 Penn Ave N



Photo 86. 3751 Penn Ave N

This two-story Craftsman style bungalow, located on the west side of Penn Avenue, and has a front-gable roof with a shed roof dormer and gabled full-width enclosed sun porch. The house has a rusticated concrete block base and walls clad in stucco. The sash windows throughout the house are replacement.

This house was built in 1917 by the Hinline Sawyer Company at a cost of \$2,500 (Minneapolis Building Permit # B126753, 4/17/1917). The company which called itself “Builders of Moderate Priced Homes” was run by Eldreth L. Sawyer, D. B. Hinline, and Harold E. Hinline. In 1919, Lester G. Lillyman, a credit manager for the Daily News resided here and Henry Ericson, a clerk for Janney Semple Hill & Co. was a tenant. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3754 Penn Avenue North (HE-MPC-7290)

House



Photo 87. 3754 Penn Ave N



Photo 88. 3754 Penn Ave N

This small, one-story cottage is set back towards the rear of the lot near the southeast corner of Penn Avenue and Dowling Avenue. It has a side-gable roof and gabled projecting bay off the north wall. The front door stands in a gabled entry bay. Windows and the lap siding are replacements.

This house was built in 1912 for G.H. Snyder at a cost of \$150 (Minneapolis Building Permit # B98996, 6/10/1912). G. Harvey Snyder was a lawyer and the president of The Monthly Installment Loan Company; he never resided here. Janitor Ernest Bush was the first resident of this house. He continued to live here until at least 1928. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3759 Penn Avenue North (HE-MPC-7291)

Gas Station



Photo 89. 3759 Penn Ave N



Photo 90. 3759 Penn Ave N

This gas station is located at the southwest corner of Penn Avenue and Dowling Avenue. The one-story service block is wood framed and clad in stucco. The Penn Avenue façade has three bays; the southernmost garage bay has been enclosed. The central steel and glass door has a sidelight and transom window. A pair of fixed, steel frame commercial windows stands in the northern bay. The canopy that stands above four gas pumps was replaced in 2004 (Minneapolis Building Permit # 3028331, 5/20/2004).

This service station was constructed by N. P. Madsen Construction for the Skelly Oil Company (Minneapolis Building Permit # B342663, 8/17/1954). Built in 1954, the building continues to function as a gas station. This property is generally associated with the development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3800-16 Penn Avenue N.; 2130 Dowling Avenue N. (HE-MPC-8242)

Crystal Lake Cemetery and Chapel

See Phase II evaluation in Section 5.

3809 Penn Avenue North (HE-MPC-7292)
House



Photo 91. 3809 Penn Ave N



Photo 92. 3809 Penn Ave N

This one-story Minimal Traditional style house, located on the west side of Penn Avenue, has a side-gable roof with projecting front-gable bay. The concrete block foundation rises to wood-lap siding on the walls. The front gable-end has vertical board cladding. The wood sash windows and storms are original to the house.

This house was built by E. W. Peterson contractors in 1949 for Carl A. Leix at a cost of \$7,000 (Minneapolis Building Permit # B310108, 12/6/1949). Leix resided at 2814 Penn Avenue with his wife Martha. Early residents at 3809 Penn Avenue were Floyd G. and Donna M. Hardin. He was employed as a janitor for Superior Sanitation Service. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.8 Penn Avenue North & 36th Avenue North

3545 Penn Avenue North (HE-MPC-7283)

House



Photo 93. 3545 Penn Ave N



Photo 94. 3545 Penn Ave N

This story-and-a-half Craftsman style cottage, located on the west side of Penn Avenue, has a rusticated concrete block foundation and walls clad in wood siding. The shallow-pitched front-gable roof with wide overhanging eaves is intersected by gabled dormers and bays, and a hipped roof sun porch. Windows and doors throughout the house are replacement and are not sympathetic to the original design of the house.

This house was constructed in 1920 for Thomas H. Cecil at a cost of \$3,200 (Minneapolis Building Permit # B140087, 1/13/1920). It was likely built as an income-producing property. Cecil was a contractor and resided at 3526 Queen Avenue North. Early residents at this house were Philip and Louise Kekos. The family operated the Security Shoe & Hat Repair Co., located at 125 South 4th Street. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3549 Penn Avenue North (HE-MPC-8535)

House



Photo 95. 3549 Penn Ave N



Photo 96. 3549 Penn Ave N

This two-and-a-half story Tudor Revival style cottage, located on the west side of Penn Avenue, has a concrete foundation and walls clad in stucco. The side-gable roof is intersected by a shed-roof wall dormer and a slightly projecting, elongated curved gable bay. The overhanging roof eaves have exposed rafter tails. The front entrance and the base of the end-wall chimney on the front of the house have stone veneer surrounds and decorative brickwork. The segmental-arch front entranceway has been retrofitted for a modern steel door with oval window. The original wood sash six-over-one windows have been retained.

This house was constructed by and for Aaron Johanson in 1919. A one-story stucco garage was built at the same time; together the buildings cost \$4,000 (Minneapolis Building Permit # B216848, 6/18/1919). Aaron Johanson was a carpenter and in the real estate industry; he never resided here. A Minneapolis Gas Light Co. watchman named Gustav Backlund and his wife Ebba lived here in 1936. No earlier residents were identified in city directories. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3550 Penn Avenue North (HE-MPC-7284)

Apartment Building



Photo 97. 3550 Penn Ave N



Photo 98. 3550 Penn Ave N

This two-story and garden-level apartment building, located on the east side of Penn Avenue, is set on a concrete foundation. The frame structure is clad with beige brick facing on the Penn Avenue façade and stucco on the sides. The façade is symmetrical with a central entrance. A projecting flat-roof overhang surmounts the entry and is supported by decorative iron posts. The front door is wood and glass and is flanked by glass-block sidelights. The building retains its original wood sash windows.

This six-flat apartment building was constructed in 1957 at a cost of \$40,000 for Harvey W. Lee (Minneapolis Building Permit # B356203, 3/27/1957). Lee was a building contractor and resided at 2014 44th Avenue North with his wife Myrtle. This property is generally associated with the residential development of North Minneapolis (1945-Present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3551-3553 Penn Avenue North (HE-MPC-7285)

Store and Flats



Photo 99. 3551-53 Penn Ave N



Photo 100. 3551-53 Penn Ave N

This two-story store and flats building, located on the west side of Penn Avenue, has Mediterranean Revival stylistic influences. The rusticated concrete block foundation rises to stucco-clad walls and a cross-gable roof. The storefront occupies the first floor of the full-height, projecting front-gable bay. The storefront has a stone veneer base and false mansard roof overhang. The commercial style steel-and-glass door and flanking windows are modern replacements. The second floor windows are surmounted by slightly-recessed round arches. The parapet rises to an arch and obscures the front-gable roof and gable-end. The casement windows and door that leads to the flats are modern replacements.

This store and flats building was constructed in 1919 at a cost of \$4,000 (Minneapolis Building Permit # B216848, 6/18/1919). It was built and owned by Aaron Johanson, a carpenter in the real estate industry, who never lived here. An attorney, Robert Hennessy, and his wife Florence, a clerk, lived here in the late 1920s. By 1934, George and Dorothy Graves resided here. Their residency did not last long; by 1937, Joseph and Edith Kraemer lived here. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3555-3559 Penn Avenue North (HE-MPC-7286)

Apartment Building (Store and Flats)



Photo 101. 3555-59 Penn Ave N



Photo 102. 3555-59 Penn Ave N

This two-story apartment building, located at the southwest corner of Penn Avenue and 36th Avenue North, has a concrete foundation, streetfront elevations clad in brick veneer, and side elevations with stucco facing. On the Penn Avenue façade, replacement solid steel doors stand in the three entryways. The central entrance to the upstairs flats is flanked by recessed entryways to the storefront areas.

This apartment building was built in 1961 by the R. R. McChesney & Sons contracting firm as an income-producing property (Minneapolis Building Permit # B375235, 7/7/1961). The building originally had two street-level storefronts and four apartments. The building was designed by architect Irvin Engler and constructed at a cost of \$50,000. This property is generally associated with the development of North Minneapolis (1945-Present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The façade and interior have been significantly altered. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3611 Penn Avenue North (HE-MPC-7287)

Apartments (Store and Flats)



Photo 103. 3611 Penn Ave N



Photo 104. 3611 Penn Ave N

This two-story converted store and flats building, located on the west side of Penn Avenue, is set on a concrete foundation and has a front-gable roof that is obscured behind the raised parapet. Replacement lap siding clads the walls and parapet. The original storefront has been converted to apartment entrances.

This building was constructed in 1907 as a one-story store and flats building. It was designed by local architect Charles G. Davis and constructed by his company, Davis Construction Co. at a cost of \$2,000 (Minneapolis Building Permit # B71593, 5/17/1907). The building was owned by Adam L. Folz who was employed as a janitor at William Penn School. His wife Carrie was a confectioner who operated out of this storefront. As late as the 1952, the building was one story; it is not clear when the second floor was added (Sanborn Map Company 1952). This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The façade and interior have been significantly altered. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.9 Penn Avenue North and Lowry Avenue North

2207-2211 Lowry Avenue North (HE-MPC-7258)

Store Building



Photo 105. 2207-11 Lowry Ave N



Photo 106. 2207-11 Lowry Ave N

This one-story Broadfront Commercial store building is located on the south side of Lowry Avenue, west of Penn Avenue. The building stands on a concrete foundation and is faced with wire-cut brick. Decorative terra-cotta tiles punctuate the slightly-raised parapet, which has metal coping. The storefronts have been restored and have modern storefront windows and glass and steel doors.

This building was designed by an architect named Schwartzrock in 1924 for \$9,500 (Minneapolis Building Permit # B84960, 12/10/1924). The original permit did not indicate the owner of the building. In 1927, the storefronts were occupied by C. H. Schriver Notions & Fancy Goods retail store; James A. Brown Photo Co. photo finishing, and Gena Hanson's Dry Goods retail store. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3121 Penn Avenue North; 2201-2205 Lowry Avenue North (HE-MPC-7280)

Store Building



Photo 107. 2201-07 Lowry Ave N



Photo 108. 3121 Penn Ave N

This one-story Broadfront Commercial store building is located at the southwest corner of Penn Avenue and Lowry Avenue. It has a concrete foundation and is faced with wire-cut brick. The western Lowry Avenue storefront has been restored with modern storefront windows and glass and steel doors. The Penn Avenue storefront has a cutaway entrance at the corner; the overhang is supported by a metal post. The Penn Avenue façade has stucco-clad infill and a false mansard roof overhang.

Despite assessor records indicating this building was constructed in 1925, the original permit is dated 1927. It was designed by the architectural firm of Ekman Holm & Co. and constructed by C. P. Johnson at a cost of \$16,000 (Minneapolis Building Permit # B202577. 3/2/1927). Dr. K. W. Wilder owned this property, but he did not establish a business in any of the storefronts. In 1927, Sidney H. Marcus ran a dry goods shop at 3121 Penn Avenue, and R. A. Scholl operated a meat shop at 3123 Penn Avenue. The architectural firm Ekman Holm & Co. was comprised of Claes T. Ekman and John D. Holm. The local firm designed other small-scale commercial buildings in Minneapolis including El Lago Theater (3500 East Lake Street, 1927) and the Avalon Theatre (1500 East Lake Street, 1924) (Northwest Architectural Archives). This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3212 Penn Avenue North (HE-MPC-7281)

Commercial Building



Photo 109. 3212 Penn Ave N



Photo 110. 3212 Penn Ave N

This one-story store building, located on the east side of Penn Avenue, has a masonry frame and brick-clad walls. The recessed center entrance is flanked by steel and glass show windows. The roof parapet has terra-cotta coping.

This building was constructed in 1949 at a cost of \$7,000 by J. W. Dagenhart for Jack Scheinost and was originally used for a retail shoe store (Minneapolis Building Permit # B307942, 9/12/1949). Scheinost was listed on the building permit, but he was not identified in city directories, nor was the operator or name of the early store occupant. This property is generally associated with the development of North Minneapolis (1945-Present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

3219 Penn Avenue North (HE-MPC-7282)

Commercial Building

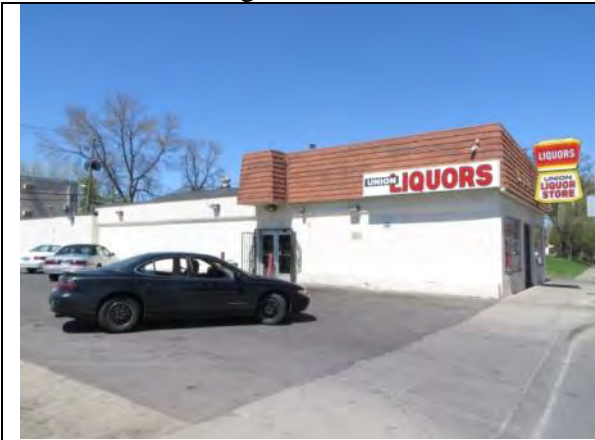


Photo 111. 3219 Penn Ave N



Photo 112. 3219 Penn Ave N

This one-story store building, located on the west side of Penn Avenue, has a concrete frame and walls clad in stucco. A false Mansard parapet rises above and obscures the front gable roof. The central storefront entrance is flanked by display windows. The doors and windows are modern steel-frame commercial style.

According to city assessor records, this building was constructed in 1920 (the original Minneapolis Building permit was not found). City directories reveal the building was used as an auto repair shop, the proprietor of which was Benjamin M. Anderson. In 1959, the building was converted from a garage to a store (Minneapolis Building Permit # B339269, 3/9/1959). According to the permit, the building's owners and contractor were Rubenstein and Kaplan. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not known to be the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.10 Penn Avenue North and 29th Avenue North

2755 Penn Avenue North (HE-MPC-7272)

Duplex residence



Photo 113. 2755 Penn Ave N



Photo 114. 2755 Penn Ave N

This two-story duplex residence, located on the west side of Penn Avenue North, has undergone significant alterations. The house has a rusticated concrete block foundation and walls clad in asbestos siding. Its shallow-pitched hipped roof with wide eaves and its boxy structure suggest Prairie style influence. A gabled one-story projecting entry bay is a modern addition. The window openings on the second floor façade have been altered; one has been covered over and two retrofitted with smaller frames. All of the window openings on the side elevations have also been altered or covered.

This house was moved from its original location on 2015 Dupont Avenue North in 1915 by Nils Jewell, a dentist, for a cost of \$215 (Minneapolis Building Permit # E11153, 3/29/1915). It is likely Jewell used the property as a rental because he and his family resided at 2924 Fremont Avenue North. Early residents were members of the Pearson family, including matriarch (and Olaf's widow) Clara, machine operator Teckla, and painter John. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2759 Penn Avenue North (HE-MPC-7273)

Commercial Building (Store and Flat)



Photo 115. 2759 Penn Ave N



Photo 116. 2759 Penn Ave N

This one-story building stands at the southwest corner of Penn Avenue and 29th Avenue North. A storefront faces Penn Avenue and an apartment stands at the rear of the building. The frame structure has stucco cladding. The storefront entrance has a cutaway corner; it has been altered with a modern door surrounded by vertical, corrugated metal cladding. The cladding continues along the raised parapet. The storefront and sash windows are replacement.

This store and flat building was constructed by day labor in 1912 at a cost of \$1,100 for Caroline Erickson (Minneapolis Building Permit # B97969, 4/27/1912). According to city directories, John J. and his wife Caroline Erickson resided at the rear of the building and operated a grocery store from the storefront. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2816 Penn Avenue North (HE-MPC-7274)

House



Photo 117. 2816 Penn Ave N



Photo 118. 2816 Penn Ave N

This story-and-a-half Craftsman style house is located on the east side of Penn Avenue. It has a rusticated concrete block foundation, walls clad in stucco, and a front gable with side roof gables. An enclosed sun porch nearly spans the width of the façade. Sash windows throughout the house are replacement, but the wide wood surrounds have been retained. A small gabled bay projects from the south elevation.

This house was constructed in 1916 at a cost of \$1,600 (Minneapolis Building Permit # B120392, 3/29/1916). Fred C. Bodeman, a carpenter, owned and built this property, but he did not reside here. In 1916, he lived at 3323 Penn Avenue North and by 1918 he lived at 2608 Plymouth Avenue North. Early residents here were members of the Herman M. Steinfeldt family. The patriarch was a tailor. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2824 Penn Avenue North (HE-MPC-7275)

House



Photo 119. 2824 Penn Ave N



Photo 120. 2824 Penn Ave N

This two-and-a-half story Queen Anne style house, located on the southeast corner of Penn Avenue and 29th Avenue North, has a concrete foundation, wood-lap siding, and a cross-gable roof. An open porch wraps around the west façade and south elevation and has a curved corner. The porch has a gable bay over the entrance. The house features decorative wood trim in the gable-ends. The windows are replacement sliding and casement sashes, which were not original to the house.

Although assessor records indicate this house was built in 1900, the permit reveals it was constructed much earlier and moved to this lot in 1890. At that time, several additions were made to the house (Minneapolis Building Permit Index Card # E2154, 10/24/1890). Owner Chent T. Horgen, president of the American Chemical Company, resided here until at least 1898. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect. While of some architectural interest because of its stylistic detail, it is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2900 Penn Avenue North (HE-MPC-7276)

House



Photo 121. 2900 Penn Ave N



Photo 122. 2900 Penn Ave N

This story-and-a-half house, located at the northeast corner of Penn Avenue and 29th Avenue North, has a concrete block foundation and frame walls clad in stucco. The gable roof has wide overhanging eaves and a gabled dormer. The front door is set in the north wall of the projecting gabled-roof sun porch. Some of the house's multi-pane wood sash windows have been retained while the storm windows and front door have been replaced.

This house was built in 1919 at a cost of \$3,450 (Minneapolis Building Permit # B139304, 10/21/1919). The original owner and resident was Olaf A. Nygren, who was employed as a salesman for N. Matson Company. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2906 Penn Avenue North (HE-MPC-7277)

House



Photo 123. 2906 Penn Ave N



Photo 124. 2906 Penn Ave N

This one-story Craftsman style bungalow, located on the east side of Penn Avenue, has a rusticated concrete block base, stucco-clad walls, and a front-gable roof with overhanging eaves. The front entrance is set in a flat-roof enclosed sun porch on the north half of the façade.

This house was constructed in 1919 by contractor Erick Holonbund for Olaf A. Nygren, a salesman for N. Matson Co. (Minneapolis Building Permit # B136186, 5/31/1919). Nygren resided at 2900 Penn Ave North, which he also owned and constructed in October 1919. The first resident in this house was Robert P. Schulz, who was a representative for Standard Register Co. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2907 Penn Avenue North (HE-MPC-7278)

House



Photo 125. 2907 Penn Ave N



Photo 126. 2907 Penn Ave N

This two-story house, located on the west side of Penn Avenue North, has a rusticated concrete block foundation, stucco-clad walls, and a side-gable roof with a prominent gable dormer. The side-gable roof projects, at a more shallow pitch, over the full-width sun porch. The porch has been enclosed and clad in wood siding. Windows throughout the house are replacement, as is the front door.

This house was designed and financed by the J. M. Balhoff Building Company, and constructed by M. G. Torkleson, in 1916 at a cost of \$2,210 (Minneapolis Building Permit # B123777, 8/19/1916). Martin G. Torkelson, the first resident of the house, was employed as a car operator. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2910 Penn Avenue North (HE-MPC-7279)

Apartment



Photo 127. 2910 Penn Ave N



Photo 128. 2910 Penn Ave N

This two-story four-flat apartment building, located on the east side of Penn Avenue, is set on a raised basement and has a central hall. The walls are clad in stucco and the shallow-pitched hipped roof has wide overhanging eaves. The building retains its original three-over-one wood sash windows. The original front wood and glass door with sidelights is surmounted by a hipped roof projection supported by wood brackets.

Oscar Schwappach was listed on the original building permit as the owner and builder of this building, which was constructed at a cost of \$10,000 in 1925 (Minneapolis Building Permit # B187706, 4/27/1925). He resided here until at least 1927; at that time, he was a captain in the Minneapolis fire department (Engine Co. No. 4). Other early residents included Charles L. Kennard, a store manager for National Tea Co.; Michael B. Carroll, a motor operator for the Minneapolis fire department (Engine Co. No. 14); and Claire M. Houll, a clerk for Winston & Newell Co. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.11 Penn Avenue North and West Broadway Avenue

2335-2337 Penn Avenue North (HE-MPC-11076)

Duplex residence



Photo 129. 2335-37 Penn Ave N



Photo 130. 2335-37 Penn Ave N

This property was inventoried as part of the Bottineau Transitway survey (see Previous Investigations, 106 Group 2012a), but did not receive a detailed analysis. The inventory form was not available until field and research work for this report had been largely completed.

This two-story duplex residence, located on the west side of Penn Avenue, has a rusticated concrete block foundation, walls clad in stucco, and a shallow-pitched hipped roof with overhanging eaves that evoke the Prairie style, as the result of later alterations. An enclosed, full-height sun porch stands at the front of the house. The primary entrance is at the south wall of the porch and is surmounted by a shed roof overhang.

The house was constructed in 1885 as a stone, wood, and brick-veneer dwelling for J. Martin Keller at a cost of \$2,000 (Minneapolis Building Permit # B64273, 8/9/1905). City directories did not indicate that Keller resided here. By 1897, a grocer named Nicholas B. Smith lived here with his children Nicholas and Mabel. The footprint of the house on the 1912 Sanborn Fire Insurance map (the first year this section of Minneapolis was published), is the same as it is today. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2339-2341 Penn Avenue North (HE-MPC-7270)

Store and Flats



Photo 131. 2339-41 Penn Ave N



Photo 132. 2339-41 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This two-story store and flats building, located at the southwest corner of the intersection of Penn Avenue and McNair Avenue North, has a concrete foundation and walls clad in multi-color brick. The building has undergone significant alterations. Both storefronts have recent infill that is not sympathetic to the original design. The southern storefront is partially recessed with modern windows and door. The central entrance leading upstairs is obscured with plywood. The northern storefront has beige brick facing. Its windows are covered with plywood. The entryway is recessed beyond a single doorway. An exposed steel beam runs between the floors. The second floor walls retain the original alternating bands of dark and light brown brick. The windows have stone sills and segmental-arch brick lintels. The window openings have been infilled to fit modern frames. Two second floor windows and a portion of the wall on the south corner are obscured with plywood. The original parapet is capped with white metal cladding. A two-story enclosed porch addition stands at the rear of the building.

This store and flats building was constructed in 1905 by contractor H. L. Muther for E. A. Drews at a cost of \$2,500 (Minneapolis Building Permit # B64273, 8/9/1905). Two storefronts were located on the first floor. Charles Watkins resided upstairs and operated a drug store from here until at least 1919. H. E. Punt operated a grocery store from the second storefront. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. It has undergone significant façade alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2400 Penn Avenue North (HE-MPC-7038)

Commercial Building



Photo 133. 2400 Penn Ave N



Photo 134. 2400 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This is a one-story store building, located at the northeast corner of the intersection of Penn Avenue and West Broadway Avenue, and is faced with wire-cut brick. The building contains three storefronts. The southernmost has a recessed entry that faces Penn Avenue and has a steel support post. The central and northernmost storefronts open to West Broadway. Their entrances are also recessed. The storefronts have vertical board infill and modern commercial windows. The parapet has metal coping; it rises to a shallow gable form over the center storefront.

This store building, designed by architect Perry Crosier, was constructed by day labor in 1922 at a cost of \$7,000 (Minneapolis Building Permit # B153692, 3/17/1922). The original owner was Paul A. Law, but city directories did not reveal that he operated a business from here. Members of the Yungner family, including Clarence L., Fredolph M., Rutherford L., and John W. were among the proprietors of a grocery store from this location in the 1920s and 1930s. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. While the architect is known for his apartment and commercial buildings, this building does not stand out among his work and it is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2406 Penn Avenue North (HE-MPC-7271)

Store and Flats



Photo 135. 2406 Penn Ave N



Photo 136. 2406 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This property is comprised of a two-story house set back from the east side of Penn Avenue and oriented to the diagonal line of West Broadway Avenue, and a one-story storefront section added fronting Penn Avenue. The house has a gable roof with a false-front façade extending above the gable sides. The house and storefront walls are clad in stucco. The storefront bands of fixed-frame windows and the pair of doors that stand in the recessed entrance are modern replacements. The house's sash windows have also been replaced.

In the spring of 1914, an "old 2-story store & flat building" was moved onto this lot from 2119-2123 West Broadway (Minneapolis Building Permit # B109161, 4/22/1914). That fall, a one-story store with stucco plaster veneer was built around the storefront of the store and flats building (Minneapolis Building Permit # B112296, 10/7/1914). Engebret E. Eidsvold, the original owner of this property, operated a grocery store from the storefront. A machinist named Herbert B. Michaud resided here in 1915. By 1919, the grocery store was operated by Pulaski B. Broughton, and by 1922, Harry F. Holthus ran a meat store here. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2416 Penn Avenue North (HE-MPC-7042)

Commercial Building



Photo 137. 2416 Penn Ave N



Photo 138. 2416 Penn Ave N

This property was inventoried as part of the Bottineau Transitway survey (see Previous Investigations. 106 Group 2012a), but did not receive a detailed analysis. The individual property inventory form was not available until field and research work for this report had been largely completed.

This one-story Broadfront Commercial style building is located at the southeast corner of the intersection of Penn Avenue and Wilson Avenue North. The façade has brick facing, although most of the walls and the raised parapets are clad in corrugated metal siding. Originally the building had five individual storefronts, separated by brick and tile walls (Minneapolis Building Permit # B206851, 10/7/1926).

This building, designed by local architect Perry Crosier for Isaac Plitman, was constructed in 1926 at a cost of \$13,000. Although Plitman was the owner listed on the initial building permit, the driver for Peoples Bakery did not work here. From 1927 to 1929, Martin W. Malzahn ran a barber shop and Mrs. Mae Johnson ran a beauty shop from this location. Revae W. DeLapp operated a retail meat shop here in the early 1930s.

This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. While the architect is known for his apartment and commercial buildings, this building does not stand out among his work, and it is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2117 West Broadway Avenue (HE-MPC-6998)

Store and Flats



Photo 139. 2117 W Broadway



Photo 140. 2117 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This two-story store and flats building, located on the south side of West Broadway Avenue, has a brick frame and stucco facing. The stucco cladding continues into the projecting, curved cornice. The first floor façade has been altered; it is a modern storefront with steel frame windows and glass-and-steel door. The entryway to the second floor apartments has also been altered. The transom window and solid steel door are modern replacements. The second floor has three sash windows, all replacement. A two-story porch has been added to the rear of the building and modern HVAC ducts project from the east wall to the roof.

This store and flats building was constructed in 1890 by contractor John Camp at a cost of \$2,000 (Minneapolis Building Permit # B21092, 12/11/1889). At the time of this building's construction, West Broadway Avenue was called Crystal Lake Avenue. Between at least 1900 and 1903, a cabinetmaker named Jacob Niggeler operated his shop from the first floor and resided on the second floor. By 1906, Jacob Niggeler had partnered with Frank T. Davis to manufacture and sell wholesale furniture from the storefront. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2118-2124 West Broadway Avenue (HE-MPC-6999)
Commercial Building



Photo 141. 2118-24 W Broadway



Photo 142. 2118-24 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This one-story store building, located on the north side of West Broadway Avenue, consists of three storefronts. The building has a concrete frame, and the façade has recently been restored. It has brick facing with contrasting stone detail that continues into the raised parapets. A gabled parapet stands above each storefront, and each has stone details. The roofline has metal coping. The modern storefronts have fixed-frame windows and recessed entrances.

According to the original building permit, this building block contained four storefronts (Minneapolis Building Permit # B216878, 6/20/1929). It was constructed by A. C. Dahleen for E. W. Miller in 1929 for \$15,000. An early occupant at 2118 was Howard W. Kammerer's retail ice cream shop. Walter J. Howe ran a retail hardware store at 2120; Matthew L. Doll was the proprietor of a retail meat shop at 2122; and Oscar E. Peahl operated a retail pet shop at 2124. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2119-2123 West Broadway Avenue (HE-MPC-7016)

Five Points Building



Photo 143. 2119-23 W Broadway



Photo 144. 2119-23 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This two-story store building stands at the southeast corner of West Broadway Avenue and Penn Avenue North, with prominent elevations facing each street. Since construction, the building has undergone significant alterations. The first floor facades are comprised of tall bands of modern steel-frame windows. The brick walls and concrete block foundation are painted. The modern entrance faces Penn Avenue and is surmounted by a flat metal awning. The second floor fenestration has been altered and all windows are modern fixed-frame replacements. A false metal panel façade slightly projects from the wall and runs along the West Broadway elevation. Although the brick on the Penn Avenue second floor elevation is painted, some original details including covered window openings and archways are visible.

No original building permit was found at the City of Minneapolis. The index card indicates that Gerard Kranz was the contractor who built the “67' x 88' brick stores, hall, and office” in 1914. The frame store and flats building that stood on this property before the current structure was built was moved to 2406 Penn Avenue North (see above). At the time of this building's construction, West Broadway Avenue was called Crystal Lake Avenue. Upon completion, J. F. Harris operated a hardware store from the 2119 storefront; Alfred Houck was a barber at 2121; and Edward Maddrell was the proprietor of the dry goods retail store at 2123. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2126 West Broadway Avenue (HE-MPC-7017)
Commercial Building (Penn Avenue State Bank)



Photo 145. 2126 W Broadway



Photo 146. 2126 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This tall one-story commercial building, located on the north side of West Broadway Avenue, has a concrete structure and a decorative brick façade. The brick-clad façade is symmetrical and comprised of three round-arched bays with stone bases, imposts, and keystones. The top of each arch contains a panel set in a basket-weave brick pattern. The westernmost bay contains a modern steel-and-glass entryway with sidelight and transom window. The central and eastern bay each contains a fixed-frame window with overhead transom. The stepped raised parapet has stone coping and a stone plaque that reads “1927.”

This building was constructed for the Penn Avenue State Bank, which had previously been located at 2129 West Broadway. The building was designed by architect E. A. Falborg and constructed by Madson Construction Company at a cost of \$10,000 (Minneapolis Building Permit # B202566, 3/1/1927). The bank was organized in 1918 and discontinued in 1933. Isaac Hazlett was the bank president and Ole S. Fredrickson was the cashier. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2128-2130 West Broadway Avenue (HE-MPC-7018)

Commercial Building



Photo 147. 2128-30 W Broadway



Photo 148. 2128-30 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This one-story store building, located on the north side of West Broadway Avenue just east of Penn Avenue, has a concrete frame and beige brick facing. The façade contains two storefronts, both with modern entrances and windows. The raised parapet is fairly plain, but the corner piers are slightly Art Deco in style.

This building, consisting of two storefronts, was built by Peterson Bros. contractors for Otto Steidler in 1923 at a cost of \$8,000 (Minneapolis Building Permit # B224703, 10/16/1923). In city directories, Steidler is listed as employed as an office manager for Gamble-Robinson fruit distributors. In 1927, Robert Bullock operated a retail bakery from the 2128 storefront and Charles A. Green ran his tailor shop from the 2130 storefront. No earlier city directory listings were identified for the property. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

2221 West Broadway Avenue (HE-MPC-7023)
Commercial Building (Cozy/Cosy/Penn Theatre)



Photo 149. 2221 W Broadway



Photo 150. 2221 W Broadway

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the West Broadway and Penn Avenue Commercial Area (HE-MPC-12102), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This one-story commercial building, located at the southeast corner of the intersection of West Broadway Avenue and 24th Avenue North, has been altered significantly since construction. The concrete-frame structure has a stucco-clad façade with vertical partitions. The modern storefront contains a central recessed entry with steel-and-glass door, sidelights, and transom window. The entrance is flanked on each side by a multi-pane steel, fixed-frame window. A triangular roof overhang projects from the west corner of the façade. It likely contained the original entrance to the building. The roofline has metal coping.

This building was constructed in 1911 for use as a moving picture theater. According to the building permit index cards, the 24' x 98' concrete block structure was built by Hicks & Co. contractors at a cost of \$2,500 (Minneapolis Building Permit Index Cards (# B95536, 9/28/1911). This building operated as the Cosy (or Cozy) moving picture theater from 1912 to 1920 and over that time was managed by William Koenig, Edward Hinz, and G. Nestel. By 1922, the theater had been renamed the New Penn and was managed by Carl A. Johnson and Fred Anderson. In 1930 the building was converted to a restaurant (Minneapolis Building Permits, 2221 West Broadway index card) Carey T. Morgan's restaurant operated here in 1931. In 1966 the building was converted to a grocery store and today a restaurant/deli operates from here. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. This building's façade has undergone substantial alterations. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.12 Penn Avenue North and Golden Valley Road

1830 Penn Avenue North (HE-MPC-7267)

Duplex residence



Photo 151. 1830 Penn Ave N



Photo 152. 1830 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the potential Willard Park Addition Historic District (HE-MPC-12100), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This two-story duplex residence stands on the east side of Penn Avenue south of Golden Valley Road. It has a square plan and a shallow, hipped roof with overhanging eaves. The walls are clad in stucco. A projecting entry bay has a flat roof and segmental arch opening with stone surround. Sash windows and the front door are replacements.

The duplex was constructed in 1929 by John Myher and financed by Mrs. B. Holden for a cost of \$6,000 (Minneapolis Building Permit # B217211, 8/11/1929). A search of Minneapolis city directories did not identify an early resident named Holden at this house, or any other early residents. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1832-1834 Penn Avenue North (HE-MPC-7268)

Commercial Building (North Community Missionary Baptist Church)



Photo 153. 1832-34 Penn Ave N



Photo 154. 1832-34 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the potential Willard Park Addition Historic District (HE-MPC-12100), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This one-story converted store building, located on the east side of Penn Avenue, has a concrete foundation and front-gable roof. The first floor façade has brick facing and the side elevations are clad in lap siding. The gable end has wood siding, partially obscured by a corrugated metal parapet with a sign that reads “North Community Missionary Baptist Church.” The storefront façade is comprised of two single doorways and two segmental arch window openings. The doorways retain their segmental-arch lintels, but both doors are modern, solid steel replacements. The window openings have been altered, but appear to retain the original segmental arch shape. A vinyl awning spans the façade between the first and second floors.

This building was constructed in 1926 as a one-story brick store building for \$6,500. It was built by local contractor Ben Burt for Anson J. Golden, a local physician who died in September 1926 (Minneapolis Building Permit # B195898, 4/18/1926). According to city directories, J. P. Hjelmeirs operated a shoe repair shop here in 1927. This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1840 Penn Avenue North (HE-MPC-7269)

Commercial Building (Wally's Foods)



Photo 155. 1840 Penn Ave N



Photo 156. 1840 Penn Ave N

This property was evaluated in the 2012 Bottineau Transitway Survey as part of the potential Willard Park Addition Historic District (HE-MPC-12100), which was determined as not eligible for National Register listing. See Previous Investigations, 106 Group 2012a. The individual property inventory form was not available until field and research work for this report had been largely completed. This is a more detailed individual evaluation.

This one-story store building was constructed in 1964. Located at the southeast corner of Penn Avenue and Golden Valley Road, it has concrete block walls and a façade wall clad in painted brick. The single steel-and-glass door stands in the center of the façade and is flanked on each side by a fixed-frame commercial window. A vinyl awning spans the width of the façade and reads “Wally’s Foods.”

The building was designed and constructed at a cost of \$6,200 by the Loeffel-Engstrand general construction firm for Harry D. Block. According to Minneapolis city directories, at the time of construction, Block was a retired tavern owner. Directory searches did not reveal if Block operated a business from here. This property is generally associated with the development of North Minneapolis (1945-Present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1902 Penn Avenue North (HE-MPC- 11038)

House



Photo 157. 1902 Penn Ave N



Photo 158. 1902 Penn Ave N

This property was inventoried as part of the Bottineau Transitway survey (see Previous Investigations, 106 Group 2012a), but did not receive a detailed analysis. The individual property inventory form was not available until field and research work for this report had been largely completed.

This two-story front-gable house, located on the east side of Penn Avenue, has gabled wall dormers on either side. It is set on a concrete foundation; the first floor walls are clad in stucco and the second floor walls in replacement lap siding. An enclosed hipped-roof porch with permastone facing at the base spans the width of the façade. Some of the sash windows have been replaced.

This house was constructed in 1904, although it was originally located on the property behind this lot at 1901 Oliver Avenue North. In 1916, Mosier House Moving contractors moved the house to Penn Avenue for owner Charles Berglund (Minneapolis Building Permit # E11883, 5/17/1916). A carpenter named Frank W. Stromquist who lived on Oliver Avenue then constructed a new house in 1916 on the 1901 Oliver Avenue lot. According to Minneapolis city directories, members of the Berglund family resided at 1902 Penn Avenue after the move: Charles, Sanford (computer, wholesale hardware house Janney, Semple, Hill & Co.), Teckla (machine operator), Wallace (clerk, Northwestern National Bank), and Eveleth (teacher). This property is generally associated with the development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1904-1906 Penn Avenue North (HE-MPC-11039)

Duplex residence



Photo 159. 1904-06 Penn Ave N



Photo 160. 1904-06 Penn Ave N

This property was inventoried as part of the Bottineau Transitway survey (see Previous Investigations, 106 Group 2012a), but did not receive a detailed analysis. The individual property inventory form was not available until field and research work for this report had been largely completed.

This 2-1/2 story duplex residence, located on the east side of Penn Avenue, has a brick base, walls clad in replacement lap siding, and an intersecting gable roof. A shingled hood projects over the front door and is supported by wood brackets. A shingled shed roof extends from the entry hood across the width of the façade. Windows are replacement sash. The front picture window with flanking sidelights and transoms has been retained.

This original building permit for this building indicates it was built as a single dwelling for \$150 in 1894 by M. Theodore (Minneapolis Building Permit # E3680, 11/20/1894). Early residents included Henry J. Smith, a coachman, and Richard O. Beard, a physician. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1910 Penn Avenue North (HE-MPC-11040)

House



Photo 161. 1910 Penn Ave N



Photo 162. 1910 Penn Ave N

This property was inventoried as part of the Bottineau Transitway survey (see Previous Investigations, 106 Group 2012a), but did not receive a detailed analysis. The individual property inventory form was not available until field and research work for this report had been largely completed.

This 1-1/2 story Craftsman style house, located on the east side of Penn Avenue, has a side gable roof with overhanging eaves. A central gabled dormer projects from the front of the roof. The house has a rusticated concrete block foundation and walls clad in stucco. The inset sun porch has been infilled and re-clad with lap siding and fenestrated with small fixed-frame windows. Windows throughout the house and the front door are replacements.

Thomas H. Cecil was the owner and builder of this house, which was built for \$2,000 in 1918 (Minneapolis Building Permit # B130802, 3/13/1918). Cecil was a contractor who resided at 3526 Queen Avenue North. The first resident of this house was Charles Opitz, a piano tuner. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.13 Penn Avenue North and Plymouth Avenue North

1237-1239 Penn Avenue North (HE-MPC-7580) – CEF, contributes Homewood Historic District

Duplex residence



Photo 163. 1237-39 Penn Ave N



Photo 164. 1237-39 Penn Ave N

The house contributes to the National Register-eligible Homewood Historic District, which was evaluated in 2012 as part of the Bottineau Transitway survey. At the time of a 2002 survey, the house was found to be ineligible for individual listing. It was noted that the property does not appear to be individually distinctive enough to meet the criteria for local or National designation. See Previous Investigations (106 Group 2012a).

1313-1349 Penn Avenue North (HE-MPC-8240)

Pilot City Region Center (Northpoint Health and Wellness Center Human Services Building)



Photo 165. 1313-49 Penn Ave N



Photo 166. 1313-49 Penn Ave N

This building was constructed in 1974-1975 as part of the Pilot City Region Center. Originally, the structure incorporated portions of the circa 1925 Beth El Synagogue that stood at the southwest corner of Penn Avenue and 14th Avenue North (Peterson and Zellie 1998: 39). Both sections of the building had been initially inventoried in 1980. The face of the central, barrel-vaulted bay of the synagogue was covered with concrete spandrels and brick facing, and the new building was constructed south of the synagogue. Another new building for the Pilot City Region Center was constructed southwest of this property in 1994. At that time, the north half of this property, including remnants of the synagogue, were demolished.

In 1967, Minneapolis was one of 14 American cities selected to participate in the Neighborhood Center Pilot Program of the Department of Housing and Urban Development. The purpose of the program was to “demonstrate the benefits of expanded social services in areas having physical and social problems. The plan for Pilot City [called] for the creation of a Regional Neighborhood Center to coordinate increased educational, cultural, and recreation opportunities and health, welfare and social services.” The “area designated for the Pilot City Program [was] on the near North side” and covered 2,727 acres and contained about 51,000 people. A multi-purpose Regional Service Center building was established as part of the program (City of Minneapolis 1968).

When this property was inventoried in 1980, it incorporated both the 1925 synagogue structure and the 1974-1975 building. The extant portion of Pilot City Region Center building is 40 years old. The property lacks architectural distinction to be eligible for NRHP listing under Criterion C. Although it is closely associated with the Pilot City urban renewal efforts of the late 1960s and 1970s, it does not meet Criterion Consideration G to be considered eligible for listing in the National Register.

4.2.14 Olson Memorial Highway and Penn Avenue North

611 Oliver Avenue North (HE-MPC-7260)

House



Photo 167. 611 Oliver Ave N



Photo 168. 611 Oliver Ave N

This story-and-a-half front gable house stands at the northwest corner of Oliver Avenue North and the Olson Memorial Highway North Frontage Road. The house has a concrete foundation, stucco cladding, and shingled roof. An enclosed sun porch with hipped roof spans the width of the façade and is clad with permastone facing. A set of tripartite sash is placed in the gable-end. A shed-roof dormer projects from the south side of the roof. Windows throughout the house have been replaced.

This house, constructed in 1915 for a cost of \$1,830, was financed and built by the Joseph M. Battuff Building Company (Minneapolis Building Permit # B115223, 5/4/1915). An early resident was a salesman for Fleischmann Co. named Edward A. Pratt. This property is generally associated with the residential development of North Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

Olson Memorial Highway (HE-RDW-0001)

See Phase II evaluation in Section 5.

Olson Memorial Highway, south side between Penn Avenue North and Oliver Avenue North (HE-MPC-9013)

Floyd B. Olson Memorial Statue

See Phase II evaluation in Section 5.

4.2.15 Olson Memorial Highway and Humboldt Avenue North

609 Humboldt Avenue North (HE-MPC-10056)

Humboldt Triangle



Photo 169. 609 Humboldt Ave N



Photo 170. 609 Humboldt Ave N

This property was the subject of a Phase I inventory in the Bottineau Transitway survey (See Previous Investigations, 106 Group 2012a). It was determined as not eligible for NRHP listing.

No Section 4(f) impacts are anticipated on this property. The property is within the project's APE but outside of anticipated station construction limits.

1300-1314 Olson Memorial Highway (HE-MPC-7261)

Oak Ridge Nursing Home (Seed Academy; Harvest Prep School)



Photo 171. 1300-1314 Olson Memorial Hwy



Photo 172. 1300-1314 Olson Memorial Hwy

This three-story building stands at the northeast corner of Olson Memorial Highway and Humboldt Avenue North. The property extends through the block to 7th Avenue North. The older portion of the building faces Olson Highway; its façade is symmetrical and is divided by a central projecting full-height bay. The walls are clad in red-brown brick. Full height brick piers divide window bays. Each bay is surmounted by cedar shake awnings. The cedar shake facing runs the length of the façade at the parapet. A later addition behind the original faces 7th Avenue North. The building is connected on its east elevation to the Wayman AME Church complex.

Watson Construction Company built this property in 1970 at a cost of \$850,000 for the Oak Ridge Nursing Home (Minneapolis Building Permit # B421285, 5/7/1970). This building has undergone significant alterations with additions and conversion from residential to educational use. This property is generally associated with the residential development of North Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

1315 Olson Memorial Highway; 570 Humboldt Ave North (HE-MPC- 10153)

Girard Terrace West – Building C (Park Plaza Apartments)

See Phase II evaluation in Section 5.

505 and 525 Humboldt Ave North (HE-MPC-10055)

Girard Terrace West – Buildings A and B (Park Plaza Apartments)

See Phase II evaluation in Section 5.

4.2.16 Olson Memorial Highway and Bryant Avenue North

901 Olson Memorial Highway (HE-MPC-10150)

Golden Valley Shopping Center Gas Station (Summit Academy OIC Green Collar Training Lab)



Photo 173. 901 Olson Memorial Hwy



Photo 174. 901 Olson Memorial Hwy

This property was the subject of a Phase I inventory in the Bottineau Transitway survey but no detailed analysis was prepared (See Previous Investigations, 106 Group 2012a).

This building is a story-and-a-half painted concrete-block structure located at the southwest corner of Olson Memorial Highway and Bryant Avenue North. The rectangular building with glass block windows is oriented so that its primary façade faces northeast. The building has a one-story addition on the northwest that has wood panel cladding. The southwestern bay has fixed steel-frame clerestory windows.

This building was constructed in 1961 for use as a gas service station for the Golden Valley Shopping Center, Inc. Tuck Construction Co. built it for a cost of \$22,000 (Minneapolis Building Permit #B374857. 8/16/1961). Golden Valley Shopping Center, Inc. owned the shopping center to this building's southwest, which was also developed in 1961. The construction of both the shopping center and the gas station were part of the Glenwood Redevelopment Project along Olson Memorial Highway in the early 1960s (Roise et al 2012). This property is generally associated with the commercial development of North Minneapolis (1945-present). The building does not have significant associations with this historic context. While it is associated with the Glenwood Redevelopment Project, it lacks individual significance to be eligible for NRHP listing under Criterion A. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.17 Olson Memorial Highway and North 7th Street

No improvements are being made to this station as a part of the C Line project. Therefore, no properties within the APE were inventoried.

4.2.18 7th Street Garage

No improvements are being made to this station as a part of the C Line project. Therefore, no properties within the APE were inventoried.

4.2.19 South 7th & 8th Streets and Hennepin Avenue

700-710 Hennepin Avenue (HE-MPC-16555)

Pantages Theater and Stimson Building (Ted Mann / RKO Theater, Seven Restaurant)



Photo 175. 700-10 Hennepin Ave



Photo 176. 700-10 Hennepin Ave

This property was inventoried as part of the Southwest Transitway survey but received no detailed analysis to explain the basis for the determination. See Previous Investigations, Roise et al 2012.

It is comprised of two buildings located at the southwest corner of Hennepin Avenue and North 7th Street. The two-story store-and office-building known as the Stimson Building was constructed in 1916. Of fireproof construction, it has a concrete frame and walls clad in smooth gray granite panels. Originally, seven storefronts extended along the 7th Street elevation. The Pantages Theater entrance fronts Hennepin Avenue; the theater auditorium and stage house are located behind the L-shaped Stimson Building.

According to the 1952 Sanborn insurance map, the theater portion of the building was constructed in 1913 and the commercial and office section along 7th Street was built in 1916. Many elements of the original façades have been replaced or modernized, including the first floor storefront windows, second floor fixed-frame windows, entrances, and the marquee. The original projecting vertical theatre sign above the

entrance that reads “PANTAGES” has been retained (although it was removed for a time during periods when the theater went by different names). The Pantages Theater was built as a vaudeville house by Alexander Pantages. The theater lobby and auditorium were designed by Seattle architect Marcus Priteca. The lobby was renovated in 1961 when a new movie theater operator took over, retaining little-to-none of its historic character. In the auditorium the seating arrangement and orchestra pit were altered, side box seats and the proscenium arch removed, and other subsequent alterations occurred. According to the designation study conducted by the City of Minneapolis in 2001, “The theater is significant for its association with Alexander Pantages who owned and operated over 500 theaters between 1906 and 1936. The theater is also significant for its association with the notable architect, Marcus Priteca, who designed the majority of the Pantages theaters and developed a style referred to as the ‘Pantages Greek.’ The theater is also valuable as an example of an architectural type. It is the last of four historic downtown theaters in Minneapolis and retains much of its architectural details. When the theater was constructed in 1916, there were 25 theaters in downtown Minneapolis” (Lucas 2001). The auditorium space was designated a local landmark in 1997. A third floor penthouse, recessed from the primary elevations, is a recent addition.

Kees & Colburn were the architects for the Stimson Building and Pantages Theatre. The office building was constructed by contractors Splady, Allee & Smith for the Hennepin Holding Co. at a cost of \$100,000 (Minneapolis Building Permit #A[illegible], 2/5/1916). The façade of the office building and portions of the interior have undergone several alterations. The Pantages Theater property is generally associated with the cultural development of Downtown Minneapolis (1880-1945). The interior of the auditorium is a designated local landmark; it is associated with the local historic context Culture, Fine and Applied Arts and it holds a significant association with the history of vaudeville in Minneapolis. Despite associations with significant historical events and remnants of original architectural features, the building ultimately lacks architectural integrity and is recommended as not eligible for listing in the NRHP.

701-703 Hennepin Avenue (HE-MPC-7255)

Witt Mitchell Building (Mitchell Block; Public Drug Co.)



Photo 177. 701-03 Hennepin Ave



Photo 178. 701-03 Hennepin Ave

This three-story store-and-office building is located at the southeast corner of Hennepin Avenue and South 7th Street. It has five bays on Hennepin Avenue and twelve bays on South 7th Street. The walls are faced in red brick. The Hennepin Avenue façade is symmetrical, with two bays on each side flanking a central stair hall bay. The central bay has projecting brick details and a stone plaque between the second and third floors that reads “MITCHELL.” The first floor is occupied by commercial storefronts that have been altered with modern steel and glass doors and windows. A concrete band extends above the storefront windows. The corner entrance is recessed behind a brick-clad pier at the outer corner. The second and third floor windows are multi-pane wood frame. The window openings have projecting brick surrounds and stone sills. Corbelled brick at the roofline supports a parapet that has been capped with sheet metal.

This store and office building was constructed in the fall of 1899; originally the permit was issued for a two-story building (Minneapolis Building Permit # [illegible], 9/8/1899). By December 1899, the third floor was added to the plans. Walter L. Badger acted as the agent for the building’s owner, who was not listed on the original building permit. The two-story building was designed by B. J. Stubens and constructed by R. McMillan & Co. for a cost of \$22,000. The addition cost \$6,500 (Improvement Bulletin 1899). Today the building retains its own façade, but the interior is linked to its neighbor at 705-709 Hennepin Avenue. This property is generally associated with the commercial development of Downtown Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

705-709 Hennepin Avenue (HE-MPC-7256)

Witt Mitchell Building (Hall Block; Witt's Market House)



Photo 179. 705-09 Hennepin Ave



Photo 180. 705-09 Hennepin Ave

This five-story store and flats building is located on the east side of Hennepin Avenue. It is faced with brick which has been painted and has a symmetrical façade composed of three bays. The first floor storefronts flank a recessed entryway with a pair of steel and glass doors, sidelights, and a transom window. The storefronts have granite-clad bases and modern fixed frame windows, set in brick surrounds with slightly projecting alternating bricks that delineate the base from the upper floors. The upper floor walls are nearly identical as they rise; the central bay has a sash window flanked by narrow sash windows. The outer bays each contain a pair of sash windows. The second, third, and fourth floor windows are retrofitted, but their openings are segmental arches. The upper floor window openings are all rectangular. Windows have stone sills and brick lintels. Corbelled brick at the roofline appears to support a projecting cornice, which has been clad in metal, and rises above a faded painted metal sign band.

Alice Hall commissioned her agents, Wyvell & Harrington, to improve her property at 705-709 Hennepin Avenue in 1904. A three-story and basement brick building with a foundation sufficient to sustain six stories was planned at 705-709 Hennepin Avenue (Improvement Bulletin 1904). Plans were revised after publication and a five-story building was ultimately constructed at a cost of \$18,000 (Minneapolis Building Permit # A8771, 9/26/1904). Today the building retains its own façade, but the interior is linked to its neighbor at 701-703 Hennepin Avenue. This property is generally associated with the commercial development of Downtown Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

730 Hennepin Avenue (HE-MPC-0437) – Listed in the NRHP

Lincoln Bank (City Place Apartments)

See Phase II evaluation/previous National Register listing in Section 5.

731-735 Hennepin Avenue (HE-MPC-7257)

Snyder's Drugstore (Burger King; Shinder's Bookstore; Union Restaurant)



Photo 181. 731-35 Hennepin Ave



Photo 182. 731-35 Hennepin Ave

This two-story store building has a concrete and steel structure and is set on a concrete foundation. It is three bays on Hennepin Avenue and seven bays on South 8th Street. A cutaway corner faces the northeast intersection of South 8th Street and Hennepin Avenue and is supported by two square posts. The walls are faced with stone panels. The first floor storefronts have modern steel fixed-frame windows. The second-floor window openings were originally filled with glass block and have been replaced with multi-pane steel fixed-frame windows.

This building was constructed in 1947 by Ring Construction Co. at a cost of \$225,000 (Minneapolis Building Permit # A27411, 6/16/1947). It was owned and occupied by Snyder's Drugstore, which had occupied the previous three-story building at this location before it burned down in early 1947. The new building was constructed on the foundation of the previous building. After Snyder's Drugstore closed, it was replaced by a Burger King Restaurant. In about 1988, Shinder's bookstore relocated from its original storefront in Block E at North 6th Street and Hennepin Avenue to this location. Shinder's was founded in 1916 by five brothers shortly after emigrating from Russia. The company went out of business in 2007; the storefront was vacant for several years before the building was sold and underwent a massive renovation in 2011-2012. Alterations included gutting the interior, installing new second floor windows and a new corner restaurant entrance, and adding a third floor penthouse to store the mechanisms and retractable rooftop (the installation of which required steel structural reinforcements through the building and into the footings under the basement) (Welsh Company 2015). The granite panel cladding was restored and the non-historic shingled awning that ran above the first floor in the 1980s was removed. A mosaic tile panel reading "Snyder's Drugstore" has been retained in front of the recessed entryway on South 8th Street. A

banister and railings were added to the perimeter above the roof parapet as a part of the expansion of restaurant space.

This property is generally associated with the commercial development of Downtown Minneapolis (1945-present). The building has undergone significant alterations. Not only does the building lack architectural integrity, it does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

800 Hennepin Avenue (HE-MPC-9026) – Listed in the NRHP

Pence Building (Pence Automobile Co. Building)

See Phase II evaluation/previous National Register listing in Section 5.

809 Hennepin Avenue (HE-MPC-0438)

State Theatre

See Phase II evaluation in Section 5.

19 South 8th Street; 801 Hennepin Avenue (HE-MPC-7253)
Walker Building (Homestead Building; now part of LaSalle Plaza)



Photo 183. 19-23 8th St; 801 Hennepin Ave



Photo 184. 19-23 8th St; 801 Hennepin Ave

This two-story commercial building is part of the original Walker/State Theatre complex, which in turn forms part of the larger LaSalle Plaza (1991, Ellerbe Becket Architects). The structure is of reinforced concrete; the first floor walls are clad in limestone panels above a black granite base and the second floor in brick. There are eight large bays along the 8th Street elevation and a garage door bay on the eastern end; the second bay in from Hennepin Avenue is a modern entrance with revolving doorway. Each of the seven window bays is comprised of a central fixed-frame window with a narrow fixed-frame window on each side, surmounted by a vinyl awning. There are 18 pairs of windows along the second floor, each with a stone sill. Originally, the window openings were the same width as the first floor bays. The parapet is plain and capped with metal coping. The facade is two bays wide on Hennepin Avenue. At the first floor a storefront window, identical to those along 8th Street, flanks a recessed pedestrian entrance. The second floor has a single window and an opening for the skyway (1991) crossing Hennepin Avenue between this building and the Pence Building. According to Sanborn Fire Insurance maps, the first floor was divided into several storefronts with 8th Street entries; each store was separated by a tile wall. The 1951 map indicates there was an underground parking garage with a 50-car capacity. There was a secondary lobby entrance to the State Theatre on the 8th Street facade.

Construction of the building in 1920-1921 was financed by the Industrial Investment Co. The firm's ownership was made up of members of the T. B. Walker family; Walker's homestead had been located on this corner of 8th Street and Hennepin Avenue until he moved in 1916. Walker, an avid art collector, founded the Minneapolis Public Library as well as the Walker Art Center. In 1923, he was among the 10 wealthiest men in the world, having gained his fortune in the timber business in Minnesota and California. The Walker Homestead stayed in the family's ownership, and redevelopment of the site began in 1920. The Industrial Investment Co. was one of the family's property management businesses; others were the Pacific Investment Company, the Penwalk Investment Company, the Walker-Pence Company and its subsidiaries, and the Walker-Burton Company. The Industrial Investment Company was incorporated in February 1917; the name of the company was changed to Walker-Pence Company in 1921. Directors at the time of the name change were Harry E. Pence, Gilbert and Archie Walker, and Fred C.

Malcolmson; stockholders included Gilbert, Willis, Fletcher, Clinton, and Archie Walker, Pence, Malcolmson, and Julia Walker Smith. Some of the firm's assets eventually included the Anthony Apartments (St. Paul), the Commodore Hotel (St. Paul), the Buckingham Hotel (Minneapolis), and the Walker Building/State Theatre complex (Minneapolis) (Minnesota Historical Society).

The original building permit lists the architect, but it is illegible. It was constructed by Fleischer Construction Company at a cost of \$78,000 (Minneapolis Building Permit # A15245, 10/13/1920). The first floor was divided into several storefronts and the second floor was used for office space. The building and the adjacent State Theatre were incorporated into the LaSalle Plaza office building complex, which was constructed for the Frauenshuh Company in 1991 and designed by architects Ellerbe Beckett. The exterior appearance was changed to harmonize with the design of the larger office building (Nathanson 2010: 181).

Because the building has undergone significant alterations, it lacks integrity. The property is generally associated with the commercial development of Downtown Minneapolis (1880-1945). Although this property is closely associated with significant people in the development of Minneapolis, including T. B. Walker and his family and Harry E. Pence, it lacks sufficient significance to meet Criterion B. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

4.2.20 South 7th & 8th Streets and Nicollet Mall

700 and 730 Nicollet Mall; 26-82 South 8th Street (HE-MPC-5099)

Dayton's Department Store (Macy's Department Store)

See Phase II evaluation in Section 5.

701 Nicollet Mall; 80 South 8th Street; 710-730 Marquette Avenue (HE-MPC-0367, HE-MPC-9857)

IDS Center

See Phase II evaluation in Section 5.

801 Nicollet Mall; 81 South 8th Street; 800 Marquette Avenue (HE-MPC-9859)

Midwest Plaza (Midwest Federal Savings & Loan Building; McGladrey Plaza)

See Phase II evaluation in Appendix D.

90 South 7th Street (HE-MPC-

Norwest Center Tower (Wells Fargo Center)

See Phase II evaluation in Section 5.

4.2.21 South 7th & 8th Streets and 3rd & 4th Avenues South

625-629 Second Avenue South; 200-214 South 7th Street South (HE-MPC-7252)

WCCO/CBS Radio Building (Elks Club Building)



Photo 185. 625-629 2nd Ave; 200-214 7th St S



Photo 186. 625-629 2nd Ave; 200-214 7th St S

This building was constructed in the Neo-Classical style for the Elks Club in 1913. The five-story building, located at the northeast corner of Second Avenue South and South 7th Street, has a structure of reinforced concrete and walls clad in brick. It is eleven bays on South 7th Street and three bays on Second Avenue South. The building has storefronts along both façades. The first floor walls have red granite panel bases and Kasota stone panel surrounds. Kasota stone panels wrap the corners and serve as belt courses below and above the fifth floor. Second floor windows are framed in soldier-course brick surrounds and lintels. The third floor windows have decorative brick lintels. All of the upper floor windows have stone sills. The building has undergone several alterations; the original stone swag and brick and stone pilaster details on the 7th Street façade have been mostly retained. The original first floor facing and projecting dentilled cornice were removed during the 1950s remodeling.

This building was designed by architectural firm of Kees and Colburn and constructed by August Cedarstrand & Co. at a cost of \$250,000 (Minneapolis Building Permit # A11738, 1913). It was occupied by the Elks Club until 1935 when it relocated to a building at 7 South 6th Street. The 1938 Minneapolis city directory called the former Elks Club the Savings & Loan Building. WCCO/Columbia Broadcasting System moved from its space in the Nicollet Hotel to this building in the spring of 1938. The station had begun broadcasting in 1922 as WLAG; it was renamed after its owners, the Washburn Crosby Company, in 1924. According to historian Christopher H. Sterling: “The new location had the high ceilings favored by CBS architects and was quickly transformed into an art deco landmark with cream-and-Columbia-blue interiors. It was remodeled in the classic CBS design that had been used in other network projects in Boston, St. Louis, and Chicago, featuring ‘floating studios’ - in which the floors, walls, and ceilings were separated from the main building structure. Best of all, the new location had a fourth-floor auditorium that seated 700 people” (Sterling 2004: 2464-2466). The building was renovated in the 1950s, and the lobby lost many of the Art Deco features. At that time the

storefronts were redone, and stylized grid panels were placed over the windows between the second and fourth floors. These panels were later removed.

The historic integrity of this building has been compromised due to multiple façade alterations. This property is generally associated with the commercial development of Downtown Minneapolis (1880-1945). Because of the extensive alterations, the building no longer possesses an adequate association with these historical patterns, nor with events or persons significant in history. While it was initially designed by a distinguished local architectural firm, that design has been altered, and the building is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

805 Second Avenue S. (HE-MPC-0490)

St. Olaf Catholic Church

See Phase II evaluation in Section 5.

729 Second Avenue South (HE-MPC-0401) and 220 8th Street South (HE-MPC-7254)

Minneapolis Club and Minneapolis Club Parking Ramp

See Phase II evaluation of Minneapolis Club (HE-MPC-0401), 729 Second Avenue South, in Section 5.

300 South 6th Street (HE-MPC-0356)

Hennepin County Government Center

See Phase II evaluation in Section 5.

4.2.22 South 7th & 8th Streets and Park Avenue South

619 South 7th Street (HE-MPC-0363)

Minnesota Auto Body and Fender Works (Lehman's Auto Body Co.)



Photo 187. 619 7th St S



Photo 188. 619 7th St S

This one-story commercial building was constructed in 1947 in the Moderne style. The facade is clad in brown brick and has a stone beltcourse that runs above the doorways; secondary elevations have concrete block walls. The primary brick façade on the south side of 7th Street has a central garage door bay. The northwestern third of the facade has a solid steel door and fixed-frame window; an identical sized window is in the southeastern third of the facade. The corner of the building is curved as it wraps from the primary facade to the Park Avenue elevation. A window in the curved portion of the wall is filled with glass block. The brick above is laid in a stack bond. The primary pedestrian entrance is on the Park Avenue elevation in the brick-clad portion. It is steel and glass, flanked by sidelights and surmounted by a vinyl awning. A one-story concrete-block section extends towards South 8th Street along Park Avenue. It has glass-block windows and a garage door bay.

The \$20,000 building was designed by Irving Cargill for Minnesota Auto Body and Fender Works and was constructed by W. A. South (Minneapolis Building Permit # A27336, 5/6/1947). The building continues to serve its original purpose as an auto repair shop. This property is generally associated with the commercial development of Downtown Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

610 South 8th Street (HE-MPC-0368)
Washburn Apartments (Apartment Building)



Photo 189. 610 8th St S



Photo 190. 610 8th St S

This five-story Romanesque Revival style apartment building was constructed in 1887 and faced in brick, stone, and terra cotta. The primary façade on the north side of South 8th Street is articulated with several stylistic details: a two-story turret projects from each corner; a decorative terra-cotta beltcourse separates the second and third floors. The first floor wall is rusticated; four round-arched bays in the center of the facade have stone surrounds; the openings have been retrofitted with modern sash windows and the arches infilled. Pilasters divide the bays on the upper two floors and project above the roofline. The parapet has terra-cotta floral and dentil details. Segmental and round arched windows on the upper floors have been retrofitted. The building has been painted red, which obscures details like the brick flat arch and segmental arch lintels, stone sills, and stone belt courses. There is a modern one-story entry bay with grooved concrete wall panel cladding.

The apartment building was designed by architect Adam. L. Dorr and was constructed by Foster & Smith contractors at a cost of \$36,000 for Louis F. Menage (Minneapolis Building Permit #B13000, 10/25/1887). Menage, an active real estate investor, was the president of NW Guaranty Loan and Real Estate Co. This property is generally associated with the residential development of Downtown Minneapolis (1880-1945). The building does not have significant associations with this historic context, nor with events or persons significant in history. While it is the work of an architect noted for his apartment buildings, this property does not stand out in the body of his work, and it is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

701 Park Avenue South (HE-MPC-0465)

Hennepin County Medical Center

See Phase II evaluation in Section 5.

710-714 Park Avenue South (HE-MPC-7265)

Viking Enterprises (House of Charity Food Centre)



Photo 191. 710-14 Park Ave



Photo 192. 710-14 Park Ave

This one-story Broadfront commercial building was constructed in 1946 on the west side of Park Avenue South. It is set on a concrete foundation and has walls clad in red wire-cut brick with some modest decorative detail.

The building was constructed for Viking Enterprises, a seller of automobile merchandise, by contractor James Leck Co. at a cost of \$30,000 (Minneapolis Building Permit #A26459, 12/5/1945). This property is generally associated with the commercial development of Downtown Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

801 Park Avenue South; 701 South 8th Street (HE-MPC-7266)
General Motors Acceptance Corporation (vacant office building)



Photo 193. 801 Park Ave; 701 8th St S

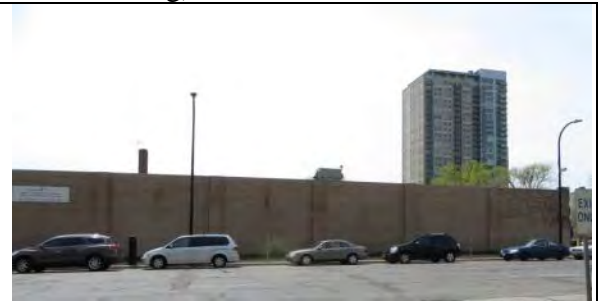


Photo 194. 801 Park Ave; 701 8th St S

This one-story Broadfront commercial building was constructed in 1951 at the southeast corner of Park Avenue South and South 8th Street. It has Art Moderne elements on its Park Avenue façade, which is clad in limestone panels. The secondary elevations are clad in beige brick. The façade is symmetrical; centered at the recessed main entrance a pair of glass and steel doors is flanked by sidelight and transom windows. The wall space on each side of the entrance contains a band of four steel-frame, fixed windows. Slightly projecting limestone pilasters rise above the roofline above the doorway and at both corners.

This building was constructed in 1951 at a cost of \$30,000 by Kraus Anderson as an office and warehouse for the General Motors Acceptance Corporation (Minneapolis Building Permit # A26459, 12/5/1945). This property is generally associated with the commercial development of Downtown Minneapolis (1945-present). The building does not have significant associations with this historic context, nor with events or persons significant in history. Furthermore, it is not the work of a master architect and is not a distinctive example of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

5.0 PHASE II EVALUATIONS

5.1 CRYSTAL LAKE CEMETERY AND CHAPEL (HE-MPC-8242)



Photo 195. 3800-16 Penn; 2130 Dowling Ave N



Photo 196. 3800-16 Penn; 2130 Dowling Ave N



Photo 197. 3800-16 Penn; 2130 Dowling Ave N



Photo 198. 3800-16 Penn; 2130 Dowling Ave N

The Crystal Lake Cemetery Chapel, was inventoried in 2011 (see Previous Investigations, Mead and Hunt 2011b). Further intensive research was recommended to determine NRHP eligibility for the chapel. This study did not evaluate the cemetery itself at 3800 Penn Avenue North, 3801 Humboldt Avenue North, and 2130 Dowling Avenue North.

5.1.1 Description

Crystal Lake Cemetery occupies a 139 acre site bounded by Dowling Avenue North (38th Avenue North) on the south, Penn Avenue North on the west, 42nd Avenue North on the north, the rear lot lines of the properties fronting the west side of James Avenue North between 41st Avenue North and 42nd Avenue North, 41st Avenue North between James Avenue North and Humboldt Avenue North, and Humboldt Avenue North on the east. The primary entrance is located at the northeast corner of Penn Avenue and Dowling Avenue. A secondary entrance is at the northwest corner of Dowling Avenue and Humboldt Avenue. The entrances are marked by stone posts and gates. A high fence with wrought-iron pickets surrounds the property. The cemetery is organized around a series of curvilinear drives extending between Dowling Avenue and 41st Avenue North. The

sections bounded by the drives are gently rolling and hilly lawn areas punctuated by mature trees, both deciduous and conifers. The lawn areas to the south are hillier than those to the north. Graves are marked by flat markers and vertical headstones with a few larger mausoleums.

The cemetery chapel and crematory (1925-1928) is located near the middle of the cemetery at what would be the intersection of 40th Avenue North and Knox Avenue North. Gothic Revival in style, it is constructed of rough-cut Kasota stone with a front gable roof, a gabled entrance porch facing to the southwest, a crematory wing at the north, and an entrance wing at the south. The roof is adorned by a cross and a copper fleche. The chapel also contains several stained-glass windows set in stone tracery. Several aboveground columbaria and a maintenance building also occupy the grounds.

The northern section between 41st Avenue North and 42nd Avenue North has only one north-south drive, adjacent to the Veterans' Memorial Garden section of the cemetery. The northeast portion between Newton Avenue North and James Avenue North contains an area that has been converted to the Camden Central Pond, a stormwater reservoir surrounded by a walking path which is separated from the remainder of the cemetery by the wrought-iron fence. An administration building (1962) with adjacent funeral home and chapel (1986; Minneapolis Building Permit # B543993, 6/11/1986) are located near the Penn Avenue entrance.

5.1.2 Historical Background

The Crystal Lake Cemetery Association was formed in 1886 for the purposes of establishing a cemetery in the north section of Minneapolis. The association acquired 40 acres of previously unplatted land between 38th Avenue North and 40th Avenue North, bounded by Humboldt Avenue on the east and extending west to the line of Logan Avenue. The original plat by civil engineer F. L. Stearns was laid out with a series of drives and an entrance near Humboldt Avenue off 38th Avenue (Peterson and Zellie 1998: 18). The first officers were J.W. Tousley, president; William Baker, treasurer; and E. H. Steele, secretary. Isaac Atwater wrote in 1893:

Realizing very wisely that the land put aside for burial purposes in the vicinity of Minneapolis would be wholly inadequate in a few fleeting years, a movement was put on foot to secure a very suitable piece of land on the north side, for as yet there had been no cemetery in that quarter. ...The cemetery is in and named for the beautiful township of Crystal Lake. [...] The grounds are laid out and platted upon a plan very similar to that in Lakewood Cemetery. [...] Although the tract was once quite covered with native trees, a portion of it was cleared off before being set apart for a cemetery; yet enough trees were left on the other part already platted. ... The trustees have had to make their own roads, but good roads and street car connections will soon be made, and Crystal Lake Cemetery will rapidly grow in popularity, particularly among people on the north side. There have been about 550 interments at Crystal Lake. ... The ten acres already improved is certainly very beautiful (Atwater 1893: 958-959).

By that time, the cemetery had its own sexton who lived across Humboldt Avenue from the cemetery (Minneapolis City Directory 1893-1894).

With the growth of the city's population in the early twentieth century (and the closure of Maple Hill Cemetery in Northeast Minneapolis), the Crystal Lake Cemetery Association felt the need to expand its acreage. By 1909, the cemetery is shown as extending west to the line of Penn Avenue (which had not yet been opened). Then in 1911, the cemetery expanded northward, acquiring the entire section between 40th Avenue North and 41st Avenue North between Humboldt and Penn, and another section between Knox and Penn extending north of 41st Avenue almost all the way north to 43rd Avenue North, for a total of 150 acres. The Association quickly expanded the landscaping and curvilinear drives as far north as 41st Avenue North, with a small lake being installed south of 41st Avenue North near Humboldt Avenue. A new entrance was added from Penn Avenue, which had finally been opened to the north between 38th Avenue North and 45th Avenue North. The picturesque chapel and office building, located northwest of the Humboldt Avenue entrance, had been installed in 1902 and enlarged in 1910 (Minneapolis Building Permits, 52787, 8/23/1902; 90831, 12/16/10). The pattern of drives was still largely in place in 1940, although the lake had been removed (Hudson 1909, 1910, 1912; Benneche 1914; Munz 1915; City of Minneapolis 1940).

In 1913, *Park and Cemetery* magazine published a photograph of a three-dimensional relief map of the cemetery. It had been fabricated to explain the varied topography of the site and to depict the proposed plan of the drives. The article noted: "Crystal Lake Cemetery has more than 45 acres developed on the modern lawn plan and about 33 acres of this development has been made during the past five years. All the roads are macadam. In addition to special landscape features, the cemetery is covered with a natural forest of giant oaks" (Park and Cemetery 1913).

In a brochure published in about 1915, the Crystal Lake Cemetery Association extolled the qualities of the cemetery, comparing its size and elevation to the Hillside, Lakewood, and Layman's cemeteries in the city. It illustrated the chapel and office, the entrance gates, the trees, the grounds "laid out on the Modern Park Lawn Plan," and "the graceful macadam drives." It advised visitors: "Take the Cedar and Emerson [street]car to the end of the line. Four blocks, with good [side]walks, to Cemetery entrance." It noted: "good drainage; modern sewers, with lateral drains, have been laid throughout the grounds. Highest cemetery in the city, embracing a hilly tract at the elevation of 197' above datum and 61.5' above the level of the lakes; the soil, therefore, must be *dry*" (Crystal Lake Beautiful).

In 1916 the City of Minneapolis purchased a two-acre plot of land in the cemetery for the city's indigent dead. The plot was between 39th Avenue North and 40th Avenue North, in a 225-foot-wide strip along Humboldt Avenue (City of Minneapolis 1916).

The original chapel was replaced with the present Gothic Revival-style chapel and crematory between 1925 and 1928 by the Field Campbell Company, contractors, at a cost of \$50,000 (Minneapolis Building Permit # B188382, 5/13/1925). The picturesque

building faced with buff-colored Kasota stone accommodates spaces for funeral services and crematory functions.

In the 1950s, the cemetery sold off the undeveloped section north of 42nd Avenue North for residential construction, which was subsequently platted as the Gene Prather Addition. The section of the cemetery between 41st Avenue North and 42nd Avenue North began to be developed in about 1958, as recorded in a group of photographs by Norton and Peel (Norton and Peel 1958).

In 1962, the Cemetery Association constructed an administration building near the Penn Avenue entrance. A mortuary and a funeral chapel were built next to the administration building in 1986. At some point, the Crystal Cemetery Association was consolidated with other cemetery properties into SCI Minnesota Funeral Services. In 2005, the SCI Minnesota properties were sold to Washburn-McReavy Funeral Corporation, which now operates the cemetery.

Minneapolis Cemeteries in the Nineteenth and Twentieth Centuries

Layman's (Minneapolis) Cemetery (renamed Pioneers and Soldiers Cemetery in 1928) is the oldest to survive in the city. The eastern ten acres were platted in 1860, with an additional ten acres to the west platted in 1871. The twenty acres were organized in a rectangular plan bounded by Cedar Avenue on the west, 21st Avenue South on the east, Lake Street on the south, and East 29th Street on the north. Layman's was preceded, at least officially, by Maple Hill Cemetery on the east bank of the Mississippi River, located on Broadway Avenue between Polk and Fillmore Avenues Northeast. This ten-acre site was opened in 1857, but closed after burials were prohibited in 1890 for health reasons. Many of the bodies were removed over a period of years and the site converted to parkland in 1908, which was renamed Beltrami Park in 1947 (Atwater 1893: 956-957; Smith 2008).

While Layman's and Maple Hill were non-sectarian and at least, in theory, open to all, both the Catholics and the Jews felt it desirable to establish their own cemeteries. Saint Anthony Cemetery (extant) at Central Avenue and 28th Avenue Northeast opened in the early 1860s. Saint Mary's Cemetery (extant), also called the Cemetery of the Immaculate Conception, was established at Chicago Avenue and East 46th Street in 1867. Montefiore Cemetery, now Temple Israel Cemetery (extant) at Third Avenue South and East 42nd Street, was established in 1876 by the Reform Jewish congregation of Minneapolis, while the Adath Yeshurun Association established a small cemetery (extant) at France Avenue South and West 57th Street, now part of Edina, in 1888 for the burial of Orthodox Jews. An 1893 account describes the layouts, features, and monuments of these cemeteries (Neil 1881: 345; Atwater 1893: 960-962).

As Minneapolis grew, more cemetery space was needed. In 1871 Lakewood Cemetery was established by some of the city's most prominent citizens. This group, headed by Colonel William S. King, acquired a 128-acre tract to the east of Lake Calhoun and north of Lake Harriet. Initially platted according to a plan drawn by C. W. Folsom, superintendent of the Mount Auburn (Massachusetts) Cemetery, it was dedicated in 1872.

Soon thereafter the plan of Lakewood was revised to reflect the more popular, “lawn park” cemetery type that had been introduced by Adolph Strauch at Spring Grove Cemetery in Cincinnati. Lakewood soon offered major competition to Layman’s and other cemeteries, as many bodies were removed from the earlier cemeteries and moved there (Neil 1881: 345; Atwater 1893: 951-955; Sloane 1991: 107-109).

The design of Lakewood reflects changing patterns in cemetery design in nineteenth-century urban America. Unlike East Coast cities and rural communities in both the East and the Midwest, Minneapolis did not have burials in churchyards. The picturesque, rural cemetery close to an urban setting had been introduced at Mount Auburn in Cambridge, Massachusetts, in 1831. This type of cemetery planning, with its emphasis on family monuments, planned landscapes, picturesque vistas, and rolling roadways spread throughout the eastern United States in the 1840s. When Adolph Strauch took over Spring Grove as superintendent in 1855, he introduced changes in landscaping patterns, de-emphasizing the picturesque and family monuments, in favor of a more direct, pastoral landscape interspersed with monuments. The rise of the “lawn park” cemetery was concurrent with the rise of the urban park movement in the United States, and the patrons of both were often the same. This was certainly the case with Lakewood Cemetery (Sloane: 66, 104, 116-119). Lakewood Cemetery also constructed an impressive funeral chapel designed by Harry Wild Jones and built in 1910 (Millet 2007: 228). Such a chapel reflected changes in funeral and burial practices in the early twentieth century.

When Crystal Lake Cemetery was established in 1886, the founders cited the precedents of Lakewood Cemetery in its planning and landscaping. After the cemetery expanded during the first decade of the twentieth century, it extolled its “lawn park” plan.

Hillside Cemetery was established in Northeast Minneapolis, east of Stinson Boulevard, in 1890, after the Maple Hill Cemetery was closed (Atwater 1893: 957-958). Northeast of Hillside Cemetery is Sunset Memorial Park Cemetery, which flanks sections of St. Anthony Boulevard. It was established in 1922 with a plan by landscape architect Arthur Nichols; most of the cemetery is within the boundaries of the Village of St. Anthony. It has a funeral chapel that was built in 1927 (Millet 2007: 108; Sturdevant 2014). Both Hillside and Sunset are laid out on the lawn park plan.

Crystal Lake Cemetery remains the only cemetery in North Minneapolis. While the cemetery has Christian imagery, it is open to all faiths.

5.1.3 Evaluation

Crystal Lake Cemetery and the Crystal Lake Chapel and Crematory were evaluated for NRHP eligibility using Criteria of Significance as well as Criteria Consideration D which is applied to cemeteries.

Criterion A. Crystal Lake Cemetery was established in 1886 as the first cemetery in North Minneapolis. It was enlarged between 1909 and 1911 to meet the needs of the expanding population of that section of the city, and it remains the only cemetery in

North Minneapolis. It is not associated with the early development of Minneapolis, and there are a number of extant earlier cemeteries in the city. It has not achieved historic significance for its relative age in its geographic context, and furthermore, it is not associated with significant events or patterns in history (NR Bulletin 1990: 35). The cemetery does not meet Criterion A.

The Crystal Lake Cemetery Chapel and Crematory was built between 1925 and 1928 to replace an earlier chapel building and to provide on-site cremation services, as cremation was becoming a more widely accepted burial practice. It is not associated with a specific event or broad pattern of historic events. The chapel and crematory does not meet Criterion A.

Criterion B. To meet Criterion B, a cemetery must contain the graves of persons of transcendent importance: “To be of transcendent importance the persons must have been of great eminence in their fields of endeavor or had a great impact upon the history of their community, State, or nation.” (NR Bulletin 1990: 34). No such persons are associated with Crystal Lake Cemetery. The cemetery does not meet Criterion B.

Criterion C. To meet Criterion C, a cemetery must have clearly expressed design values and must be able to convey its historic appearance (NR Bulletin 1990:35). Crystal Lake Cemetery was originally designed by engineer F. L. Stearns, about whom little is known. The designer of the expanded cemetery has not been identified. The original section of the cemetery and the expanded site preserved many of the original trees and incorporated curvilinear drives that responded to the rolling site. As the cemetery was expanded, the Crystal Lake Cemetery Association extolled the design as a beautiful example of the lawn park plan. By this time, similar plans had been put into place in such earlier Minneapolis cemeteries as Lakewood Cemetery and Hillside Cemetery. Grave markers and monuments span a wide range of dates from the late 1880s to the present. Modern columbaria and similar above-ground structures have also been introduced. None are of unusual architectural distinction. The overall plan of the cemetery, which is not especially distinctive or unusual, has been further changed during the twentieth century, both by the sale of the northernmost, undeveloped section, in the 1950s, and the alteration of some curvilinear drives to more rectilinear ones. The overall design and plan of the cemetery lacks sufficient design significance to meet Criterion C.

The cemetery chapel and crematory was built between 1925 and 1928 by the Field Campbell Company, local contractors. Designed in the Gothic Revival style, it has rough-cut Kasota stone walls, decorative stone details, and several stained-glass windows. To date, no architect has been determined. The design has some similarities in its plan and materials to the Roselawn Cemetery Chapel, designed by Cass Gilbert and Thomas Holyoke and built in 1909-1910 in Roseville, Minnesota. However, the Crystal Lake cemetery building was designed nearly two decades later than Roselawn, and it does not stand out as a distinguished example of its type or method of construction during this time period. It does not meet Criterion C.

Criterion D. To meet Criterion D, cemeteries must have the demonstrated potential to yield important information within a specific context, provided the information is not available in extant documentary evidence (NR Bulletin 1990: 35). Neither the Crystal Lake Cemetery nor the chapel and crematory building meets Criterion D.

5.2 VICTORY MEMORIAL PARKWAY (HE-MPC-01888)



Photo 199. Victory Memorial Pkwy



Photo 200. Victory Memorial Pkwy

This property extends from Theodore Wirth Parkway at Lowry Avenue North to Fremont Avenue North at 45th Avenue North. It was previously evaluated and found to be eligible for listing in the NRHP in 2005 (Pearson and Petersen 2005). It was evaluated again as a significant element of the Grand Rounds Historic District in 2009 (Pearson 2009). Victory Memorial Parkway is significant under Criterion A for its influence on the growth and character of North Minneapolis and the adjacent suburb of Robbinsdale and as a precedent-setting World War I memorial that embodied its memorial function in its landscape. It is significant under Criterion B for its association with Theodore Wirth who was instrumental in the conception and execution as part of the Grand Rounds and as a memorial in its own right. It is significant under Criterion C as an example of early twentieth-century parkway design that embodies the landscape design principles of formality and axiality, accompanied by the regular grid of trees and commemorative markers that reinforce the memorial character of the parkway.

Since 2009, trees have continued to be replaced and planted in keeping with the historic plan of the parkway. Overall, Victory Memorial Parkway retains good historic integrity: the overall design is intact; it retains its original location and historic feeling, association, and setting. As a planned landscape, plantings and materials have changed over time, but have been compatible with the original character. It is recommended that the property meets NRHP Criteria A, B, and C and retains historic integrity and, therefore, remains eligible for listing in the NRHP individually and as a contributing element of the Grand Rounds Historic District.

No Section 4(f) impacts are anticipated on this property. The property is within the project's APE but outside of anticipated station construction limits.

5.3 FLOYD B. OLSON MEMORIAL HIGHWAY (HE-RDW-001)



Photo 201. Olson Memorial Highway



Photo 202. Olson Memorial Highway



Photo 203. Olson Memorial Highway

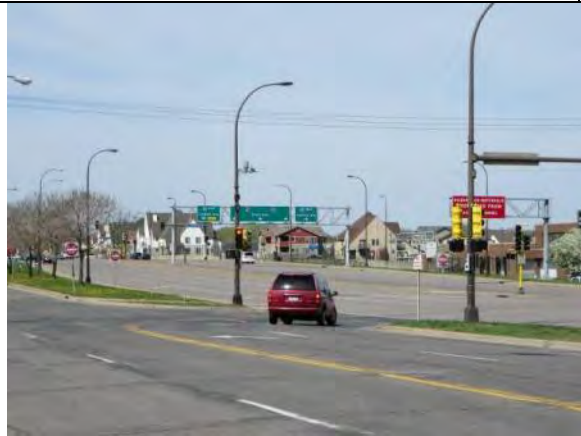


Photo 204. Olson Memorial Highway

The section of Olson Memorial Highway between North 7th Street and Interstate 94/Lyndale Avenue North (HE-MPC-17801) was evaluated in 2011 (Roise and Petersen 2011) and recommended as not eligible for NRHP listing because of integrity issues. The section of the highway between North 7th Street and TH 100 was evaluated at the Phase I level in 2012 (106 Group 2012). The property inventory form for Olson Memorial Highway was not available until field and research work for this report had been largely completed. The evaluation provides a description and historical narrative and analyzes its significance under NRHP Criteria A and C, in the areas of Transportation, Community Planning and Development, Engineering, Art, and Politics/Government. It noted changes in the design, materials, and workmanship of the highway as it was originally constructed and its feeling as an early trunk highway designed as a boulevard through the city. The study recommended that the highway did not appear to have sufficient integrity to convey its significance under Criterion A or Criterion C. Consequently, it was recommended as not eligible for the NRHP due to a loss of integrity (Mathis 2012).

5.4 FLOYD B. OLSON MEMORIAL STATUE (HE-MPC-9013)



Photo 205. south side of Olson Memorial Highway east of Penn Ave N



Photo 206. south side of Olson Memorial Highway east of Penn Ave N

The property, located at the south side of Olson Memorial Highway between Penn Avenue North and Oliver Avenue North, was evaluated for NRHP eligibility in 1998 (Granger et al 1998). It was recommended that the property meets Criterion C, within the “Roadside Development on Minnesota Trunk Highways, 1920-1960” historic context. The statue was re-evaluated in 2012 (106 Group 2012) under Criteria Consideration B because it was a moved property, in conjunction with the narrowing of the highway median and the installation of a turn lane at Penn Avenue North, and under Criterion C in the area of art as the work of master sculptor Carlo Brioschi. No specific boundary recommendation was made.

The cast-bronze statue is set on a granite pedestal and granite base, set within a concrete plaza with two granite benches near the northern edge of the plaza facing the front of the statue. The plaza is surrounded by hedges arranged in a circular pattern. When it was located in the median, the statue faced east and the benches also faced the front of the statue. The rectilinear median terrace was smaller than the present plaza. The new location of the statue is on the south side of Olson Highway and east of the original location. This location was assessed as a setting compatible with the historic property. Because it is located in a roadside setting on the same highway, the property still conveys its significance as an important outdoor freestanding sculpture by master sculptor Carlo Brioschi and its association with the highway. The property was recommended as eligible for NRHP listing under Criterion C, and SHPO staff concurred. The integrity of the property has not been changed since the recommendation was made, and it remains eligible for NRHP listing in this location. As part of the Bottineau Transitway Section 106 process, FTA made a finding that the boundaries of the historic property include the parkland from Penn Avenue on the west to just east of the former Oliver Avenue right of way (see Appendix C: Architectural History Survey Results, Olson and Penn Station).

5.5 GIRARD TERRACE WEST (PARK PLAZA) APARTMENTS (HE-MPC-10153 AND HE-MPC-10055)



Photo 207. 1315 Olson Memorial Hwy and 570 Humboldt Ave N



Photo 208. 1315 Olson Memorial Hwy and 570 Humboldt Ave N



Photo 209. 505-507 and 525-527 Humboldt Ave N



Photo 210. 505-507 and 525-527 Humboldt Ave N

5.5.1 Description

Girard Terrace West, consisting of three six-story apartment buildings, is located at 1315 Olson Memorial Highway (secondary entrance at 570 Humboldt Avenue North), 505-507 Humboldt Avenue North, 525-527 Humboldt Avenue North. The buildings are on the south side of Olson Memorial Highway, with one building on the east side of Humboldt Avenue and two buildings on the west side of Humboldt Avenue. The buildings are surrounded by lawn areas and approached by concrete paths.

The six-story concrete slab building at 1315 Olson Memorial Highway has a cruciform plan and is oriented diagonally on the site. The elevations are faced with beige brick between the exposed concrete framing separating the floors. The elevations rise to low parapets with sheet metal coping. A seventh-floor mechanical penthouse is centered on the roof. Each elevation has centered paired sliding windows set below transoms and above spandrels. Where the elevations join at the center core, the sliding windows open onto cantilevered concrete balconies. The two building entrances, 1315 Olson Memorial Highway and 570 Humboldt Avenue North, are in these inner corners at the first floor. A parking lot is located to the east of the building on the south side of Olson Memorial Highway.

Each of the two concrete slab buildings at 505 and 525 Humboldt Avenue North has a double-cruciform plan, twice the size of the building at 1315 Olson Memorial Highway, and is oriented diagonally on the site. The elevations are faced with beige brick between the exposed concrete framing separating the floors. The elevations rise to low parapets with sheet metal coping. Seventh-floor mechanical penthouses are centered on the roofs of the cruciform sections. Each elevation has centered paired sliding windows set below transoms and above spandrels. Where the elevations join at the center cores, the sliding windows open onto cantilevered concrete balconies. The building entrances are in these inner corners at the first floor. The north building has the addresses of 525 and 527 Humboldt Avenue North; the south building has the addresses of 507 and 507 Humboldt Avenue North. A parking lot is located to the east of the buildings along Humboldt Avenue.

5.5.2 Historical Background

History of Girard Terrace West and the Glenwood Redevelopment Project

During the late 1940s, the population of Minneapolis continued to grow, reaching a peak of 521,718 people in 1950, up from 464,356 in 1930. Because of the Depression of the 1930s, the constraints of World War II, and subsequent economic recession, by 1950 there had been very little new residential construction or maintenance to existing buildings for two decades. Following the war, new construction focused on the far south, west, and north areas of the city where open lots were still available. Despite federal housing project efforts during the 1930s, the housing in older areas such as the Near North Side was overwhelmingly crowded and dilapidated. Aided by changes in state and federal law, the City of Minneapolis embarked on a program of urban renewal to demolish blighted slums and replace them with publically owned or supported housing, which would also ease the postwar citywide housing shortage.

The passage of the Minnesota Municipal Housing and Redevelopment Act in 1947 enabled the creation of the Minneapolis Housing and Redevelopment Authority (MHRA) with the power of eminent domain and the ability to issue bonds to finance new housing. Its purpose was to redevelop “blighted” properties, encourage more private sector housing, and build and maintain low-rent public housing (MHRA 1966). The Glenwood Renewal Plan (also known as the Glenwood Redevelopment Plan because of the Redevelopment Standards in the Plan that provided a guide for new construction) in the Near Northside neighborhood flanking Olson Memorial Highway was the first federally funded redevelopment project in Minneapolis. It “called for the organization and separation of land uses to provide good environment for residential living and to provide better opportunity for business development” (Jones 1963: 21). The project was approved by the federal government in 1955. The “authority was under commitment to construct 816 units of low rent housing . . . and to design and market land for private venture capital to utilize for residential use” (Jones 1963: 22). The project consisted of 180 acres divided into 62 city blocks with some 700 structures; it required the relocation of 606 families, 246 individuals, and 119 businesses (City of Minneapolis 1962). In early 1958, the MHRA advertised “land for sale for industrial, commercial, and residential uses to be developed by private individuals” (Jones 1963: 22).

As part of the renewal project, an industrial district was located to the east of Lyndale Avenue, while the residential development was concentrated west of Lyndale Avenue. It included three residential projects, two of which were low rent public housing. The 192-unit Lyndale Homes east of Bryant Avenue included a twelve-story, 88-unit apartment building. Glenwood Homes west of Bryant Avenue contained 278 units. These projects started construction in 1958. The third project was Girard Terrace West at Humboldt Avenue, built by Cleveland-based Community Development, Inc., a private group, for moderate income residents. The site included three six-story apartment buildings to contain 154 units for rental and 184 townhouse units to be sold cooperatively. According to MHRA Girard Terrace West was the first combined public-private affordable housing in the city (MHRA 1977). Other public-private housing projects were not carried out in Minneapolis until the establishment of the federal Department of Housing and Urban Development in 1965 and changes in federal funding for housing.

The Girard Terrace West townhouses were built in 1962-1963. Construction of the three apartment buildings began in 1963 and was completed in 1964. The Glenwood project also included a new shopping center on Olson Memorial Highway, a new public school, and a new fire station (MHRA 1966; Minneapolis Building Permits # B384534, 8/16/1963; # B384533, 8/16/1963; # B384532, 8/16/1963). The success of the Glenwood project encouraged the Gateway Center project in the Lower Loop area of downtown Minneapolis, with a mix of businesses, commercial buildings, market-rate housing, and hotels.

Girard Terrace West and Community Development, Inc.

Community Development, Inc. was established in Cleveland, Ohio, in 1952, under the leadership of Oscar H. Steiner (1896-1989), as a vehicle for promoting slum clearance and building homes for low and moderate income residents that would be sold and owned cooperatively. Steiner had become wealthy in manufacturing and distributing printing equipment and had long been active in civic and philanthropic activities. He sold his business in 1952, intending to retire, but instead turned his efforts to civic improvement through the promotion of home ownership for low-income workers through private enterprise.

Writing in 1960, Steiner stated: “We were looking for a practical way to launch a housing venture that would give large numbers of people in the lower- and middle-income groups an opportunity [to finance their homes].” He joined forces with Chat Paterson, a Cleveland real estate broker; Bronson Clark, a builder; and Max Ratner, an architect and builder, all of whom had been classmates at Antioch College, to form Community Development, Inc., “to put up homes economically and efficiently” (Steiner 1960). Their first project, Snow Village, was built in 1952-1954 in Parma, Ohio, a Cleveland suburb, as a group of garden apartments with 76 family units. The success of Snow Village led to Community Apartments, built in 1955-1957, two-story garden apartments with 148 family units, and Longwood Community Homes, built in 1957-1959, two- and three-story garden apartments with 283 units, all in Cleveland. Steiner’s writings further publicized

the work and led to similar projects in other cities, including Minneapolis, throughout the United States.

All of the Community Development, Inc. projects were designed by Max Ratner (1916-2002), a self-trained architect who taught himself building skills at Ahimsa Farms, an intentional community near Cleveland founded by a group of Antioch College students and like-minded friends. He was imprisoned in the Danbury (Conn.) Federal Correctional Institution as a war resister during World War II, and gained more architectural skills. After the war, he achieved architectural certification and began to work on housing projects. Eventually Ratner developed a national practice, working out of Peninsula, Ohio, and was registered in sixteen states, remaining in continuous architectural practice for 56 years. In addition to buildings in Cleveland and Minneapolis, he designed buildings as part of redevelopment programs in Denver, Buffalo, Newport News and Portsmouth (Va.), and other cities in New York and Michigan. While much of his early work focused on garden apartments, he branched out into mid and high rise apartment buildings, hotels, office buildings, and nursing homes, as well as halfway houses and homeless shelters. Other projects for garden apartments and apartment buildings include Hanover Apartments (1969), St. Paul; Colfax East-West (1968) and Brooks Tower (1969), Denver; Imperial House (1967), Lakewood; and Bonneville Tower (1967), Euclid, Ohio (American Institute of Architects 1970; Akron Beacon Journal 2002).

The Girard Terrace West Apartments have changed ownership and names several times but remain in use as moderate income rental housing and are among the few surviving residential buildings from the Glenwood Renewal Plan. The Girard Terrace townhouses were built on very unstable soils over Bassett Creek that caused major deterioration in the buildings. The houses were vacated by 1977 and later extensively rebuilt (Martin and Lanegran 1983: 52). The clustered townhouses on the site are now rental housing called Olson Towne Homes. The same underlying soil conditions were a major factor that led to the demolition of all the public housing in the Sumner-Glenwood area, except the high-rise Art Love Manor (1960). The shopping center on Olson Highway now forms part of Summit Academy, a local charter school.

5.5.3 Evaluation

The Girard Terrace West Apartments were evaluated for NRHP eligibility using Criteria of Significance.

Criterion A. The Girard Terrace West Apartments were constructed in 1963-1964 when MHRA was active in developing low-income housing, which was typically a mix of high-rise apartment buildings and low-rise townhouse units. However, the Glenwood Renewal Plan, initially planned in 1955, was unusual because it incorporated residential, commercial, and industrial uses, built both by MHRA itself and by private developers, on land that had been cleared by the MHRA. This was the first MHRA project that incorporated family housing for low and moderate income residents by a private developer, as well as its own housing units, and it was hoped the project would set a precedent for future renewal and redevelopment projects.

Community Development, Inc. saw Girard Terrace West as a market-based private enterprise solution to a public need. The Gateway Center Plan for the lower loop area of downtown Minneapolis incorporated commercial and residential buildings, but the privately built high-rise towers served higher income residents. Between 1959 and 1975, the MHRA built 42 high rise apartment buildings, most of which were for elderly residents. Privately developed housing projects for low and moderate income residents, supported by federal loan guarantee programs, did not begin to be built in Minneapolis until the late 1960s.

Girard Terrace West appears to be an anomaly in Minneapolis urban renewal efforts and a singular example from this period – unusual but not necessarily significant. It was, however, designed and built as part of the much larger Glenwood Renewal Plan, which, as a whole, was a significant urban renewal effort in Minneapolis. Few of the buildings that were part of the Glenwood Renewal Plan are intact, however, because almost all the surrounding buildings from the larger project have been demolished or extensively altered due to unstable soil conditions. Because the Glenwood Renewal Project area as a whole lacks integrity, the Girard Terrace West buildings no longer convey the association with the larger project.

It should be noted that a citywide historic context for urban renewal in Minneapolis or the Twin Cities has not been developed. Further research could reveal that these buildings led the way for federal loan guarantee programs later in the decade or were, in other ways, individually significant. However, with the information currently available, Girard Terrace West does not meet Criterion A.

Criterion B. Girard Terrace West is associated with Oscar Steiner, a pioneer in the promotion of housing for low and moderate income residents in the 1950s and 1960s. However, the properties that best exemplify this association are in the Cleveland, Ohio, area, where he was most active. Consequently, the property does not meet Criterion B.

Criterion C. The Girard Terrace West Apartments were designed by Ohio-based architect Max Ratner as an expression of the Articulated Frame style. The six-story buildings with exposed concrete floor slabs incorporate balconies and are oriented on the site to maximize light and air. As mid-rise buildings they are shorter and contain fewer units than the several high rise apartments (14 to 15 stories) for elderly residents under construction at the same time for the MHRA. They are not distinguished as a type or by their method of construction during this time period. Max Ratner, the architect, was closely associated with Community Development, Inc. early in his career. Self-trained, he gained skills in contracting and construction, which allowed him to devise efficient plans that would maximize design amenities in his projects. The Girard Terrace West Apartments do not appear to stand out in the overall context of his career. Consequently, the property does not meet Criterion C.

Criterion D. The Girard Terrace West Apartments have not yielded, nor are likely to yield, significant new information in history, and therefore do not meet Criterion D.

5.6 STATE THEATRE (HE-MPC-0438)



Photo 211. 809 Hennepin Ave



Photo 212. 809 Hennepin Ave

The State Theatre, located at 809 Hennepin Avenue, was nominated for listing in the NRHP in 1985 (Nord and Applebaum 1985), but due to owner objection, the property was not listed. Because 30 years have passed since the previous evaluation, the current study provides an update to the description and assessment of the historic integrity.

5.6.1 Description

The State Theatre is located on the east side of Hennepin Avenue, just to the south of South 8th Street. It has a two-story, highly ornamental entrance façade, designed in a style its architect J.E.O. Pridmore of Chicago called free Italian Renaissance, with the taller auditorium and stage house set back in the middle of the block. The building has a reinforced-concrete foundation, concrete roof and floor slabs, and structural clay tile walls. The Hennepin Avenue façade is clad in white glazed terra cotta with elaborate ornamentation including Ionic and Corinthian pilasters and an entablature adorned with floral ornament and a row of rosette and festoon antefixae. A central cartouche extends above the entablature which features masques of the Muse of Drama. The façade is divided into three bays. The main entrance is recessed beneath a coffered barrel vault, supported by two-foot wide central pillars and engaged side pilasters. The pillars and

pilasters are adorned with oversized ornate brackets and also support the marquee that projects over the sidewalk and runs the width of the façade. The marquee has been altered several times, from the original rectangular form to a triangular form. The State sign has been changed from horizontal to vertical to horizontal. The curvilinear forms above the marquee were restored in 1991, evoking the marquee redesign of 1929 by Liebenberg and Kaplan.

The entrance opens to the foyer and lobby, which retain their black and white marble floors, molded plaster coffered ceilings, pillars and pilasters, crystal chandeliers, and decorative wrought-iron railings. The 2,400 seat auditorium was designed without loges or boxes to permit an unobstructed view, and it has a single semi-circular balcony. The proscenium with an elaborate ornamented arch and flanked by statues representing the arts, set atop niches, spans the width of the auditorium. The auditorium has paneled plaster side walls and a coffered ceiling from which are suspended six crystal chandeliers. The balcony front has panels adorned with plasterwork cherubs and festoons.

5.6.2 Recent History

The State remained in almost continuous use from its opening on February 5, 1921, until the last film was shown on December 31, 1975. In 1978, it was put into use as a church, which objected to National Register listing in 1985. In 1989, the State Theatre was purchased by the Minneapolis Community Development Agency as part of the larger block which created the LaSalle Plaza (1991), designed by Ellerbe Becket. As part of the project, the Walker Building along South 8th Street was extensively renovated (see Phase I) and a new office tower, LaSalle Plaza, was constructed along LaSalle Avenue behind the theater. The city retained ownership of the theater, which was extensively restored under Shepardson-Winner, theater and restoration consultants. A grand re-opening in November 1991 launched the State Theatre as a popular performance venue under the management (and later ownership) of the Hennepin Theatre Trust (Nathanson 2010: 181-182; Hennepin Theatre Trust 2013).

5.6.3 Evaluation

The State Theatre was nominated for listing in the National Register in 1985 (Nord and Applebaum 1985). Owner objection prevented it from being listed. The 1985 nomination recommended listing of the State Theatre as “a well-preserved and architecturally impressive example of its style” [Criterion C] and for its historic importance “as a representative theatre from an era when movies cost a quarter and the theatres alone were often worth the price of admission.” [Criterion A]. Since 1985, the theater has been restored, including many historic architectural elements that had been covered over or deteriorated. Overall, the property retains very good historic integrity: the overall design is intact as are most of the historic materials and the original workmanship. The building is in its original location and retains the historic feeling and association. The setting has been compromised to a degree by recent redevelopment of surrounding properties. It is recommended that the property meets NRHP Criteria A and C and retains historic integrity and, therefore, remains eligible for listing in the NRHP.

5.7 IDS CENTER (HE-MPC-0367, HE-MPC-9857);

ASSOCIATED PROPERTIES:

7TH STREET SKYWAY (HE-MPC-17767)

MARQUETTE SKYWAY (HE-MPC-17768)

NICOLLET MALL SKYWAY (HE-MPC-17769)

8TH STREET SKYWAY (HE-MPC-17770)



Photo 215. 710-730 Marquette Ave; 80 8th St S



Photo 216. 710-730 Marquette Ave; 80 8th St S



Photo 217. 710-730 Marquette Ave; 80 8th St S

The IDS Center, located at 701 Nicollet Mall, 80 S. 8th Street, and 710-730 Marquette Avenue, was previously evaluated and found to be eligible for listing in the NRHP through consensus in 1995 (see Previous Investigations, BRW 1995). The skyway bridges were separately inventoried in 2014. Because 20 years have passed since the previous evaluation, the current study provides an update to the description and assessment of the historic integrity.

The International Diversified Service (IDS) Center is located in downtown Minneapolis on the block bounded by Nicollet Mall, Marquette Avenue, and South 7th and South 8th

Streets. The complex is comprised of five parts: the 57-story office tower, an eight-story office annex building along Marquette Avenue, a 19-story hotel at South 7th Street and Marquette Avenue, and a two-story retail building at South 7th Street and Nicollet Mall; these four buildings are joined around the two-level seven-story interior Crystal Court. The structure is steel and reinforced concrete with curtain walls of blue tinted glass set in aluminum frames. Eight entrances, four at street level and four at the skyway level, lead into the asymmetrical Crystal Court, with pyramidal skylights which rise to 121 feet at the highest point (BRW 1995: 9-177).

The tower is an elongated octagon with eight vertical setbacks on its four diagonal sides, referred to as ‘zogs’ by the architect Philip Johnson, that create 32 corner offices on every floor. The IDS has 1.4 million square feet of office and retail space. The hotel and office annex have similar setbacks. The two-story retail section has clear glass walls. Aluminum and glass-clad skyways, which are twelve feet wide, extend from each side of the building. They were designed to be compatible with the building (BRW 1995: 9-177; Kaufman 1985: 14-15, 19-20, 132).

At the time of the completion of the IDS Center, the two major anchor tenants were IDS (now Ameriprise) and the Dayton Hudson Corporation (now Target). Woolworth’s Department Store occupied the two-story retail building. Both corporations vacated their office space in 2000 and relocated to dedicated company headquarters. Woolworth’s closed in 1993 and was replaced by several smaller clothing and specialty retailers. In 1992, some changes were made to the skyway level and third floor of the Crystal Court. It was renovated again in 1998 by HGA Architects with the addition of a fountain, new seating, and plantings (Millett 2007: 27).

This property was evaluated for NRHP eligibility in 1995 (BRW 1995: 9-177). The 1995 evaluation stated:

The IDS Center was the first world class skyscraper built in Minneapolis and represents emergence of the city’s modern skyline. In a skyline once dominated by the Foshay Tower, the IDS tower was the first building to eclipse the old landmark. Furthermore, when the IDS Center was constructed in 1973, second-story covered walkways between buildings had just begun to appear in Minneapolis. Johnson and Burgee included four skyway entrances leading to the balcony floor of the Crystal Court as an integral part of their design. Many aspects of the IDS Center were incorporated into later downtown development: skyways, multi-use and multi-height block development, and public space (BRW 1995: 9-178).

Architectural critic Larry Millett characterizes IDS: “An extraordinary retailing, office, and hotel complex. Far taller and larger than any previous downtown building, IDS Center brought a new level of modern elegance and a new scale to the city, and it has lost none of its luster over the years” (Millett 2007: 27).

The 1995 evaluation recommended that the property meets Criterion A for its pivotal role in the development of the modern Minneapolis skyline and the introduction of new concepts in building use in a protected downtown environment, and under Criterion C as a significant work of an internationally recognized master, Philip Johnson. The IDS Center also meets the requirements under Criteria Consideration G for properties achieving significance within the last fifty years. SHPO staff concurred with this recommendation. While some modifications have been made to the Crystal Court, most recently in 1998, they have not detracted from the architectural integrity of the space. Overall, the property has very good historic integrity: the overall design is intact as are the historic materials and original workmanship. The building is in its original location and retains the historic feeling and association. The setting has been somewhat changed by previous and ongoing rehabilitations of Nicollet Mall and more recent development in the vicinity. It is recommended that the property meets NRHP Criterion A and C and Criteria Consideration G for properties that are less than 50 years old and retains historic integrity and, therefore, remains eligible for listing in the NRHP.

5.8 DAYTON'S (MACY'S) DEPARTMENT STORE (HE-MPC-5099)



Photo 218. 700-730 Nicollet Mall; 26, 46-82 8th St S



Photo 219. 700-730 Nicollet Mall; 26, 46-82 8th St S



Photo 220. 700-730 Nicollet Mall; 26, 46-82 8th St S



Photo 221. 700-730 Nicollet Mall; 26, 46-82 8th St S

Dayton's Department Store, located at 700-730 Nicollet Mall and 26 S. 8th Street, was constructed in several phases and has a complex building history which was described when it was evaluated for NRHP eligibility in 2012 (Roise et al 2012: 4.3-113). The previous study notes later additions such as the current parking garage and four skyway bridges, one on Nicollet Mall which was designed in conjunction with the IDS Center (HE-MPC-17769); one on South 7th Street (Bridge 93876, 1982) and two on South 8th Street. It was evaluated under Criterion A in the area of Commerce. The evaluation states: "The property, as the flagship store, has the strongest association with the twentieth-century development of the Dayton Company, which is known to have been the second-largest family-owned department store in the country, a regional retail leader in the Midwest, and the largest department store building in Minneapolis. As the flagship store, the building housed not only the retail business but also the company offices." The property was recommended as meeting Criterion A, and SHPO staff concurred. The integrity of the property has not been changed since the recommendation was made. It remains eligible for NRHP listing.

5.9 NORWEST CENTER TOWER (HE-MPC-16697)



Photo 222. 90 7th Street S



Photo 223. 90 7th Street S



Photo 224. 90 7th Street S

5.9.1 Description

The Norwest Center Tower is located at 90 South 7th Street on the eastern half of the block bounded by Marquette Avenue, South 6th Street, South 7th Street, and Nicollet Mall. The tower rises to 57 stories in a series of setbacks that evoke the design of the RCA Building at Rockefeller Center in New York City. Major entrances are provided through a five-story rotunda to the banking spaces on South 6th Street and through a multi-story lobby to the office floors on South 7th Street. The Marquette Avenue wall rises five stories before the first setback. The base is organized into grouped windows that enliven the character of the street. The overall verticality of the building is emphasized by the Kasota stone piers flanking the vertical window groups with white mullions set in white marble surrounds. Red granite is used at the base. The colors of the tower are reinforced by exterior lighting at night. Pelli describes the tower:

We have organized Norwest Center vertically... At the level of the composition of the masses, the building moves from a very broad base up to a much narrower top. The windows are also organized in vertical columns or bays, which carry the eye upward... In contrast to the very light, almost delicate quality of the top of the tower, the lower floors have a much more substantial, three-dimensional character that complements the aesthetical qualities of the surrounding environment... At the sidewalk level we have windows all around the building so that it supports pedestrian use and reinforces the city blocks. The base on the Marquette side, with its rhythmic pattern of stone and glass, is quite handsome. And on the ends of the site, we have worked very hard to make the entrances particularly beautiful, with a grand lobby on 7th Street and the rotunda on 6th Street” (Pelli 1987).

On South 6th Street, the rotunda projects from the mass of the tower and rises to a conical skylight. On South 7th Street, the four entrance doors are set in a reveal with a two-story window group above. At the second story level, a skyway bridge (“the skybridge”), designed by sculptor Siah Armanjani, crosses Marquette Avenue. It is accented by colored glass walls and a pyramidal skylight. On the interior, the rotunda incorporates many of the architectural elements, including the chandeliers, cast-bronze railings, sculptured bronze plaques, and commemorative medallions, salvaged from the earlier bank building. Paired grand escalators connect the ground level to the skyway level. A 290-foot promenade extends from the rotunda to South 7th Street entrance lobby. The promenade, designed to evoke the previous colonnaded banking hall, contains five elevator banks and a group of vitrines for the display of the Norwest Modernism collection (Pelli 1987; Pelli 1990: 144-155; Design Quarterly 1995: 14-15, 19).

5.9.2 Historical Background

Northwestern National Bank.

The Northwestern National Bank of Minneapolis was founded in 1872, one year before the financial panic of 1873. One of the city’s early banks with a federal charter, it was located at Washington Avenue and First Avenue South (Marquette Avenue). The bank survived the 1873 panic and the 1893 panic to become one of the city’s two major banks by 1900 (the other was the First National Bank). It moved into a new temple-fronted building at Marquette Avenue near South 4th Street in 1904, just up the street from its rival, the First National Bank at Marquette Avenue and South 5th Street (Millett 1992: 243-244). In 1908, the Swedish American National Bank and the National Bank of Commerce merged with Northwestern National. In 1909, it affiliated with the Minnesota Loan and Trust Company. In 1912, Edward Williams Decker, who had first joined the bank in 1887, was named president. In this role, he would lead the expansion of the bank and the creation of the Northwest Bancorporation, the bank holding company that was competitor to First Bank Stock Corporation, founded by the principals of the First National Banks of Minneapolis and Saint Paul. Another banking crisis in 1907 was a major factor in the creation of the Federal Reserve Banking system in 1912. Minneapolis became the headquarters of the Ninth Federal Reserve District (Gardner 2011: E-49). Changes in banking law in 1921 allowed national banks to operate branch offices in their home cities. Northwestern National opened five branches in 1922 (Slade 2005: 78).

According to bank historian George Richard Slade:

By 1927, it's probable that at least preliminary thoughts had entered the minds of senior managers of Northwestern National Bank of Minneapolis about the desirability of creating a regional bank holding company... An unexpected offer from New York interests to buy shares in the First National Bank of St. Paul—and thus take ownership of the bank out of Minnesota—made the notion of regional hold companies a more likely reality for the Twin Cities' largest banks (Slade 2005: 80).

Decker, as president of Northwestern Bank, backed by his fellow officers, was the first to initiate a bank holding company, beginning in 1928. Seeking to expand its regional interests across state lines, Northwestern approached potential bank affiliates in North Dakota, Iowa, and Wisconsin. Northwest Bancorporation (Banco) was incorporated early in 1929 and began to acquire banks throughout the Ninth Federal Reserve District region. The First Bank Stock Corporation was also established in 1929 (Gardner 2011: E-51). Such expansions required more staff and facilities and both corporations embarked on major construction campaigns, each building a large office building in their respective downtowns. Slade commented:

In 1930 Northwestern National Bank completed its new [sixteen-story] office building in downtown Minneapolis. With a lobby modeled after the Continental Illinois Bank in Chicago—with its second-level banking floor, midfloor islands for officers, and rows of tellers along the sides—it was a handsome and imposing representation of security and conservative banking. The building would serve as home for both the bank and the holding company for half a century (Slade 2005: 96-97).

First National Bank of Saint Paul built a 32-story skyscraper in downtown St. Paul in 1930-1931. Both Minnesota bank buildings, as well as the Continental Illinois Bank, were designed by the Chicago architectural firm of Graham, Anderson, Probst and White.

Northwestern National Bank and Banco weathered the Great Depression and the accompanying strains on the banking system. By the late 1930s, banking deposits had returned to 1920s levels and loans were recovering. World War II caused another lull, but the economy began booming in the post World War II years. Both commercial and retail accounts were important parts of the business. Northwestern National Bank and Banco continued to grow and thrive in its Minneapolis headquarters building.

Northwestern's rival First National Bank has a signature neon "1st" sign atop its downtown St. Paul headquarters. Northwestern added a "Weatherball" feature to its tower in 1949. The illuminated globe echoed weather forecasts by day and night via colored neon tubes: red meant warmer weather while white meant colder; green meant no change, while blinking meant rain or snow. In 1963, the first downtown Minneapolis

skyway extended from Northstar Center across Marquette Avenue to Northwestern National Bank.

The bank holding company was reorganized as the Norwest Corporation in 1981 (Slade 2005: 204). The building was badly damaged in a Thanksgiving Day fire in 1982 that destroyed the adjacent Donaldson's Department Store. The large downtown site that resulted from the demolition of the bank and the department store sat empty for over three years. The bank decided to rebuild, much to the relief of city officials, and came to an agreement in 1985 with the Gerald Hines organization to build a new Norwest office tower (Slade 2005: 206; Design Quarterly 1995: 4; Mack 1997). The bank headquarters opened in the new building in January 1989.

Norwest and California-based Wells Fargo agreed to a merger in 1998. As a result Norwest gave up its name and relocated its headquarters to California. The Minneapolis Norwest Center is now known as Wells Fargo Center (Slade 2005: 219-220).

Downtown Minneapolis Architectural Context, 1980s and 1990s

When IDS Center was completed in 1973, it created a new iconic presence on the Minneapolis skyline and put the city on the architectural map. Two major Hennepin County projects soon followed: the Hennepin County Government Center (John Carl Warnecke and Associates with Peterson, Clark and Associates, 1967-1977) and the Hennepin County Medical Center (Medical Facilities Associates, 1974-1976). However, it was not until the end of the 1970s that new office and retail buildings began to be built in Downtown Minneapolis.

These new multi-story office buildings with large footprints replaced smaller, shorter office and retail buildings, dating from the late nineteenth and early twentieth century. Almost all were designed by nationally prominent architects who had gained their reputations designing tall buildings in such cities as New York and Chicago. The underlying development teams were often a combination of local and non-local interests. Among these were the Gerald D. Hines Interests, now the Hines Organization, of Houston, Texas, and Oxford Properties of Toronto. Stylistically, the buildings are typical of Modern and Post-Modern buildings of their era.

The following buildings are listed roughly in chronological order (Jacob and Morpew 1984; Kaufman 1985; Millett 2007):

- City Center, Nicollet Mall and 33 South 6th Street (Skidmore Owings Merrill, New York, 1979-1982, 1983). The complex incorporates a shopping center, office tower, and hotel, mimicking the program of the IDS Center. The skyways were added in 1983.
- Lutheran Brotherhood, Fourth Avenue South between South 6th and South 7th Streets (Skidmore Owings Merrill, San Francisco, 1981). The skyway was added in 1984.

- Pillsbury Center, now U.S. Bank Plaza, Second Avenue South between South 5th and South 6th Streets (Skidmore Owings Merrill, Chicago, 1981). This was the first Hines Interests project in Minneapolis. The skyway dates from 1983.
- WCCO-TV, Nicollet Mall and South 11th Street (Hardy Holzman Pfeiffer Associates, New York, 1983).
- 701 Building, 701 Fourth Avenue South (Murphy Jahn, Chicago, 1984).
- International Center, now Kinnard Financial Center, Second Avenue South between South 9th and South 10th Streets (Ellerbe Associates, 1984, 1985). The skyway dates from 1984.
- Piper Jaffray Tower, now 222 South 9th Street Tower, Third Avenue South and South 9th Street (Hammel Green Abrahamson (HGA), 1985). The skyway was added in 1985.
- 100 Fifth Street South Tower, Marquette Avenue and South 5th Street (Hellmuth Obata and Kassebaum, St. Louis, 1985, 1988).
- Lincoln Centre, now 333 South 7th Street Tower (Kohn Pedersen Fox, New York, 1986).
- Gaviidae Commons, Nicollet Mall between South 5th Street and South 7th Street (Cesar Pelli and Associates, New Haven, 1989, Lohan Associates, Chicago, 1991).
- First Bank Place, now Capella Tower (Pei Cobb Freed and Associates, New York, 1990-1992). This tower was constructed by the First Bank Holding Company, the major rival of the Norwest Bank Holding Company.
- LaSalle Plaza, 800 LaSalle Avenue (Ellerbe Becket, 1991). The skyway dates from 1991.
- Minneapolis Convention Center, 1301 Second Avenue South (Convention Center Design Group (Leonard Parker Associates, Setter Leach and Lindstrom, LMN Architects), 1991).

Planning for Norwest Center began shortly after the 1982 fire, when many architectural elements were salvaged from the damaged Northwestern Bank Building. Northwestern Bank originally planned to develop the entire block between Nicollet Mall and Marquette Avenue and South 6th Street and South 7th Street. Cesar Pelli and Associates, of New Haven, Connecticut, was hired for the first project; he developed a 66-story pyramidal stepped tower design in 1983. The project was abandoned when the bank could not reach agreement with BCE Development, the owners of the Donaldson's Department Store site. The bank decided to move forward on its own half of the block with the Gerald D. Hines Interests acting as the developer for the new bank headquarters. Pelli was retained to design a tower for the more constrained site. The new design was formally announced in July 1986 (Jacob and Morphew 1984: MT4/27; Goldberger 1989; Mack 1997).

Cesar Pelli (b. 1926) was born in San Miguel de Tucuman, Argentina, and studied architecture at the University there. He came to the United States to attend the Architecture School at the University of Illinois, then worked for Saarinen and Associates between 1954 and 1964, working on the TWA Terminal at JFK Airport and Morse and Stiles Colleges at Yale University. He relocated to California to the firm of Daniel,

Mann, Johnson and Mendenhall (DMJM) Studios, then moved on to Gruen Associates in 1968. Some of his early work for those two firms included the Pacific Design Center (1971-1975) in Los Angeles; the San Bernardino City Hall (1969-1972), California; the United States Embassy (1972-1975) in Tokyo, Japan; and Rainbow Center Mall and Winter Garden (1975-1977), Niagara Falls, New York (Pelli 1990).

In 1977, he established Cesar Pelli and Associates with Diana Balmori and Fred W. Clarke, after being appointed dean of the Yale School of Architecture and receiving the commission for a new apartment tower and addition to the Museum of Modern Art (MOMA) in New York City. Completed in 1984 to great critical acclaim, the MOMA project led to several other major commissions, including the World Financial Center and Winter Garden (1981-1987) on the Hudson River, west of the World Trade Center. This acclaim brought Pelli and Associates the Norwest Center commission. One critic stated it “will become a ‘landmark’ immediately upon its unveiling” (Ruprecht 1990: 39). Carnegie Hall Tower (1987-1990) in New York, NCNB Corporate Center Tower (1987-1992) in Charlotte, N.C., and Canary Wharf (1986-1991) in London, among other projects, soon followed. The firm has continued to design major projects throughout the world, from skyscraper towers, both commercial and residential, to numerous educational projects. Among the latter is the Minneapolis Central Library (2006). Pelli has received numerous awards, including the Arnold W. Brunner Memorial Prize and the American Institute of Architects Gold Medal in 1995 (Pelli 1990: 13-20, 282-285; Design Quarterly 1995: 32).

The Norwest Center construction proceeded under the leadership of bank president and CEO Lloyd P. Johnson. He detailed his aspirations for the design: “Classical. Fine materials. Exquisitely scaled. Distinctive—certainly not something pulled out of a drawer. Avoid novelty. A building that provides immediate identification as Norwest Center. Sympathetic—it should rhyme with the scale of the street. Continuity of neighborhoods. It should convey a sense of civic responsibility. These should be a sense of orientation, not disorientation. The outside should be a preview of the inside. It should present a public face with an inviting entrance. The interior should be friendly and accommodating, yet create a sense of ceremony... We considered it important that the interior be harmonious with the exterior.” He praised Pelli, “an architect who could sit down time after time and patiently listen to our expressed desires and needs... and turn them into three dimensional poetry.” Johnson also spoke of the building’s influence: “Our commitment to the building, even in the planning stages, had a very positive effect on other developed properties in the downtown area. It served as a dramatic vote of confidence. Soon, other important structures began to appear on the drawing boards, several being completed before Norwest Center” (Design Quarterly 1995: 8).

In an exhibition on display during construction, Pelli explained various aspects of the architectural design process for the Norwest Center: “We start by trying to discover what kind of architecture the city, the site, the program, the client and the users need and require. Then we design a project that responds to those requirements.” He explained how the design team explored the city, observing the buildings, the street plan, the colors, and the skyway system. “One element in Minneapolis that we felt we could enhance is

the skyline silhouette... From two critical perspectives—the west and the east—there is, today, a gap between the IDS Center and City Center. A major building in that gap would help give the city more focus and a sense of concentration in this area.” Pelli explained how the team explored the height, siting, and form of the tower through models and drawings to develop a form that would be both efficient and beautiful. The chosen alternative “was not attempting to be the tallest building; it deferred to the height of IDS Center; it was a wall building in the sense that it has a long wall along Marquette, but it was also a beautiful skyscraper.” It has functional elements in the relationship of the 57 story height and an efficient elevator system and well-planned floor plates. The aesthetics focused on the base: “we have made a great effort to make the building particularly beautiful, with sculptured stonework and entrances of generous proportions”; the middle: “introducing mediating setbacks that create some elements of delight throughout the ascent of the tower”; the top: “through the use of setbacks, we have created a distinctive top out of the forms of the building itself, allowing it to interweave with the fabric of the city, so that it becomes more like one participant in a special grouping.”

“It is a building that is meant to be only *here*: complementary to IDS Center in terms of height organization and materials; its setback elements making reference to the scales of the buildings around it; its color and composition highly consistent with this particular place” (Pelli 1987).

The warm colors of the building are created by Kasota stone facing with white marble trim above a red granite base. The colors are further enhanced by the lighting of the building at night. On the ground floor, the 290-foot long lobby extends from the 100-foot high rotunda on South 6th Street to the 33-foot high corporate lobby on South 7th Street. The walls are lined with granite and marble in warm tones. Chandeliers, sconces, balustrades, and medallions salvaged from the previous bank building have been installed in the rotunda and lobby areas. While the building plan was in process, Norwest began to implement a program to acquire a modern design collection. Consequently, sixteen vitrines to display the objects are located along the lobby walls. Five additional vitrines were installed in 1992 at the skyway level. (When Norwest merged with Wells Fargo in 1998, the collection was transferred to the ownership of the Minneapolis Institute of Art which still operates the display program.) Another important element is the skybridge over Marquette Avenue that links to the Northstar Center. Designed in collaboration with sculptor Siah Armanjani, the bridge is enclosed in colored glass.

Norwest Center was officially dedicated on January 9, 1989, the sixtieth anniversary of the Northwest Bancorporation, to widespread praise. Pelli was quoted: “I wanted to do a building that would be a Minneapolis building. I did not want just a beautiful Cesar Pelli building in Minneapolis. The building has to be part of the city. The city is more important than the building, and the building is more important than the architect” (Peterson 1989).

Paul Goldberger, architecture critic of the New York Times, was particularly eloquent:

The underlying inspiration for the Norwest Center is one of the greatest of all 20th-century skyscrapers, the RCA Building at Rockefeller Center... The building rises sumptuously, its strong verticals and handsomely proportioned setbacks culminating in a top that evokes the jazzy rhythms of the 1930s without ever becoming too literal. The result is that Norwest holds its own on the Minneapolis skyline without appearing to upstage other buildings, most notably... the 59-story IDS Center, built in 1972... Mr. Pelli has managed to make his mark on the skyline with a building that has as much self-assurance as IDS and is likely to become as much a symbol of Minneapolis, too (Goldberger 1989).

Goldberger's assessment was reinforced the following year:

Pelli is one of the few architects designing tall buildings today who consistently thinks of them in terms of their relationship to an entire skyline, as well as to their immediate surroundings and to the streetscape. His most successful towers—buildings like the Norwest Center in Minneapolis... may be most notable for the graceful way in which they resolve the conflict between historical form and modernist expression... These buildings stand as potent, yet gentle pieces of their cities' skylines, and as active and responsible presences on their cities' sidewalks (Pelli 1990: 8).

5.9.3 Evaluation

Norwest Center Tower was evaluated for NRHP eligibility using Criteria of Significance as well as Criteria Consideration G which is applied to properties that are less than 50 years old.

Criterion A. Norwest Center Tower was constructed between 1986 and 1989 as the second headquarters building of Northwestern Bank and the Northwest Bancorporation (Banco), the bank holding company, founded in 1929, that was one of the two major bank holding companies in Minnesota and competitor to the First Bank Holding Corporation. The bank and holding company were significant to banking and commerce throughout the Ninth Federal Reserve District throughout the twentieth century. This significance was associated with the predecessor bank building and continued in the present building. Furthermore, the commitment of the Norwest Corporation to downtown Minneapolis was a key factor in spurring downtown development in the 1980s and 1990s as noted by bank president Lloyd P. Johnson. Norwest Center meets Criterion A and Criteria Consideration G for its exceptional significance.

Criterion B. Several important individuals have been associated with Northwestern Bank and Banco, but they are linked to the predecessor building. Bank president Lloyd P. Johnson who led redevelopment and construction effort and was the force behind the art program is a key person, but does not meet Criteria Consideration G. No other prominent individuals are associated with the present building, and it does not meet Criterion B.

Criterion C. Norwest Center Tower is arguably the most important building constructed in downtown Minneapolis after the IDS Center. Some fifteen years later in date than the IDS Center, it was consciously designed to complement the IDS Center, while establishing a major presence on the Minneapolis skyline and a signature building for the bank. The building has been consistently extolled for the quality of its design, its skillful use of materials including the reuse of architectural elements from the earlier bank buildings, and its workmanship. Cesar Pelli was widely acclaimed for his work at the time Norwest Center was constructed. In the past 25 years he has achieved the status of master for his wide-ranging international career. Norwest Center Tower meets Criterion C and Criteria Consideration G for its exceptional significance.

Criterion D. Norwest Center Tower has not yielded, nor is likely to yield, significant new information in history, and therefore does not meet Criterion D.

Integrity Considerations. The property retains good historic integrity: the overall design is intact as are the historic materials and the original workmanship. The building is in its original location and retains its historic feeling and association. The setting is largely unchanged with the tall IDS Center to the south and Northstar Center to the east. Overall Norwest Center Tower retains sufficient integrity to meet NRHP eligibility under Criterion A and Criterion C and Criteria Consideration G.

5.10 MINNEAPOLIS CLUB (HE-MPC-0401)



Photo 225. 729 2nd Ave S; 220 8th St S



Photo 226. 729 2nd Ave S; 220 8th St S

The Minneapolis Club, located at 729 2nd Avenue South and 220 South 8th Street, was previously evaluated and found to be eligible for listing in the NRHP through consensus in 1995 (see Previous Investigations, BRW 1995:9-125). That evaluation did not discuss the club parking ramp at 220 South 8th Street, which is now joined to the main club building by a connecting wing. Because 20 years have passed since the previous evaluation, the current study provides an update for the description and assessment of the historic integrity.

5.10.1 Description

The Minneapolis Club, built in two phases in 1908 and 1911, is located at the northeast corner of Second Avenue South and South 8th Street. The connecting wing along South 8th Street was built in 2000-2002 over the basement entrance to the parking ramp that was built in 1961 at the northwest corner of South 8th Street and Third Avenue South.

The 1908 club building at the northeast corner of the intersection is constructed of reinforced concrete and faced in brown brick laid up in Flemish bond. The forms and details are characteristic of what has been dubbed the Jacobethan Revival style: limestone window mullions and surrounds, gabled and sculpted parapets with stone coping, crenellated turrets, and a curved arch entry set in a three-story projecting bay. The 1911 athletic annex located to the north along Second Avenue South is also of reinforced concrete, faced in brown brick laid up in Flemish bond. The forms and stone detail are similar to the earlier building. The property is set back behind a wrought-iron fence with brick and stone pillars set on a stone base. The four-story connecting wing on South 8th Street is reinforced concrete and faced with red brick laid up in Flemish bond, above a one-story base faced with brown brick that contains the basement level entrance to the adjacent parking ramp. The stone and brick details of the wing are similar to those on the original building. The adjacent parking ramp, designed by architect William J. Rourke and constructed on the site of the club parking yard, is a six-story reinforced concrete structure, faced with red brick laid in Flemish bond that complements the club building (Sanborn Map Company 1952: vol. 3, 280; Minneapolis Building Permit # A34238, 9/23/1960).

5.10.2 Historical Background

The Minneapolis Club was founded in 1883 as a private membership club that would serve the city's business elite. It was at three other locations before it constructed the current clubhouse on Second Avenue South and South 8th Street in 1908. At that time, the area was a mix of residential and commercial buildings, but the move portended the eventual growth of the central business district. The 1908 building was designed by the New York City architectural firm of Gordon, Tracy and Swartwout with Minneapolis architect William Channing Whitney serving as the local architect. John S. Bradstreet and Company was responsible for the interior decoration and furnishings. Bradstreet also designed the club coat of arms. The first building included lounges, meeting rooms, a grill room and a dining room, a billiard room, and a floor devoted to guest rooms. Increased membership and a demand for athletic facilities led to the construction of the athletic annex, designed by the Minneapolis architectural firm of Hewitt and Brown in 1911. It contained a swimming pool, bowling alley, and gymnasium. The club's motto, *Sodalitas et Progressus*, "reflects the emphasis on social alliance and progress. The membership of the Minneapolis Club included the most important businessmen in the city and there can be no doubt that meaningful relationships between the city's keenest entrepreneurs were reinforced by the comraderie of the club" (BRW 1995: 9-127). This role has continued throughout the club's history. In 1913, the *Minneapolis Tribune* wrote that the Minneapolis Club was "the first to realize the advantages in accessibility that Second Avenue South afforded to business men who liked a quiet down-town club" (Minneapolis Tribune 1913). The Minneapolis Club was soon joined by the Elks Club (1912) and the Minneapolis Athletic Club (1915), both one block north on Second Avenue South. Beginning in the 1920s, large office buildings that served the financial, real estate, and insurance district began to be built along Second Avenue South.

The Minneapolis Club owned the site to the east of its building and used it as a "parking yard." With the increased demand for automobile parking in the years after World War II,

the club decided to build a parking ramp. Originally four floors when it was built in 1961, it was enlarged by an additional two and a half floors some time before 1973. (The upper floors of the parking ramp are visible in a 1973 photograph depicting the construction of the nearby Hennepin County Government Center.) A four-story connecting wing, designed by architects Setter Leach and Lindstrom, a successor firm to Hewitt and Brown, was built in 2000-2002 above the earlier basement level garage entrance (Minneapolis Building Permit BIRE 3003767, 3/15/2000).

The period of significance for the Minneapolis Club begins in 1908 when the first section of the building was constructed and continues through the 1960s because of the ongoing connection of the club to the city's business and social elites in this geographically prominent location.

5.10.3 Evaluation

The Minneapolis Club property was evaluated for NRHP eligibility in 1995 (BRW 1995: 9-125). It was recommended that the property meets Criterion A for its significance in the area of social history because of the club's longevity, membership of prominent Minneapolis businessmen, and geographic location to important social, economic, and demographic patterns of growth in Minneapolis in the nineteenth and twentieth centuries. SHPO staff concurred. The parking ramp was less than 50 years old in 1995; it now falls within the period of significance for the club and reinforces the use and role of the club. The connecting wing on South 8th Street, described as a five-story infill addition on the 2000 building permit, is stylistically compatible with the historic building. Overall, the property retains good historic integrity: the overall design is intact as are the historic materials and the original workmanship. The building is in its original location and retains its historic feeling and association. The setting has been changed to some extent by the redevelopment of properties to the north and west of the building. It is recommended that the property meets NRHP Criterion A and retains historic integrity, and therefore, remains eligible for listing in the NRHP.

5.11 ST. OLAF CATHOLIC CHURCH COMPLEX (HE-MPC-0490)



Photo 227. 805 2nd Ave S



Photo 228. 805 2nd Ave S

5.11.1 Description

The St. Olaf Catholic Church complex is located at 805 2nd Avenue South and occupies about three-quarters of the block bounded by Second Avenue South, South 8th Street, Third Avenue South, and South 9th Street. The church building (1953-1955) with attached chapel and office addition (1980) and parish center (1990) on South 8th Street forms the dominant part of the complex. An eight-story residential building (1956) is at 819 Second Avenue South. A parking lot is at the corner of South 8th Street and Third Avenue South, while a landscaped park area (1999) is at the corner of Second Avenue South and South 9th Street. The remainder of the block is occupied by the 42-story Campbell-Mithun (former Piper Jaffray) Tower which provides access to a skyway that

extends along the south side of the church and across Second Avenue South to the Twin City Federal Building.

The sanctuary building is at Second Avenue South and South 8th Street with the long axis parallel to Second Avenue South. The plan takes the form of an elongated hexagon. The low pitched front-gable roof has shallow overhanging eaves. Over a steel frame, the walls are faced with warm yellow smooth-dressed Kasota stone. At the base along Second Avenue South, the stone is rough tooled with vertical indentations. An angled bay with stained-glass windows projects from the front gable end. Vertical rows of stained-glass windows light the sanctuary interior. A flat-roof canopy forming a shallow prow shelters the paired entry doors to the narthex in the gable end. The entries have stained-glass sidelights set below a continuous band of stained-glass transoms. On the Second Avenue South side, the flat-roof canopy is supported by angled projecting wing walls of rough tooled stone, creating five bays. At the corner a square bell tower, also faced in Kasota stone, rises to an open belfry capped by a tall stainless steel cross. The nine bells were salvaged from the predecessor church on the site. A two-story residential section, later converted to office space, is faced in Kasota stone with an open recessed entrance bay, and is at the southeast end of the sanctuary building.

Interior of 1955 building: The entrances from South 8th Street lead into a narthex which extends the width of the sanctuary building. The walls are faced with travertine and dark wood, and the floors are travertine. Doors set in a stained-glass wall lead into the nave which occupies the full width of the building. Once inside, the hexagonal plan is particularly apparent. The stone faced balcony wraps around three sides. Full-height stained glass windows light the stone-faced side walls, while the single stained-glass window in the projecting bay takes the form of a rose window on the north wall. The travertine-covered floor slopes gently towards the altar at the south end. Dark wood panels flank the organ screen and the stone facing of the altar wall. Side chapels open off the altar area. A freestanding baptistery is centered in nave. Dark wood pews are arranged in angled rows.

The narthex opens to the interior lobby and hallway spaces in the chapel and office addition and the parish center. The base of the east wall of the sanctuary building is visible in the hallway leading to the office. Like the wall along Second Avenue South, it is faced with rough tooled stone and has angled wing walls.

The one-story chapel wing with the address of 215 South 8th Street is to the east of the sanctuary building. It is faced with smooth Kasota stone with a rough-cut stone band at the roofline and has a recessed entrance flanked by engaged metal-clad columns. A shallow metal-clad dome rises above the roofline. The two-story parish center extends further to the east. The entrance façade of the parish center on South 8th Street has a recessed curving window wall and a two-story freestanding metal-clad column. A two-story window opening in the front section of the east wall faces the parking lot on Third Avenue South. The remainder of the east wall is clad with Kasota stone punctuated with a few window openings.

5.11.2 Historical Background

History of St. Olaf Catholic Church and Modern Church Architecture

St. Olaf Catholic Church was founded in December 1940 under the leadership of Archbishop John Gregory Murray who wanted to establish a parish in downtown Minneapolis. At the suggestion of Father James R. Coleman, the first pastor of the parish, the church was named after St. Olaf, King of Norway, who helped convert his country to Christianity. Father Coleman also hoped to appeal to the city's Scandinavian population. The parish which was incorporated in 1941 purchased an existing building (1888), the Church of the Redeemer, a Universalist congregation that was merging with the Unitarian Church of Minneapolis. The new parish quickly found a growing congregation in downtown Minneapolis as it adapted the earlier building to its needs. Then disaster struck when a major fire on Ash Wednesday, February 18, 1953, destroyed the building. Under the leadership of Father Leonard P. Cowley, the parish decided to rebuild as quickly and economically as possible (Lambert 2001). Instead of creating a traditional church building, St. Olaf turned to the firm of Thorshov and Cerny, specialists in modern design, who were quickly placing their imprint on downtown Minneapolis and elsewhere throughout the Twin Cities. Roy Thorshov (1905-1992), who had trained in architecture at the University of Minnesota, joined the architectural practice of his father Olaf, Long and Thorshov, in 1928. Robert Cerny (1908-1985) had trained at Harvard and joined the firm in 1942. A leading proponent of modernism, Cerny had established the Gateway Center Redevelopment Plan for the City of Minneapolis. The firm's practice was wide ranging and varied with religious buildings forming a significant component (Lathop 2010; Cerny Associates 1965).

St. Olaf was part of the mid-twentieth century trend for modern church design that had been set by Finnish architect Eliel Saarinen in his design for the First Christian Church (1942) in Columbus, Indiana, with a glass-front sanctuary and rectangular tower. Saarinen came to Minneapolis to build Christ Church Lutheran (1948-1949), one of the first modern church designs in Minnesota. Other architects and congregations soon followed Saarinen's lead with St. Francis Cabrini Catholic Church (Thorshov and Cerny, 1948), Minneapolis; the Lutheran Church of the Good Shepherd, Minneapolis (Hills, Gilbertson and Hayes, 1950); St. Columba Catholic Church (Barry Byrne, 1951), St. Paul; Second Church of Christ Scientist (1952-1953), Minneapolis; St. Olaf Catholic Church (1953-1955); First Christian Church (Thorshov and Cerny, 1954), Minneapolis; Wooddale Lutheran Church (Thorshov and Cerny, 1955), St. Louis Park; and Valley of Peace Lutheran Church (Thorshov and Cerny, 1959), Golden Valley, among others (Roise and Petersen 2012: 4.2-91; 106 Group 2012b).

Construction of St. Olaf under McGough Brothers of Saint Paul proceeded quickly enough that the first mass in the building could be celebrated two years after the fire on Ash Wednesday, February 23, 1955. The design, described as "timeless in its simplicity," created a wide nave with the altar placed close to the congregation. A balcony wrapping around the sanctuary expanded the seating capacity to 1,200. The open bell tower rises 103 feet and is crowned by a 36-foot stainless steel cross, installed in October 1954. The nine bells had been salvaged from the fire and refurbished before installation. The new church was officially dedicated by Archbishop Murray on April 14, 1953. The church

began replacing the clear glass windows of the sanctuary (originally installed because of cost) with stained glass in 1972, a project which continued as funds were raised until 1980. The sanctuary was modified in 1974 to accommodate liturgical changes introduced by the Second Vatican Council. These included raising the level of the sanctuary floor, removing the altar rail, and moving the altar forward.

In 1978, the church acquired a large parking lot adjacent to the church to provide a new parking area and enough land for a new building to incorporate a chapel, office space, and nursery area. The Chapel of Saints John and Paul was designed by Milo Thompson of Bentz Thompson and Associates. Bentz and Thompson had been vice presidents of Cerny Associates before they formed their own firm in 1971. The barrel vault ceiling of the chapel is lit by a hidden skylight. The new addition was dedicated by Archbishop John Roach in 1980. By the mid 1980s, much new development, including the new Piper Jaffray Tower, was taking place in the immediate vicinity. Once again, with increased membership and more pressures on pedestrian and vehicular traffic, the church planned an expansion for a new parish center. Designed by the OPUS Corporation, the two-story building was constructed in 1989-1990.

In 1992, St. Olaf purchased the Mahala Fisk Pillsbury Club, a boarding house for young women. Built in 1956, it replaced an earlier Pillsbury Club building on the same site. It is now known as the Exodus Residence for supportive housing for low-income men and women (Stark 2011; <http://www.saintolaf.org/st-olaf-ministries/social-justice/exodus-residence>). A skyway link through the Piper Jaffray Tower across Third Avenue South and Second Avenue South was opened in 1996. St. Olaf purchased the McConnell Building at the corner of Second Avenue South and South 9th Street as a site for possible expansion. When the city banned use as a surface parking lot, the site was converted to an outdoor garden called “Assisi on Ninth” that was dedicated in 1999. In 2000, interior renovation work was carried out by architects from Hammel, Green and Abrahamson, Inc. and McGough Construction Co. The current Lively-Fulcher pipe organ was installed in 2001 (Lambert 2001).

5.11.3 Evaluation

St. Olaf Catholic Church was inventoried in 2005 (see Previous Investigations, 106 Group 2003). Further intensive research was recommended to determine National Register eligibility. The St. Olaf Catholic Church complex was evaluated for NRHP eligibility using Criteria of Significance as well as Criteria Consideration A which is applied to religious properties.

Criterion A. To meet Criterion A, a religious property must be significant under a theme in the history of religion or be associated with other significant historic themes or events (NR Bulletin 1990: 26-27). St. Olaf Catholic Church was constructed in 1953-1955 with two significant additions in 1978-1980 and 1989-1990. The St. Olaf congregation was established in 1940 and is notable as the first Catholic parish in Downtown Minneapolis. It was established by the Archdiocese of St. Paul and Minneapolis to serve workers and residents in that part of the city. The church building was rebuilt on its original site after a major fire in 1953 and, therefore, is not the original building. The church did not make a

significant contribution to the development of Downtown Minneapolis during the 1950s and does not meet Criterion A.

Criterion B. To meet Criterion B, a religious property must be associated with a person important in religious history or other historical movements in the area (NR Bulletin 1990: 27). Several pastors and other parish leaders have contributed much to St. Olaf but lack importance to any other historic context. St. Olaf has also welcomed many prestigious and famous visitors because of its location, but this does not provide a significant association with St. Olaf Catholic Church. The building does not meet Criterion B.

Criterion C. To meet Criterion C, a religious property must be evaluated within an established architectural context and compared to other properties of its type, period, or method of construction (NR Bulletin 1990: 28). The St. Olaf Catholic Church building, designed by the architectural firm of Thorshov and Cerny and constructed in 1953-1955, is a distinctive example of Mid-Century Modern church design that follows the precedents of Eliel Saarinen's First Christian Church design. It is an important part of the trend for modern church design in Minneapolis and the region. The hexagonal plan, the bell tower, and the elegant materials are all characteristic and well preserved features associated with this property type. Thorshov and Cerny and its successor, Cerny Associates, were responsible for the design of numerous churches and church additions throughout the region. While the two additions postdate the period of significance, they are subordinate to the original church building and were designed to be compatible with the original building by architects who were former members of the Thorshov and Cerny firm. For these reasons, the building meets Criterion C.

Criterion D. To meet Criterion D, a religious property must have the potential to yield important information about the religious practices of a cultural group or other historic themes (NR Bulletin 1990: 28). The St. Olaf Catholic Church complex has not yielded, nor is likely to yield, significant new information in history, and therefore does not meet Criterion D.

Integrity considerations: The St. Olaf Catholic Church building retains integrity of location and association because it remains on the site of its original construction and is still in use as a church building. The overall design has been affected by the two additions, but the original defining features as well as the materials and workmanship remain intact. The feeling of the church has not been compromised by the additions. The setting has seen much change since the church was built, with the construction of tall office buildings in the vicinity. Overall, the church building retains sufficient integrity to meet NRHP eligibility under Criterion C and Criteria Consideration A.

5.12 HENNEPIN COUNTY GOVERNMENT CENTER (HE-MPC-0356)



Photo 229. 300 6th St S



Photo 230. 300 6th St S



Photo 231. 300 6th St S

5.12.1 Description

The Hennepin County Government Center, located at 300 South 6th Street, is a 25-story office building comprised of two identical towers linked by a 350-foot high glass-walled atrium, located on the two city blocks bounded by South 5th Street on the northeast, Third Avenue South on the west, Fourth Avenue South on the east, and South 7th Street on the southwest. The complex spans South 6th Street at mezzanine level. Half of each block is devoted to landscaped plaza areas that face South 5th Street and South 7th Street with a formal paved plaza with a circular fountain to the north and a more informal grassy area to the south.

The structure of the towers is a steel trussed frame set on a caisson system foundation. The walls of the tower are faced in red Carnelian granite, chosen to complement the façade of Minneapolis City Hall across South 5th Street. The tower elevations facing South 5th and South 7th Streets are without windows and flank the glass walls of the atrium rising above recessed central entrances. The diamond-patterned framing of the atrium walls is visible behind the glass. The Third and Fourth Avenue South elevations have bands of slightly-recessed windows, set above a recessed first floor. The towers were designed to separate the county's administrative (Third Avenue tower) and judicial

(Fourth Avenue tower) functions. A skyway (1983, Skidmore, Owings and Merrill) projecting from the second-story elevation spans Third Avenue to the former Pillsbury Center (US Bank Building).

5.12.2 Historical Background

Before the construction of the Hennepin County Government Center, the county government and county courts had occupied part of the Minneapolis City Hall and Hennepin County Courthouse, between South 4th Street and South 5th Street. As the city began to clear land for the Gateway Center project in the 1960s, the area around City Hall was ripe for development. The city, county, and federal governments, however, began to build in this part of east downtown before any private developers.

The Hennepin County Board hired John Carl Warnecke and Associates of San Francisco to design a new county government building in 1967. Peterson, Clark and Associates were the local firm for the project. Landscape architect Michael Painter, who worked in Warnecke's firm, designed the plazas (Jacob and Morphew 1984: MT2/16). Warnecke (1919-2010) and his firm had achieved some renown for the design of President John F. Kennedy's grave site at Arlington National Cemetery (1965-1967), a group of federal government buildings at Lafayette Square (completed 1967 and 1969) in Washington, D.C., and the Hawaii State Capitol (completed 1969). Peterson, Clark and Associates had been established by members of the Cerny architectural firm, which had developed the city's Gateway plan.

According to Peterson, the public and the politicians debated many aspects of the design including the height of the towers. Warnecke was quoted as saying that the design reflected the toughness and ruggedness of the people, which is why he chose granite as a material. Construction of the Hennepin County Government Center began in 1969, and the building was dedicated in 1973, to "national acclaim and local skepticism. National architecture magazines praised its innovative atrium design and solid civic character. Local skeptics criticized its radical atrium design, expensive finishes and fortresslike character." (Mack 1999). Construction continued after the dedication and was ultimately completed in 1977.

In 1970 Warnecke presented a master plan for an eighteen-block civic center area around the Government Center to include government and office buildings, a theater, and parking garages (Mack 1999). Because of cost, the plan was not realized. However, private office building development finally began to occur to the east, west, and south in the 1980s. (See Norwest Center discussion.) When Warnecke visited Minneapolis 25 years after the dedication, he saw the building and the surrounding development as a success and vindication of his original master plan (Mack 1999).

5.12.3 Evaluation

The Hennepin County Government Center was inventoried in 2011 (see Previous Investigations Mead and Hunt 2011a). Further intensive research was recommended to determine National Register eligibility when the building reached 50 years old. Because

of the prominence of the building and its site in relation to this project, the Hennepin County Government Center was evaluated for NRHP eligibility using the Criteria of Significance and Criteria Consideration G which applies to properties that have achieved significance within the past 50 years.

Criterion A. The Hennepin County Government Center was constructed during a period when the county government and its courts were growing in size and responsibility, and the City of Minneapolis was promoting new development as part of the urban renewal efforts that had begun in the 1960s. The county government had inadequate space in the building it shared with city government, and the city government was also growing and needed more space. According to Jack Provo, retired county court administrator who was the county board chairman at the time, the building and the site were planned to establish an identity for the expanding government center (Mack 1999). It was also intended to spur development in east downtown. The building was both praised and criticized for its design, but it did indeed establish a civic presence. Later private development did not follow for another decade. The property may meet Criterion A in the areas of Government and Community Planning and Development, but it is not of exceptional importance in these areas under Criteria Consideration G.

Criterion B. The Hennepin County Government Center is not known to be associated with persons significant in local history and does not meet Criterion B.

Criterion C. The Hennepin County Government Center was designed by John Carl Warnecke and Associates of San Francisco as a twin-tower 25-story street-spanning building organized around a central full-height atrium. Warnecke called it “a 100 percent modern building that respects the past” and reflected the strength and character of the locality. While it is faced in red granite, the forms, scale, and massing reflect the contemporary Brutalist style. The style has been used in a number of university and government buildings in the metropolitan area, but there is no comprehensive context study of the style and type. Warnecke had a distinguished architectural career and designed a number of notable buildings. This is his only work in Minneapolis. The property may meet Criterion C in the area of Architecture, but it is not of exceptional importance in this area under Criteria Consideration G.

Criterion D. The Hennepin County Government Center has not yielded, or is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

The property should be re-evaluated for NRHP eligibility using the Criteria of Significance when it reaches 50 years of age.

5.13 HENNEPIN COUNTY MEDICAL CENTER (HE-MPC-0465)



Photo 232. 701 Park Ave



Photo 233. 701 Park Ave



Photo 234. 701 Park Ave

5.13.1 Description

The main Hennepin County Medical Center, located at 701 Park Avenue, spans two city blocks between Park Avenue South on the west, Chicago Avenue on the east, South 6th Street on the north, and South 8th Street on the south. Like the contemporary street-spanning Hennepin County Government Center, the megastructure is elevated to accommodate South 7th Street which passes under the building. The structural module is described as a “cytoid—a 75-foot square with a 15-foot tower at each of its four corners. The towers contain all mechanical conduit, stairs and structural columns” (Jacob and Morphew 1984: MT2/14). On the exterior, the base of the building and the towers are faced with stone aggregate panels. Two-story wings along the avenues flank four-story sections faced with bronze-colored metal spandrels and bands of tinted glass windows. The main entrance faces South 8th Street and is sheltered by a projecting canopy supported by piers.

5.13.2 Historical Background

Minneapolis City Hospital, also known as Minneapolis General Hospital, was established at 716 and 720 Eleventh Avenue South in 1887. The hospital relocated in 1893 to another building on Portland Avenue between South 5th and South 6th Streets. In 1898 it commissioned Minneapolis architect Lowell A. Lamoreaux to design a completely new City Hospital building. Lamoreaux designed additional buildings for the complex in 1905 and 1908 (Nathanson and Mattison 2012). City Hospital served for many years as the city's only public hospital and was expanded over the years in a haphazard fashion.

In the face of record losses, Hennepin County took over the hospital in 1964, renaming it Hennepin County General Hospital and determining that the old site should be cleared and a new building constructed (Hennepin County Hospital Time Line). A \$25 million bond issue was passed in 1969 that authorized the new construction. The new hospital was constructed between 1972 and 1976 to designs by a group of local architecture firms that called themselves the Medical Facilities Associates formed by Liebenberg Kaplan Glotter and Associates, S. G. Smiley and Associates, and Thorsen and Thorshov Associates. Members of all three firms had previous experience with hospital design, including winning several hospital design awards (AIA Directory 1970). Smiley joined Liebenberg Kaplan Glotter in 1973, while the Hennepin County Medical Center was under construction (Lathrop 2010). Willard Thorsen and Roy Thorshov left Thorshov and Cerny to form their firm in 1960. Thorshov and Cerny, a successor firm to Long, Lamoreaux and Long, also had experience in hospital design (Lathrop 2010). The new Hennepin County Medical Center was designed to accommodate the institution's many functions and services in a single interconnected megastructure: primary health care for indigent county residents, outpatient services for the community, emergency medical services, and a teaching facility for University of Minnesota medical students.

5.13.3 Evaluation

Because of the prominence of the building and its site in relation to this project, the Hennepin County Medical Center was evaluated for NRHP eligibility using the Criteria of Significance and Criteria Consideration G which applies to properties that have achieved significance within the past 50 years.

Criterion A. The Hennepin County Medical Center was built during a period when Hennepin County government was increasing in size and responsibilities. The new medical center met a need to replace older, inefficient, and inadequate medical and hospital facilities with a new, up-to-date, state-of-the-art complex. It was also constructed during a period when other private and non-profit hospitals in the city were consolidating and expanding. Minneapolis General Hospital and Hennepin County General Hospital played an important role in providing medical care for Minneapolis residents. Hennepin County Medical Center now has the distinction of being a premier Level 1 Adult Trauma Center and Level 1 Pediatric Trauma Center, while maintaining its teaching mission and provision of care to low-income and uninsured county residents. The property may meet Criterion A in the areas of Government and Health, but it is not of exceptional importance in these areas under Criteria Consideration G.

Criterion B. The Hennepin County Government Center is not known to be associated with persons significant in local history and does not meet Criterion B.

Criterion C. The Hennepin County Medical Center was designed by a group of local architects that called themselves the Medical Facilities Associates as a state-of-the-art medical facility. The street-spanning megastructure reflects the contemporary Brutalist style. The style has been used in a number of university and government buildings in the metropolitan area, and while it is reflective of the style, the Hennepin County Medical Center is not a distinctive example. For this reason the property does not meet Criterion C.

Criterion D. The Hennepin County Medical Center has not yielded, or is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

The property should be re-evaluated for NRHP eligibility using the Criteria of Significance when it reaches 50 years of age.

5.14 PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

5.14.1 Lincoln Bank Building (HE-MPC-0437); 730 Hennepin Avenue



Photo 233. 730 Hennepin Ave



Photo 234. 730 Hennepin Ave

The Lincoln Bank Building was constructed in 1921 for the bank founded in 1917 by Harry E. Pence to provide service to the local automobile trade. The eight-story Commercial style building, faced with glazed brick and terra cotta, was designed by Long, Lamoreaux, and Long to provide facilities for the bank and rental offices. The building was listed on the National Register in 2012 under Criterion A in the area of Commerce for its significant association to the commercial banking interests in Minneapolis.

5.14.2 Pence Automobile Company Building (HE-MPC-9026); 800 Hennepin Avenue



Photo 235. 800 Hennepin Ave



Photo 236. 800 Hennepin Ave

The Pence Automobile Company Building was constructed in 1909 for the Pence Automobile Company, owned by Harry E. Pence, to serve as an auto showroom and warehouse. The eight-story Commercial Style building with Classical Revival detail, faced with glazed brick and terra cotta, was designed by Long, Lamoreaux, and Long as “the world’s largest building devoted entirely to the automobile trade” at the head of what became automobile row. It is linked to LaSalle Plaza on the east side of Hennepin Avenue by a skyway bridge at the second floor. The building was listed on the National Register in 2007 under Criterion A in the area of Commerce for its significant association to the automobile industry in Minneapolis.

6.0 SUMMARY OF RECOMMENDATIONS

The Metro Transit division of Metropolitan Council is proposing to develop the C Line, an enhanced bus project that will use existing travel lanes primarily on Brooklyn Boulevard, Osseo Road, Penn Avenue North, Olson Memorial Highway, North 7th Street, South 7th Street, North 8th Street, and South 8th Street in the cities of Brooklyn Center and Minneapolis. Because the C Line project will seek funding from the Federal Transit Administration, it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Metro Transit contracted with Summit to complete Phases I and II architectural history studies.

Because new construction for the C Line BRT would only occur at the proposed station areas, the APE consists of a series of areas around the station sites in which properties would have a direct view of a station. The Phase I architectural history survey recorded all elements of the built environment older than 45 years within the APE with digital photographs and architectural descriptions. A total of 118 properties were inventoried. Two properties are currently listed in the NRHP, Lincoln Bank Building and Pence Automobile Company Building, and therefore, were not inventoried. Of the Phase I properties, fourteen properties were recommended for Phase II evaluation, as summarized below.

- Crystal Lake Cemetery and Crystal Lake Cemetery Chapel: this property was evaluated for NRHP eligibility and is recommended as **not eligible**.
- Victory Memorial Parkway: this property was previously determined to be eligible for NRHP listing in 2005. The historic integrity of the property was re-assessed, and it is recommended that the property **remains eligible** under Criteria A, B, and C.
- Olson Memorial Highway: this property was re-evaluated for NRHP eligibility and is recommended as **not eligible**.
- Floyd B. Olson Memorial Statue: this property was previously determined to be eligible for NRHP listing in 1998 and 2012. The historic integrity of the property was reviewed, and it **remains eligible** under Criterion C. FTA has made a finding that the historic property boundary extends from Penn Avenue to just east of the former Oliver Avenue right of way (see Appendix C: Architectural History Survey Results, Penn and Olson Station).
- Girard Terrace West: the three buildings of this property were evaluated for NRHP eligibility and are recommended as **not eligible**.
- The State Theatre: this property was nominated for the NRHP in 1985 but not listed due to owner objections. The historic integrity of the property was re-assessed, and it is recommended that the property **remains eligible** under Criteria A and C.
- IDS Center: this property was previously determined to be eligible for NRHP listing in 1995. The historic integrity of the property was re-assessed, and it is

recommended that the property **remains eligible** under Criteria A and C and Criteria Consideration G.

- Dayton's Department Store: this property was previously determined to be eligible for NRHP listing in 2012. The historic integrity of the property was reviewed, and it is recommended that the property **remains eligible** under Criterion A.
- Norwest Center Tower: this property was evaluated for NRHP eligibility and is recommended as **eligible** under Criteria A and C and Criteria Consideration G.
- The Minneapolis Club: this property was previously determined to be eligible for NRHP listing in 1995. The period of significance for the property was reviewed, and the historic integrity of the property was re-assessed. It recommended that the property remains **eligible** under Criterion A.
- St. Olaf Catholic Church: this property was evaluated for NRHP eligibility and is recommended as **eligible** under Criterion C and Criteria Consideration A.
- The Hennepin County Government Center: this property was evaluated for NRHP eligibility. Although its role in local government and community planning and development may meet Criterion A, and its design and association with architect John Carl Warnecke may meet Criterion C, it does not meet Criteria Consideration G. It is recommended as **not eligible** for listing in the NRHP.
- The Hennepin County Medical Center: this property was evaluated for NRHP eligibility. Although its role in local health care may meet Criterion A, and its architectural design may meet Criterion C, it does not meet Criteria Consideration G. It is recommended as **not eligible** for listing in the NRHP.
- Midwest Plaza: this property was evaluated for NRHP eligibility and is recommended as **not eligible** for listing in the NRHP.

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APPENDIX A: LIST OF PROJECT PERSONNEL

Principal Investigator

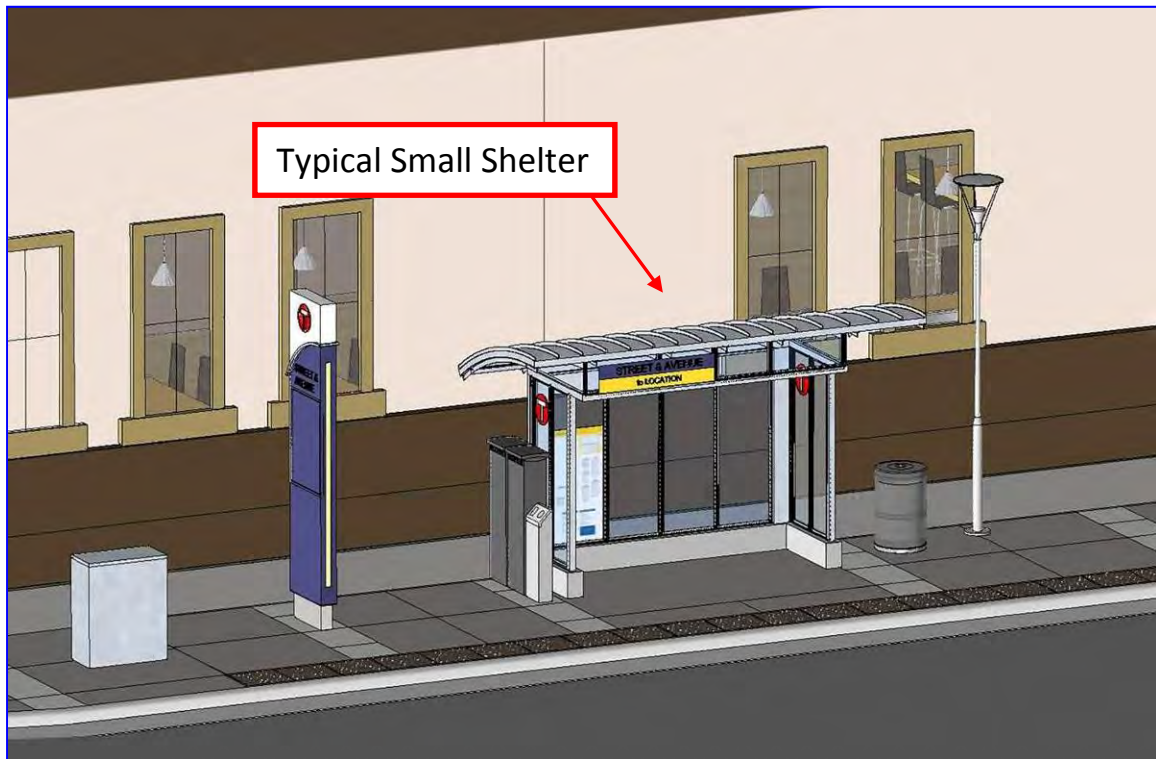
Andrew J. Schmidt, M.A.

Project Architectural Historians

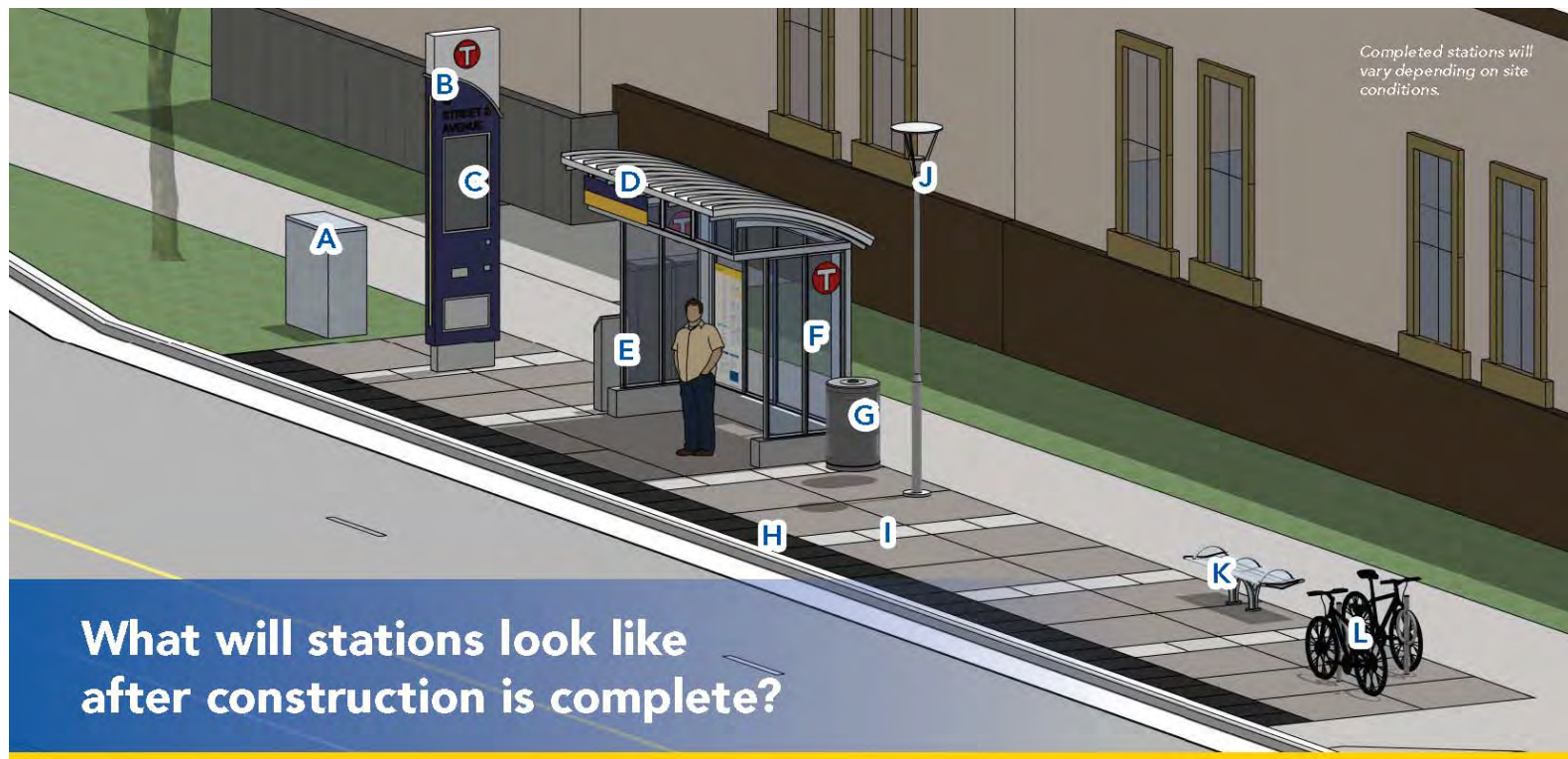
Sara Nelson, B.A.

Marjorie Pearson, Ph.D.

APPENDIX B: TYPICAL STATION RENDERINGS





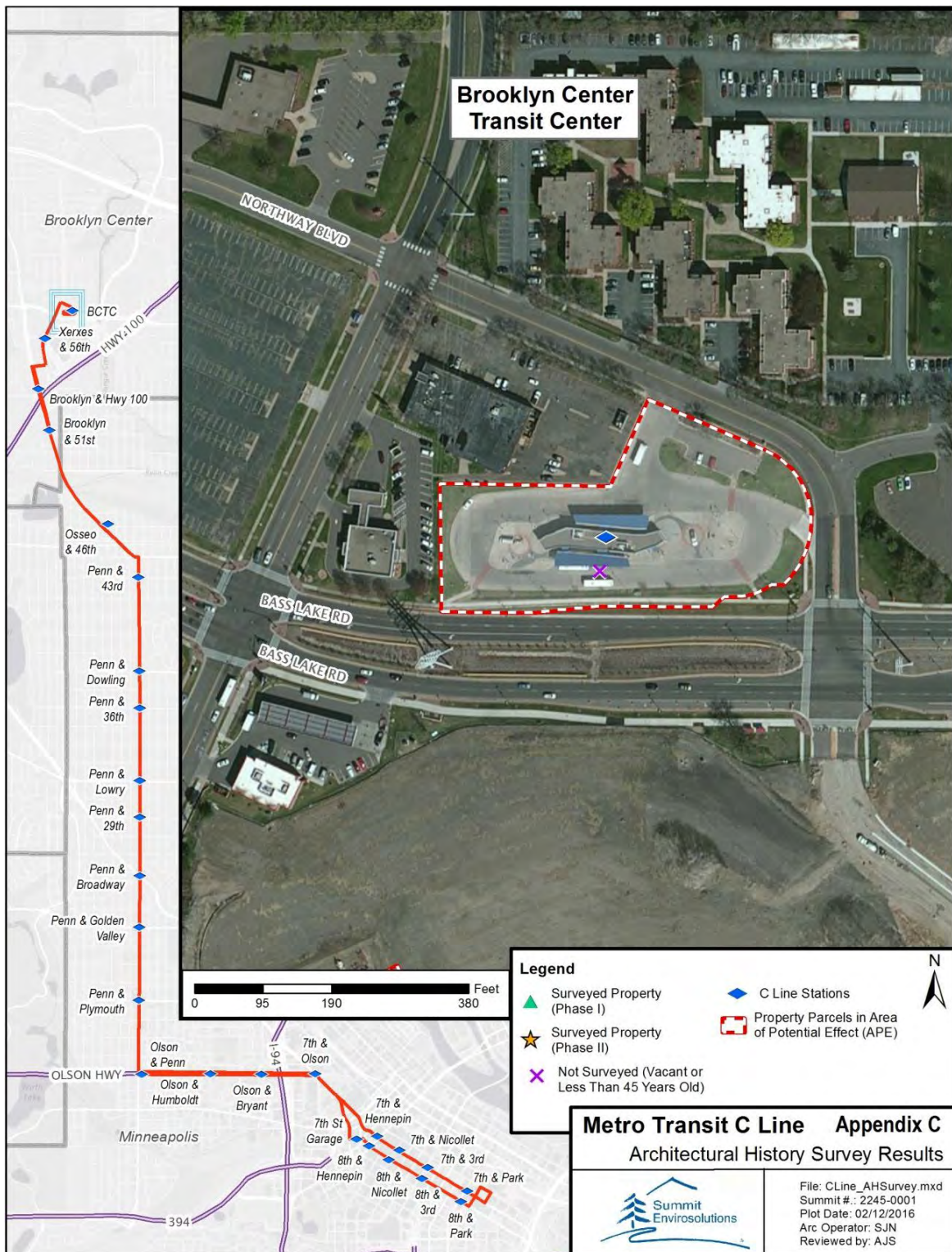


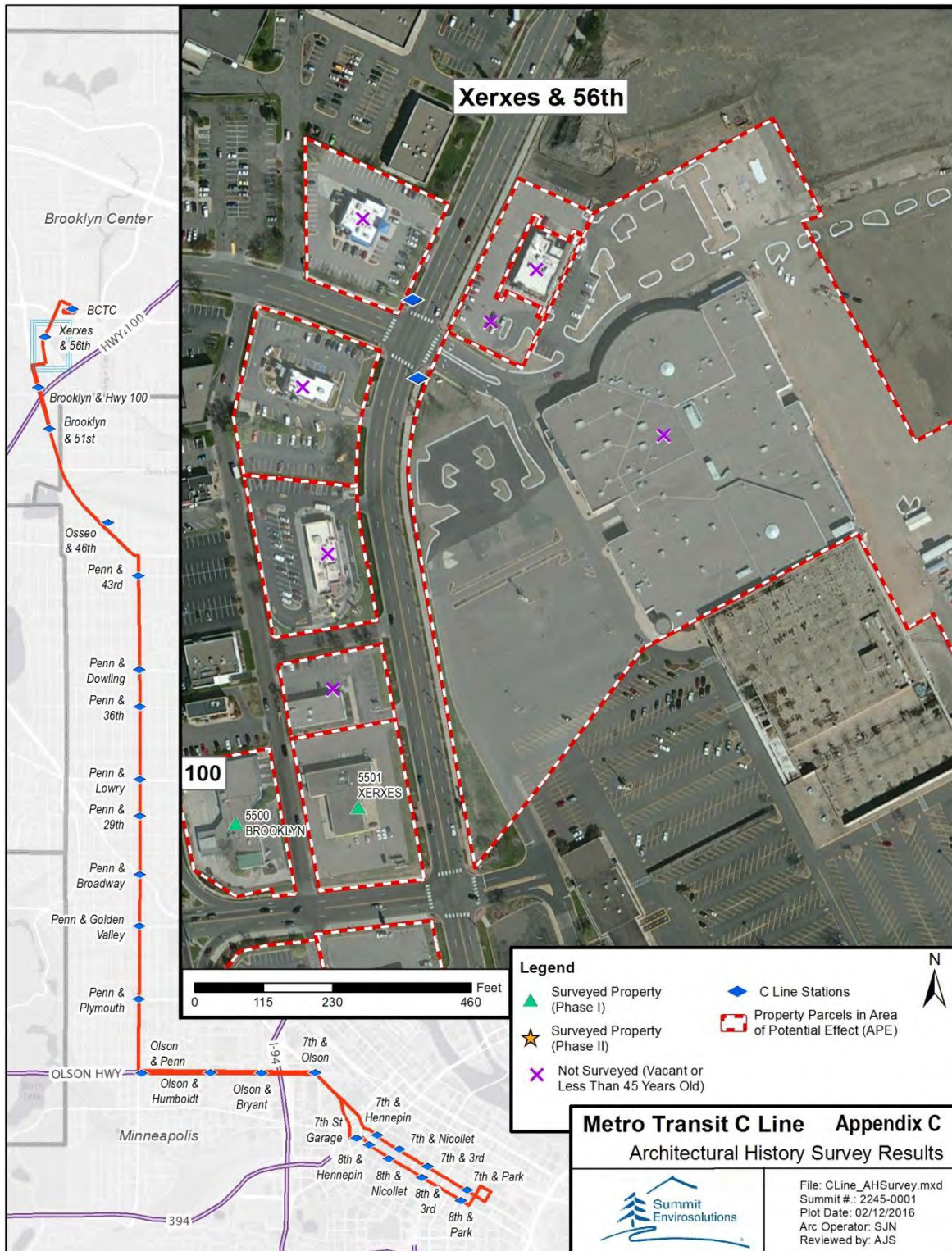
- A** Utility boxes near station areas house necessary communications and electrical equipment.
- B** Pylon markers help riders identify stations from a distance.
- C** Real-time NexTrip displays provide bus information, and on-demand annunciators speak this information for people with low vision.
- D** Shelters provide weather protection and feature on-demand heaters and integrated lighting. Shelter sizes will vary based on customer demand (small shown here).
- E** Ticket machines and fare card validators collect all payment before customers board the bus.
- F** Emergency telephones provide a direct connection to Metro Transit security. Stations also feature security cameras.
- G** Stations feature trash and recycling containers.
- H** Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.
- I** Platform areas are distinguished by a dark gray concrete pattern.
- J** Some stations have sidewalk-level light fixtures to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- K** Benches at stations provide a place to sit.
- L** Stations have bike parking loops.



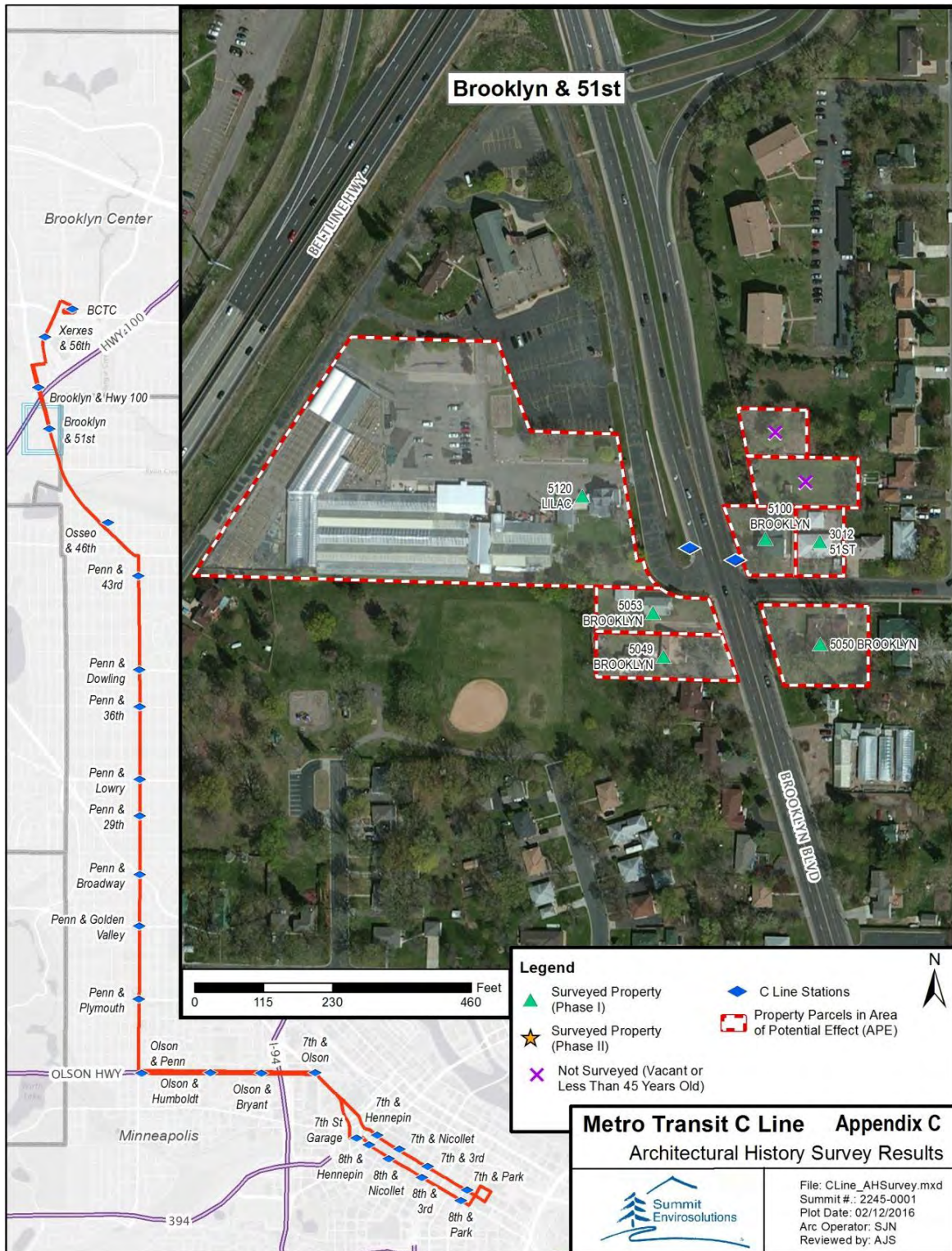
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APPENDIX C: AREA OF POTENTIAL EFFECTS AND SURVEY RESULTS

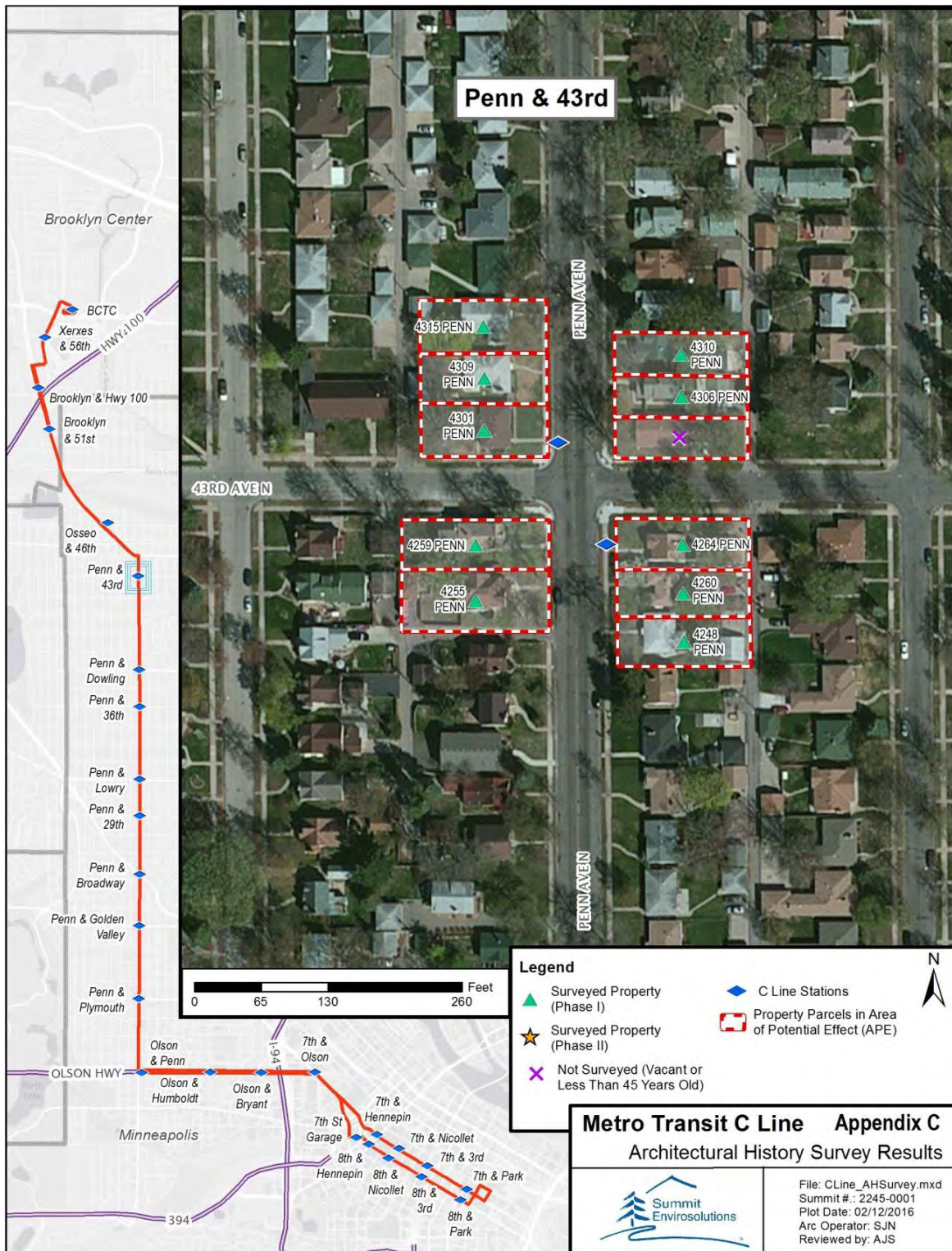


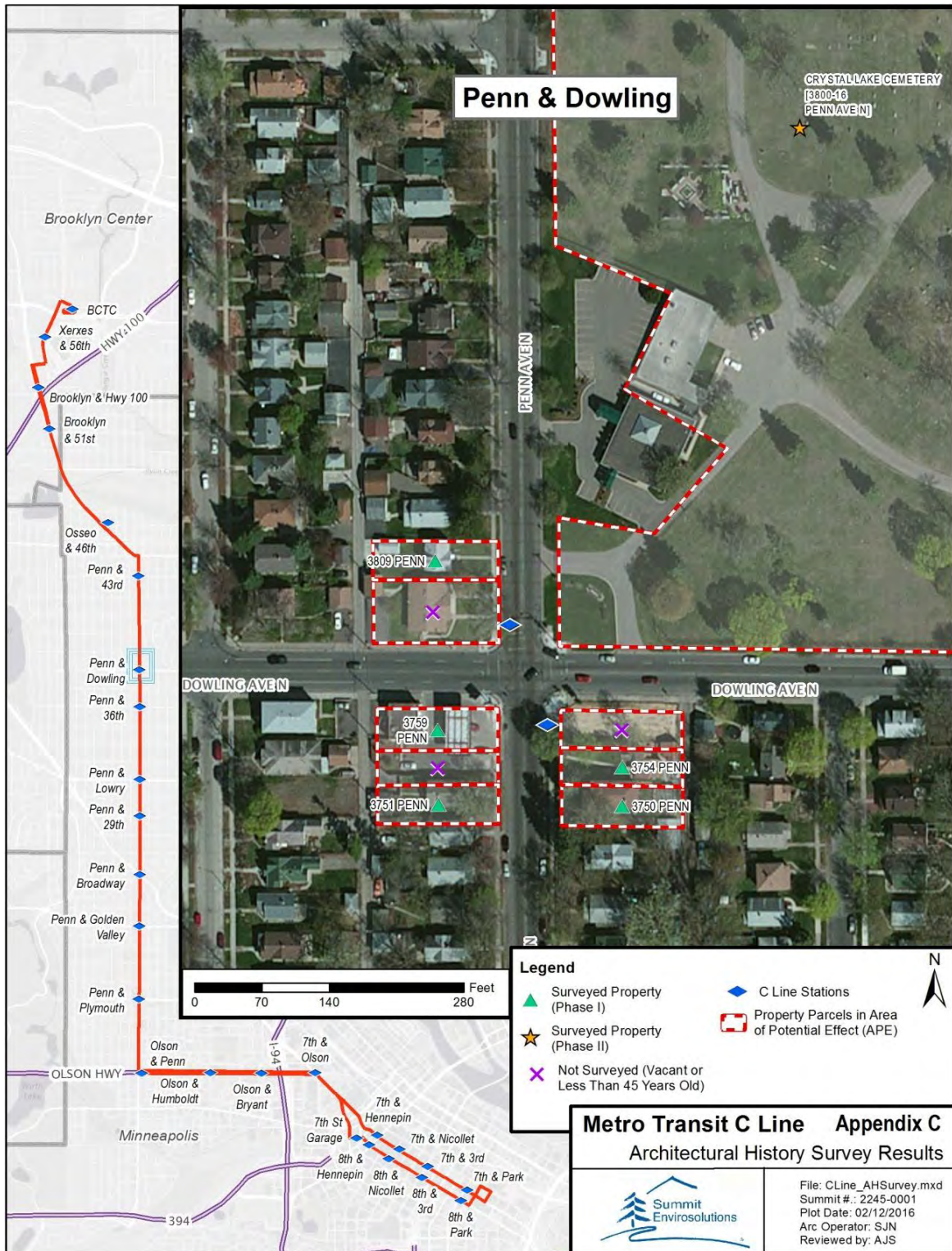




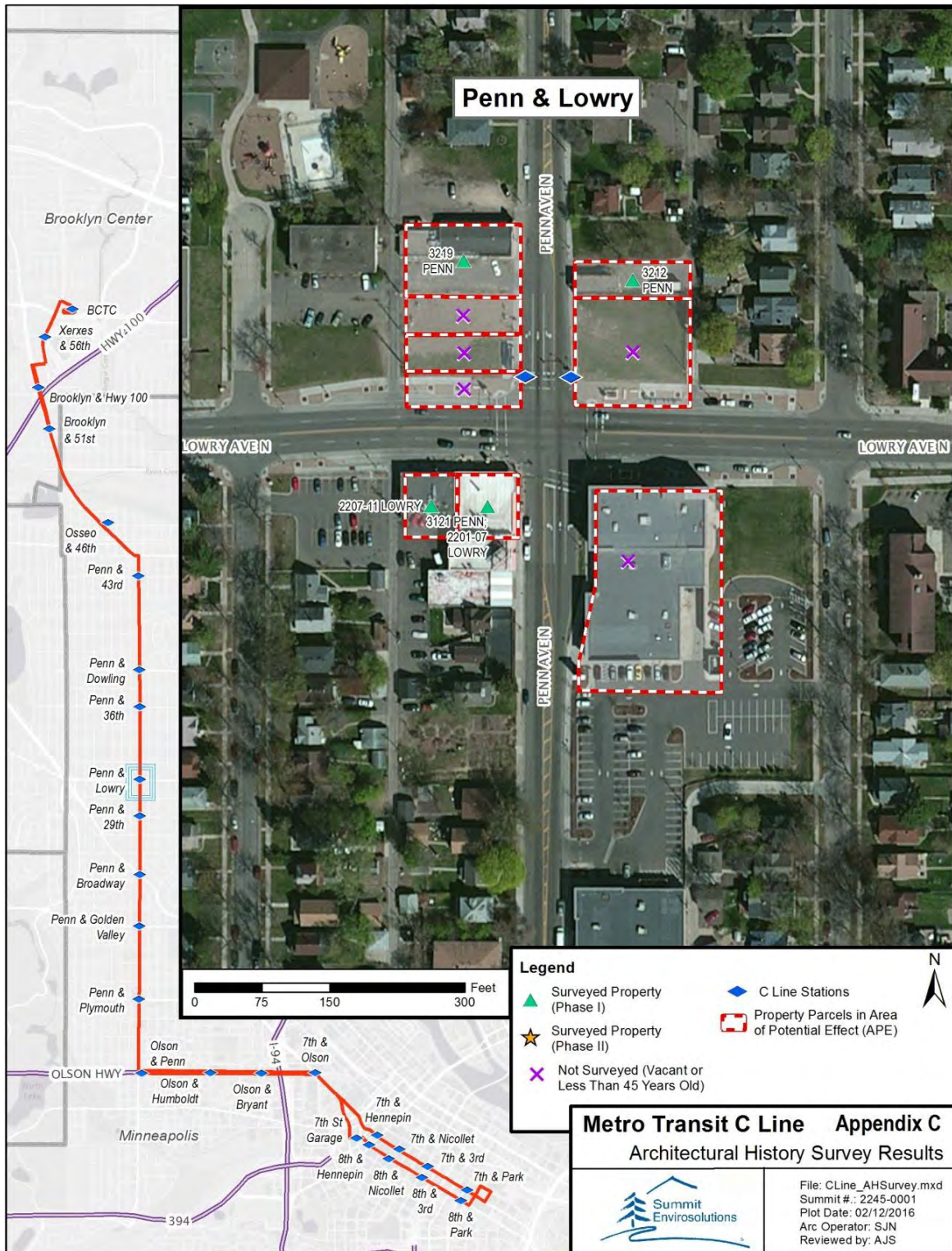


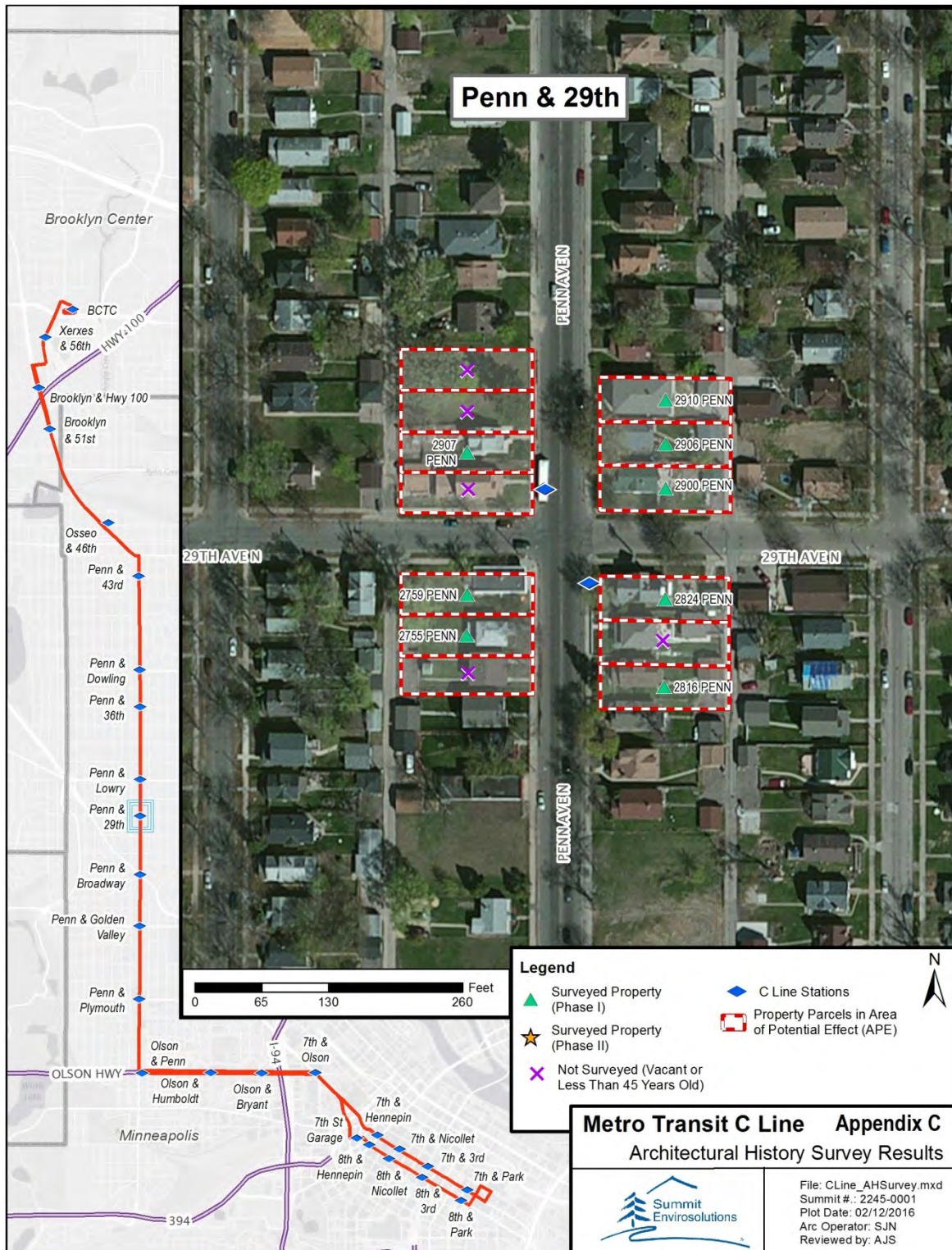


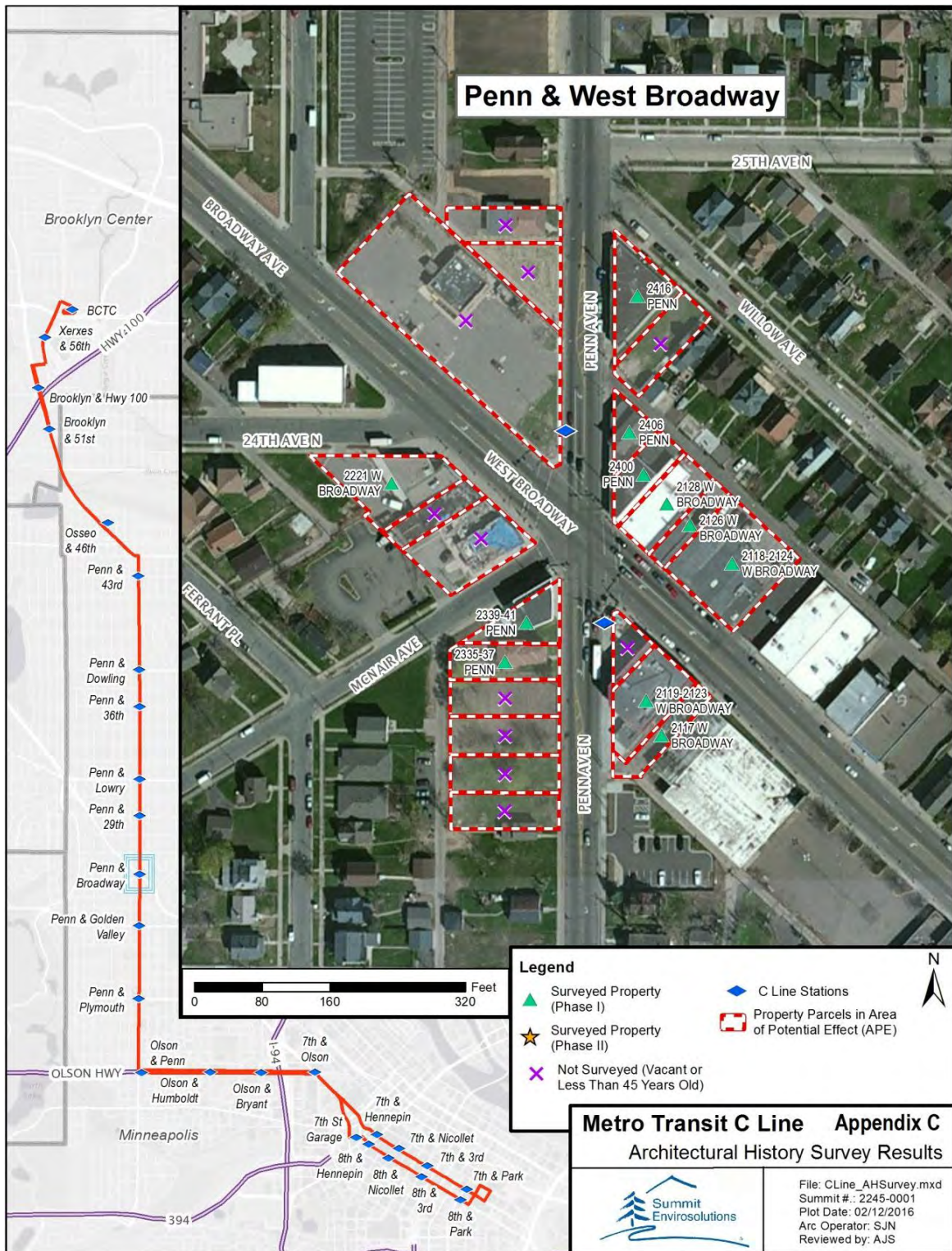


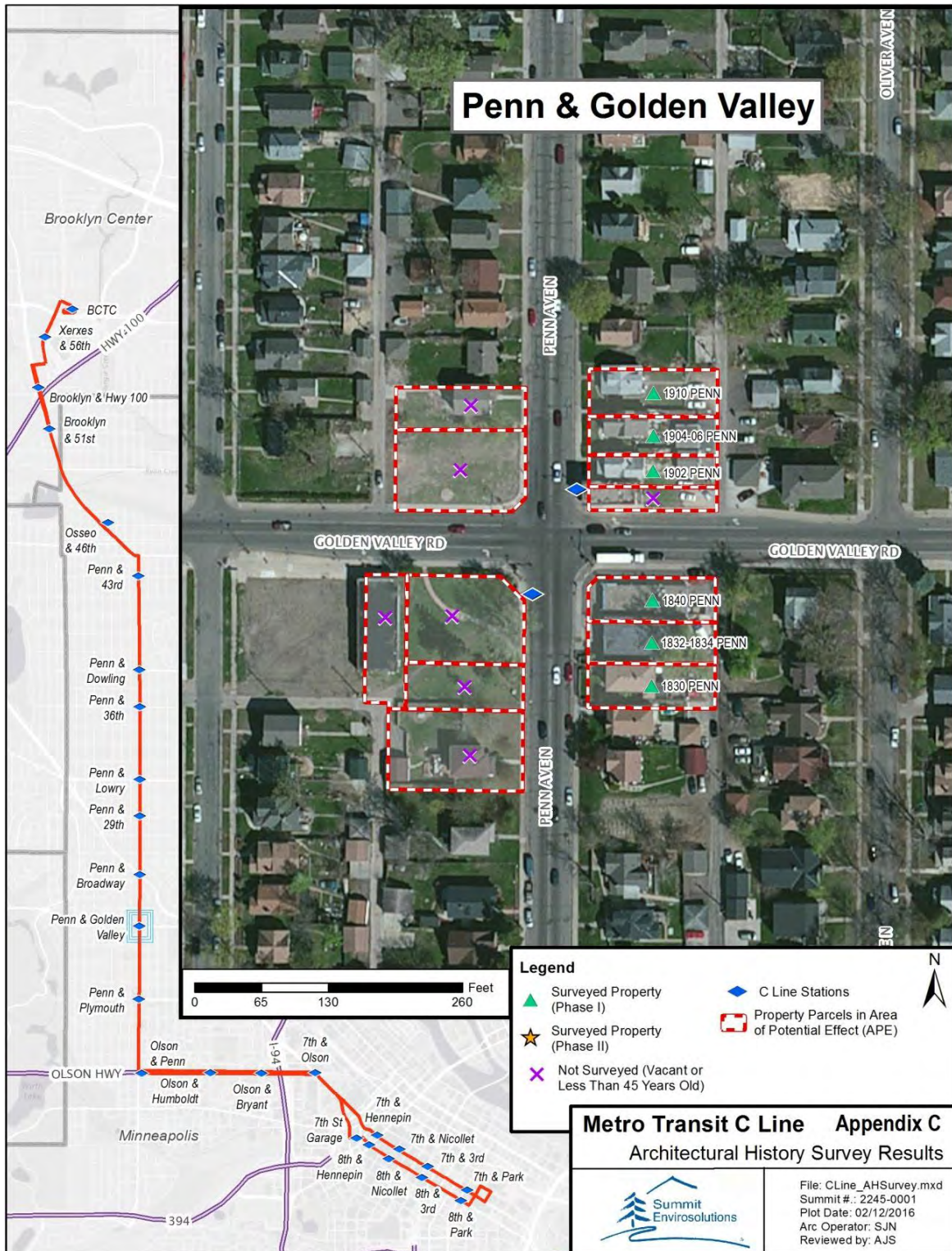


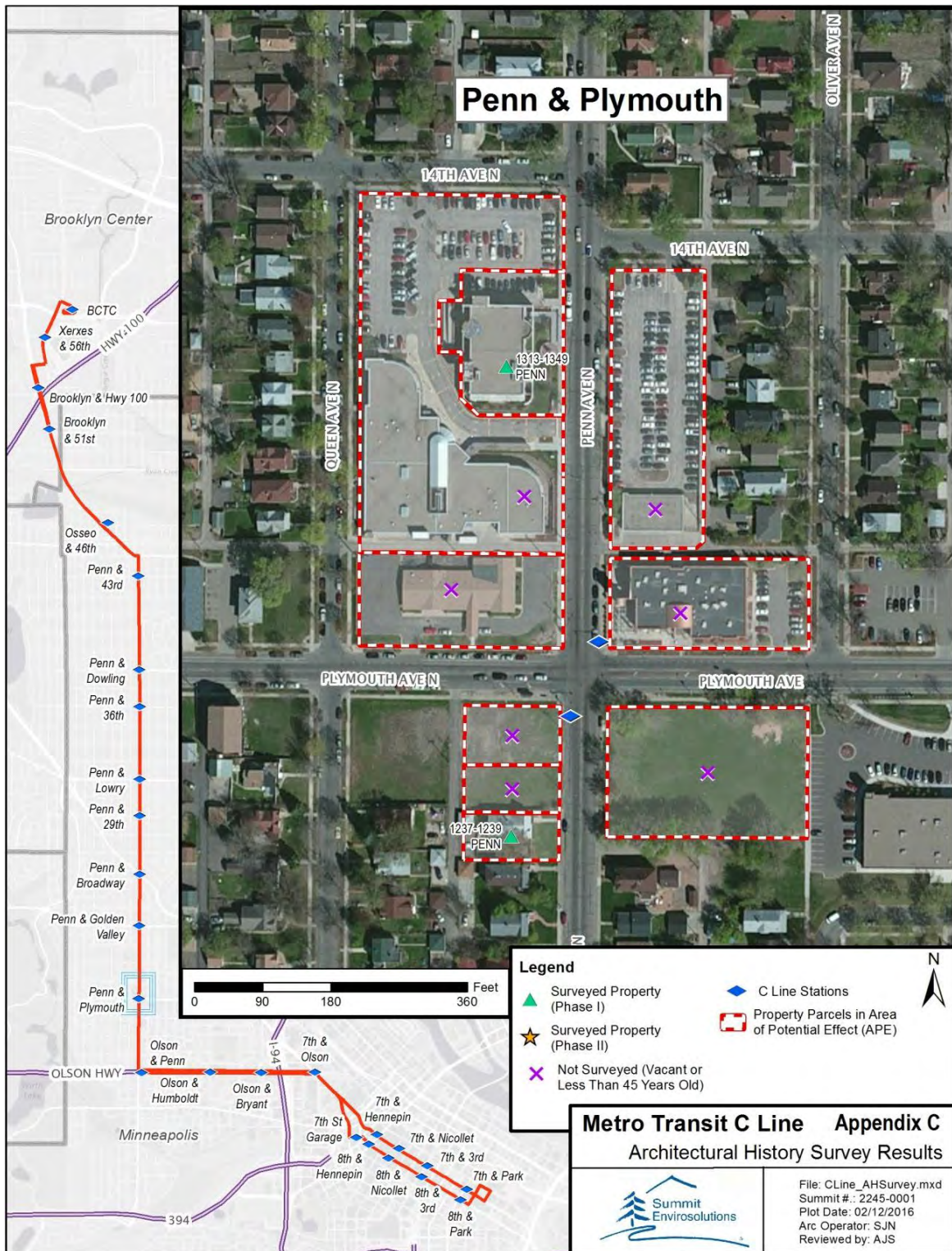


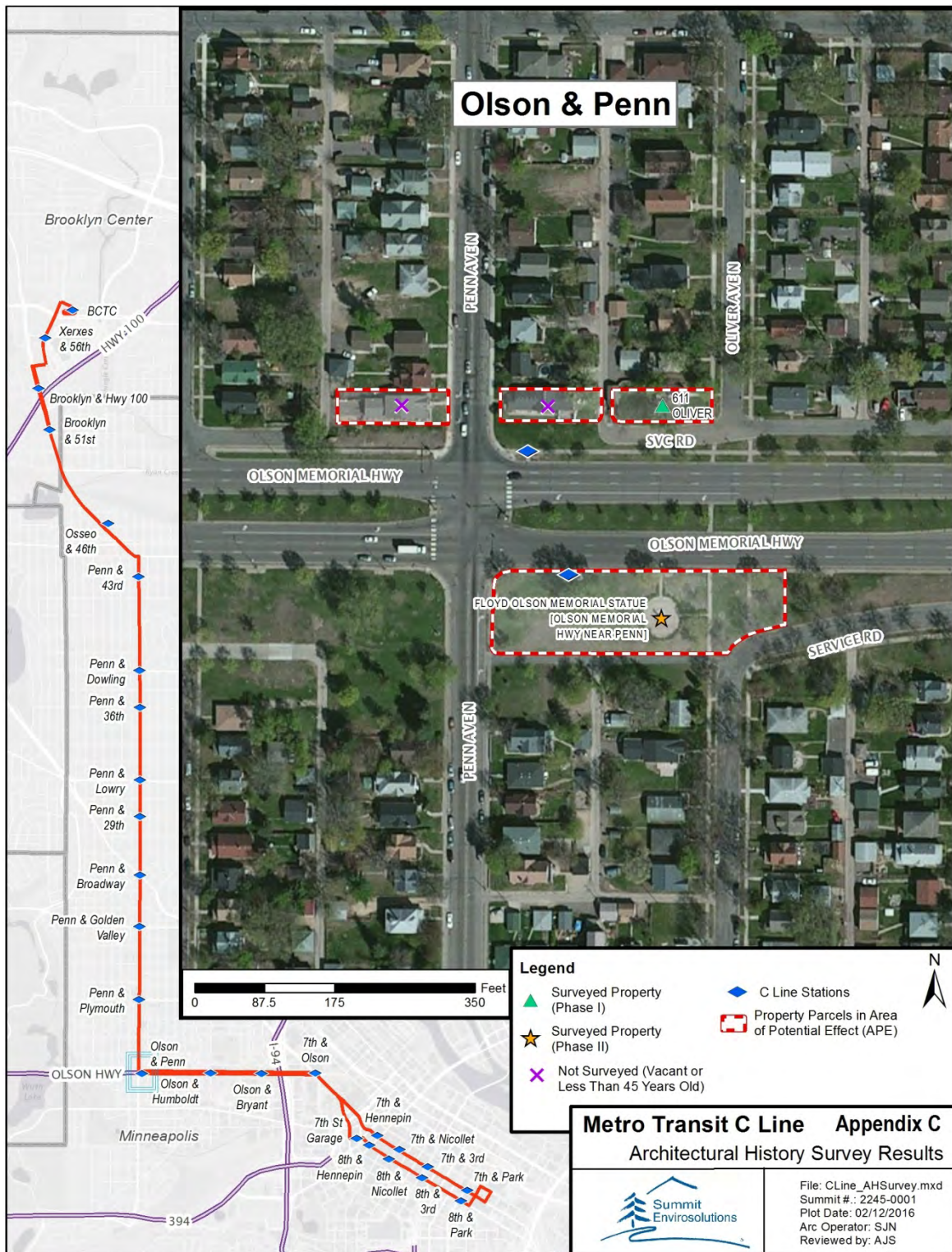


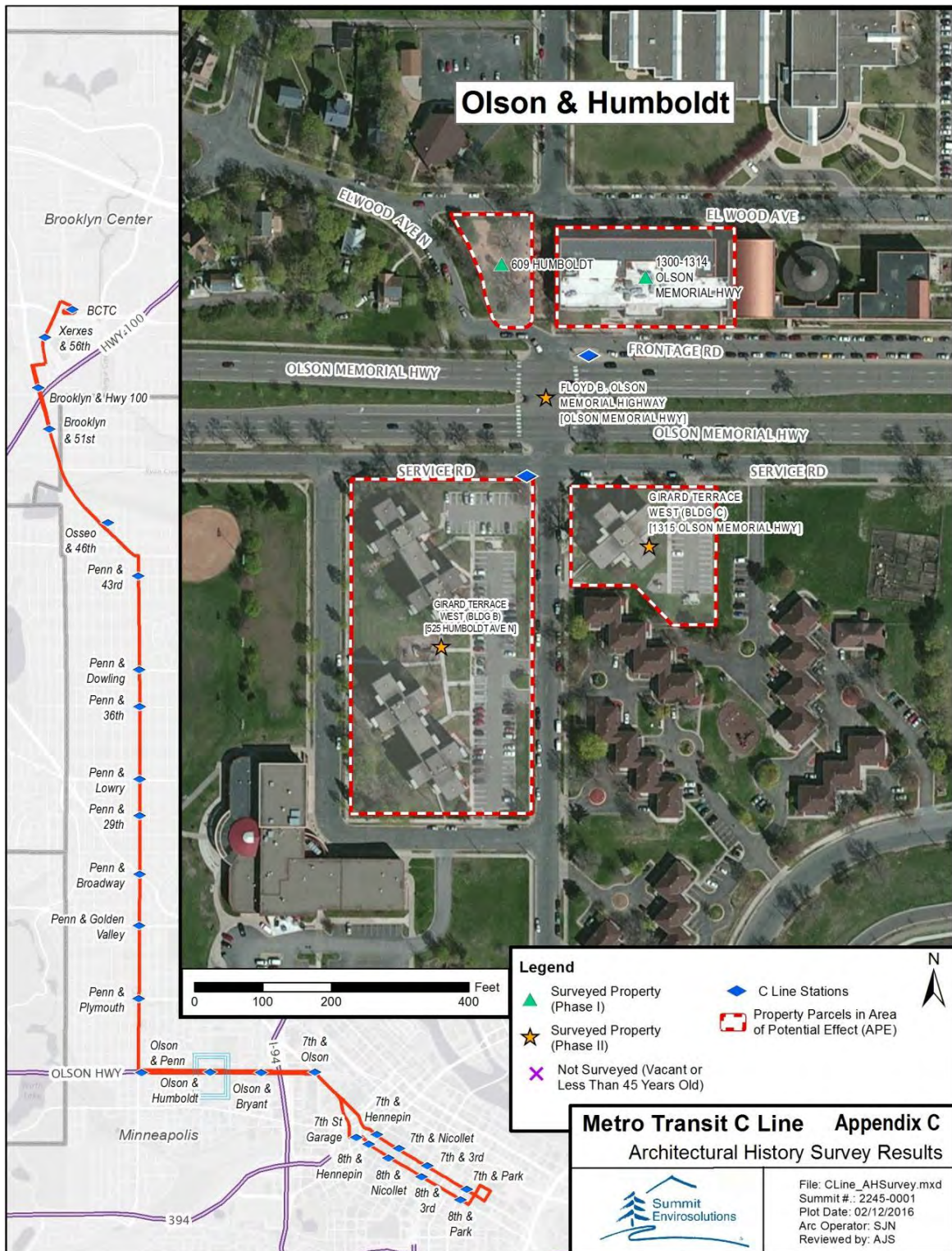


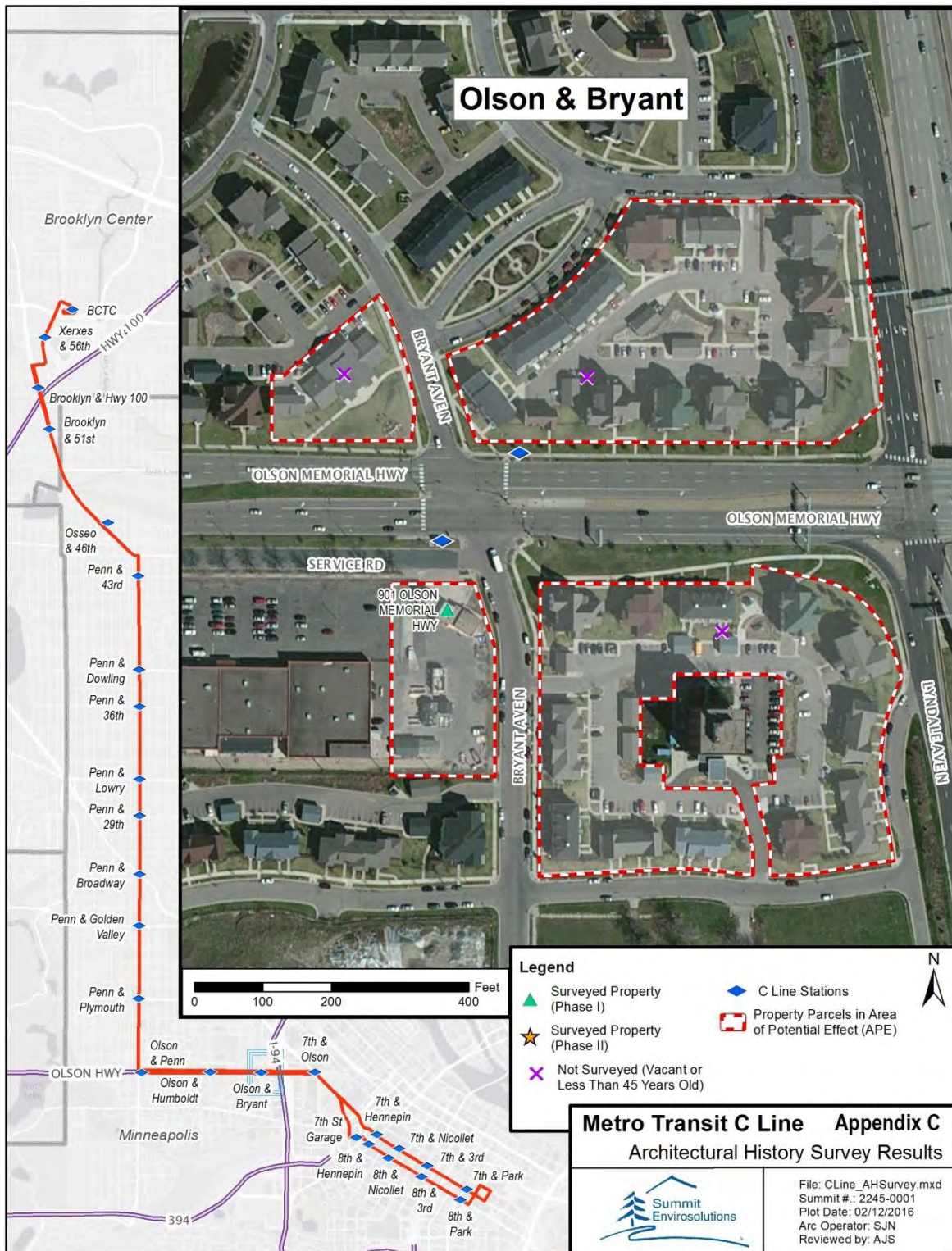


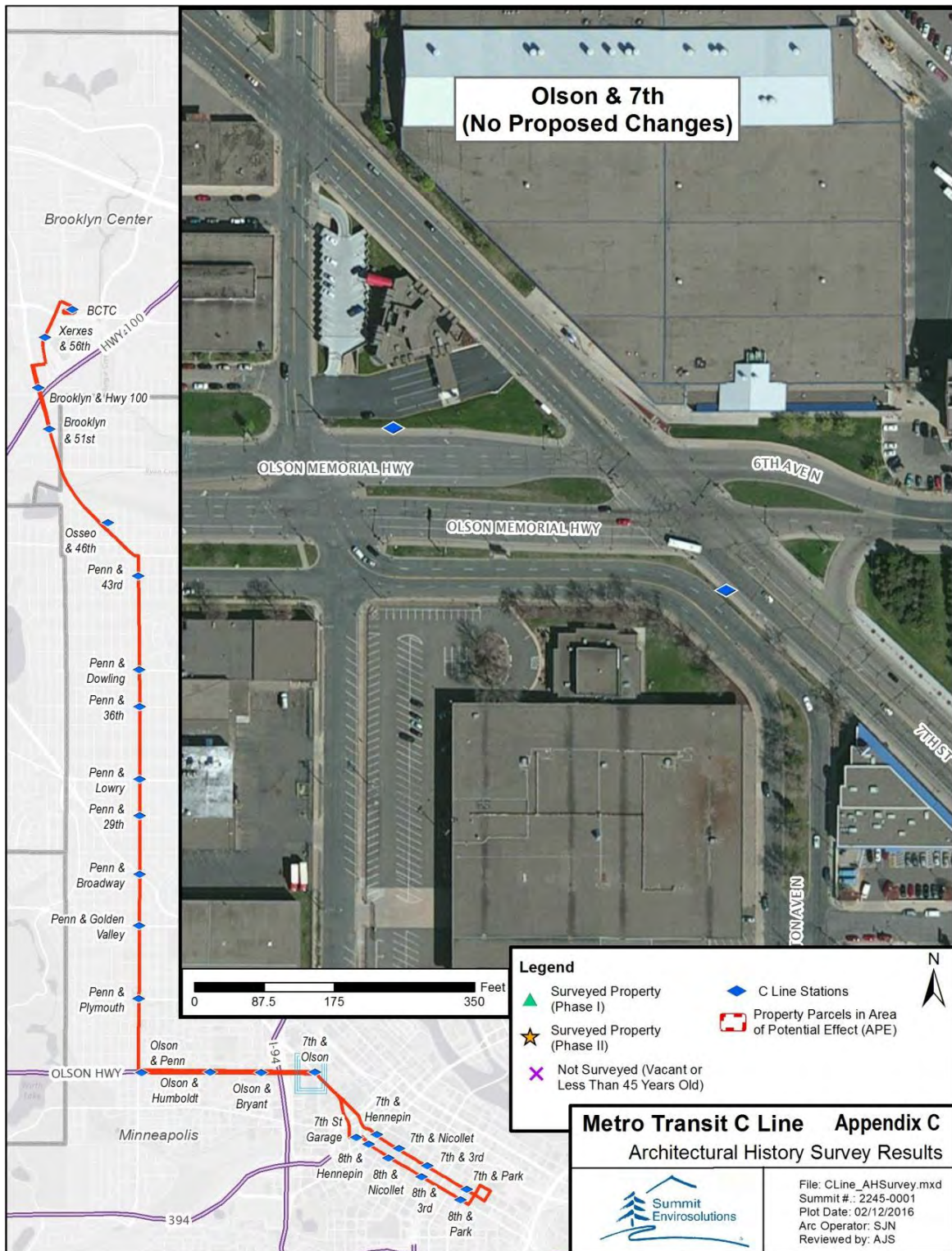


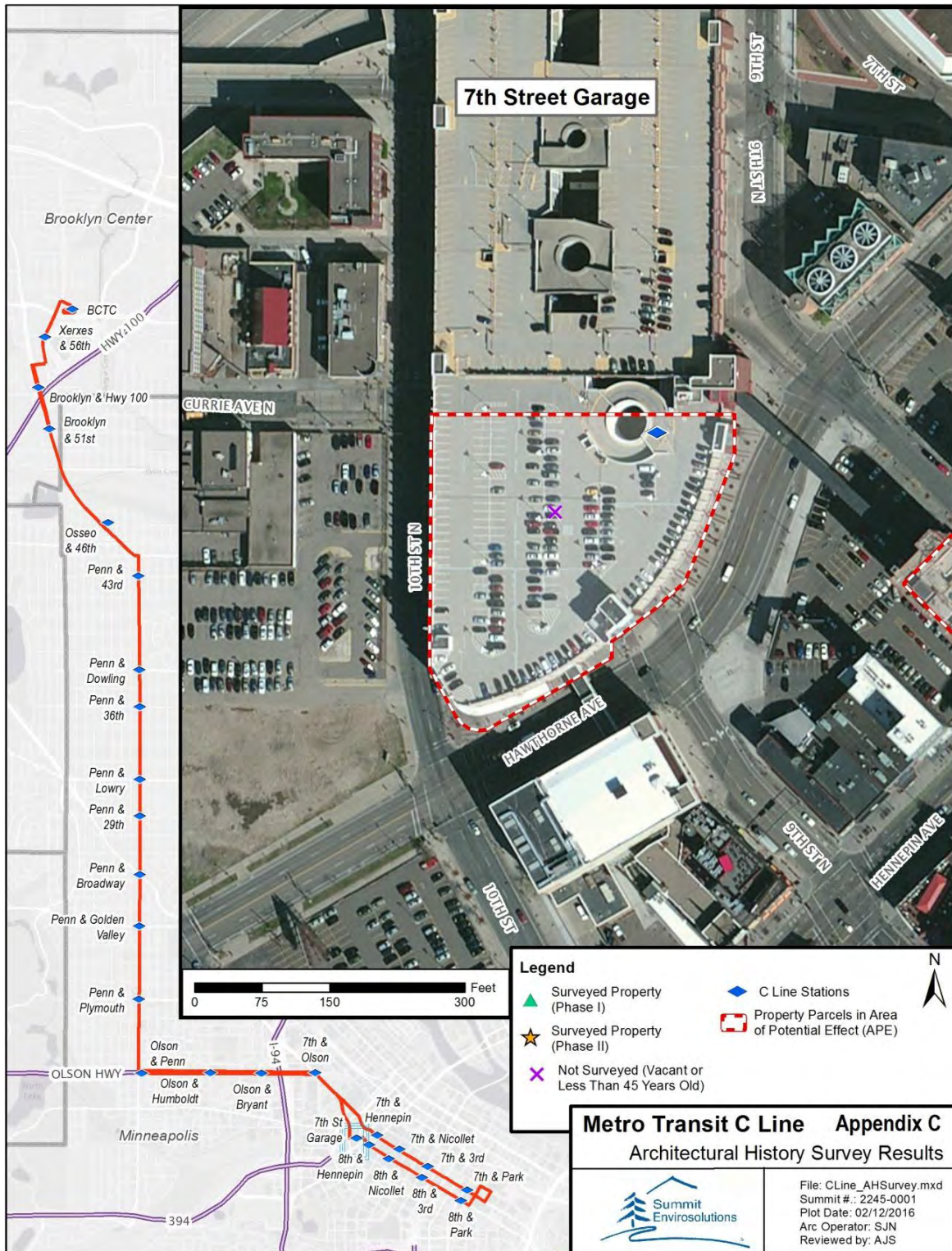


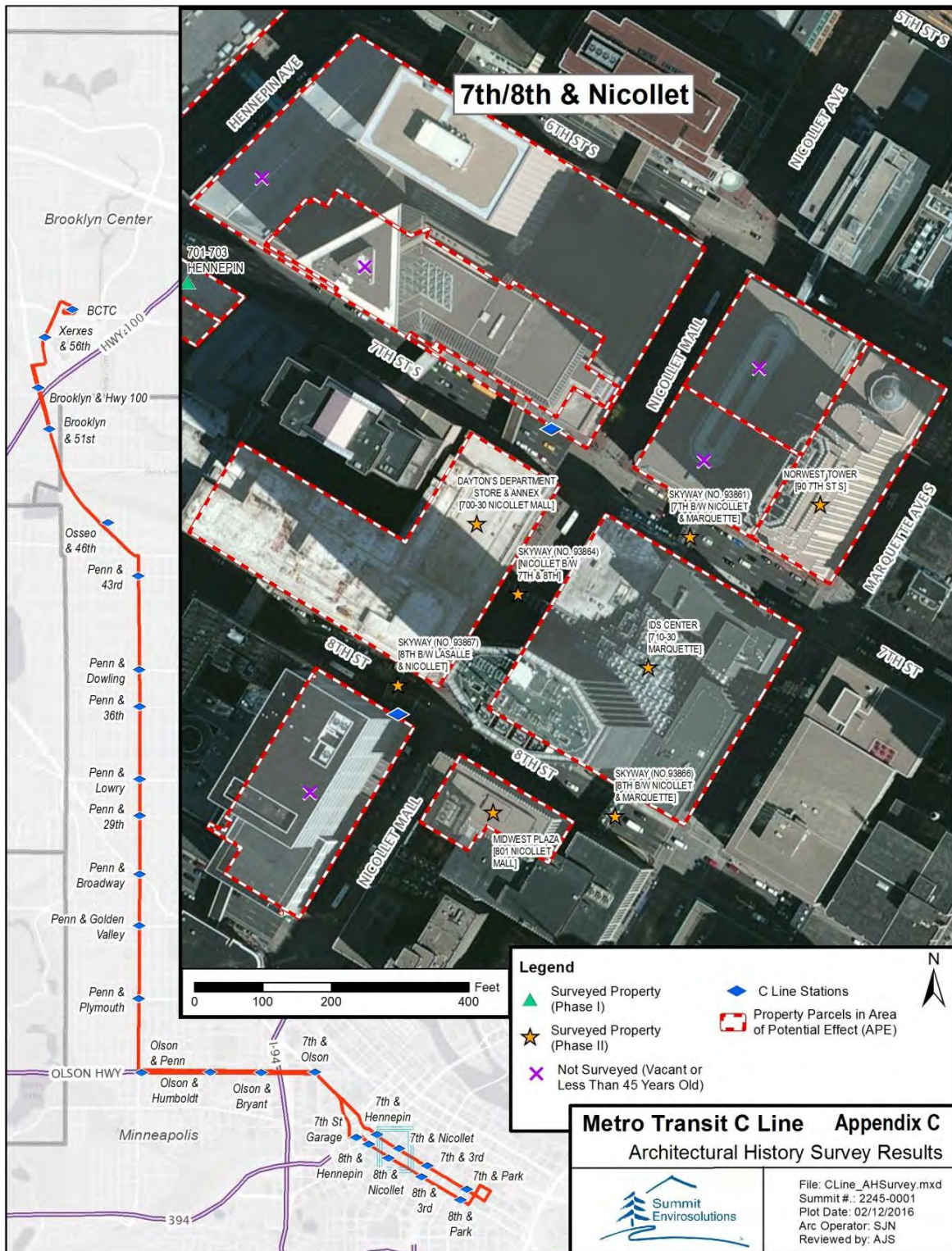


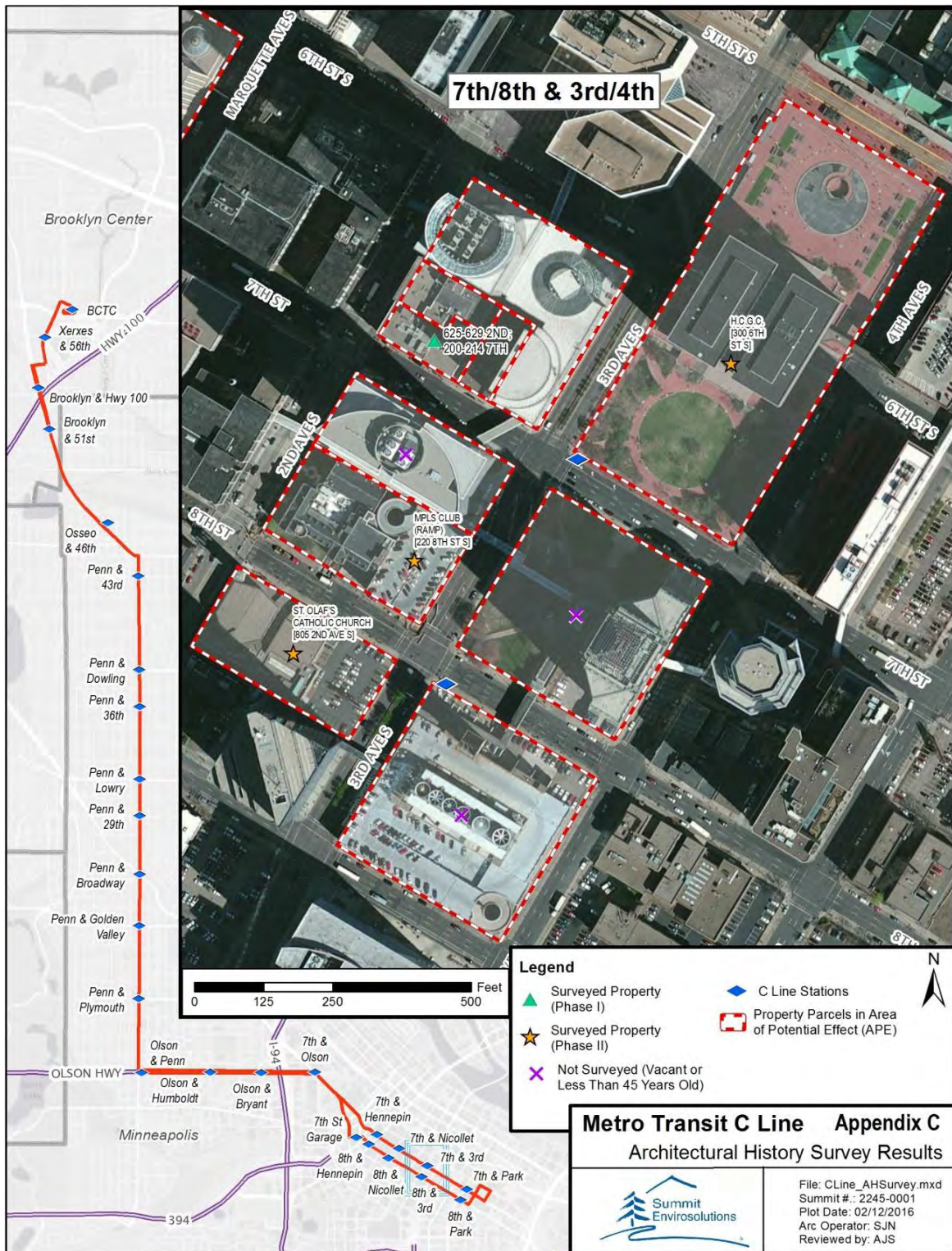


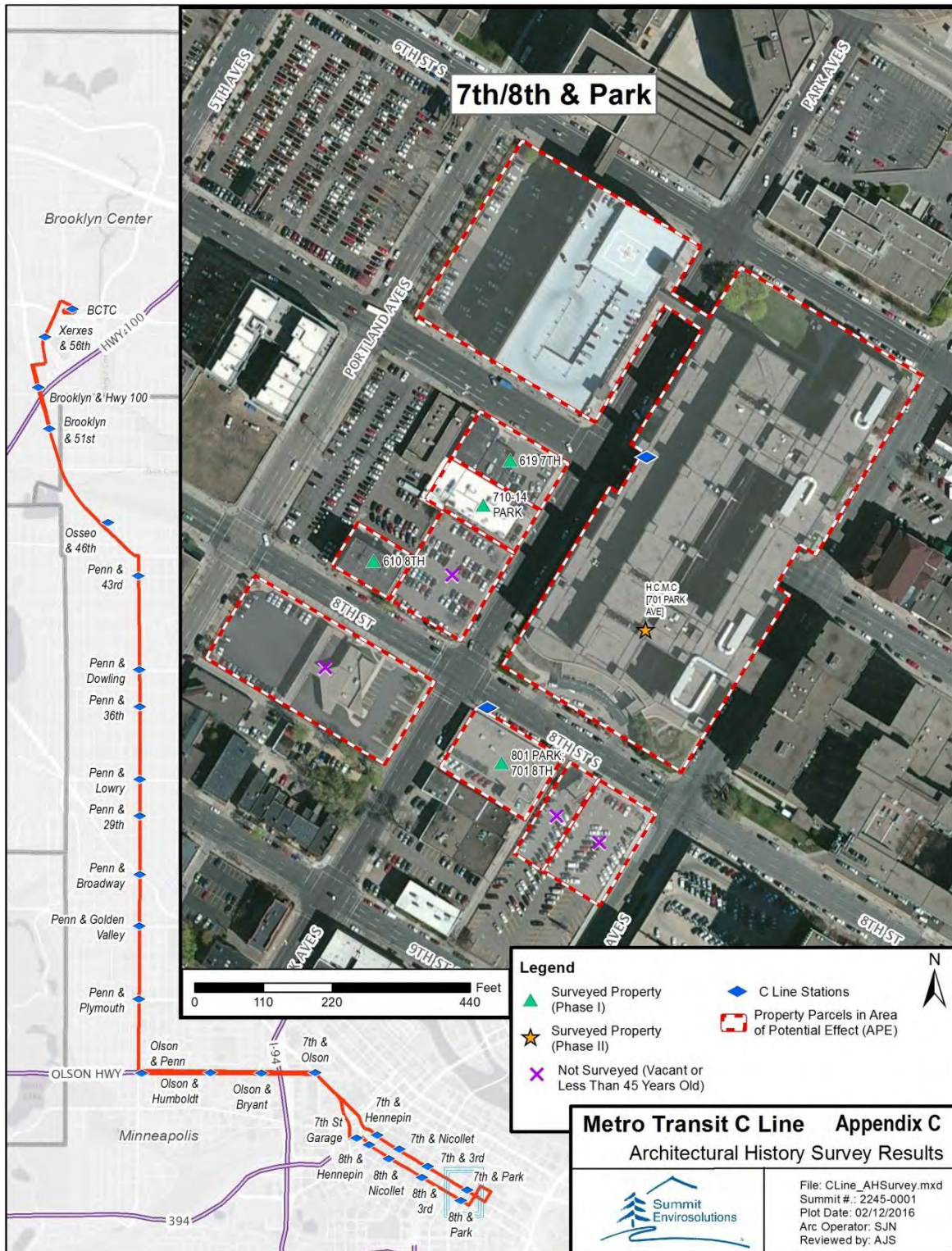












APPENDIX D: PHASE II EVALUATION OF MIDWEST PLAZA

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar
Minneapolis, Hennepin County, Minnesota

Identification		Description	
Historic Name	Midwest Plaza	SHPO Inventory Number	HE-MPC-9859
Current Name	McGladrey Plaza	Review and Compliance Number	2014-1052
Field #	246	Form (New or Updated)	Updated
Address	801 Nicollet Mall	Linear Feature?	No
City/Twp	Minneapolis	HPC Status	Not Designated
County	Hennepin	Resource Type	Building; Commercial
Location		Architect/Builder/Engineer	BB&E Corp; Peterson, Clark, Griffith
Twp	29	Building Form	Rectangular
Range	24	Style	Mid-Century Modern
Sec	27	Construction Date	1966-1968; 1969-1971
QQ	NWNE QQ2	Original Use	Commerce/Trade
USGS Quad	Minneapolis South, MN 1993	Original Use Subcategory	financial institution
UTM Zone	15N	Current Use	Commerce/Trade
Datum	NAD83	Current Use Subcategory	professional
Easting	478486.6	Current Use Subcategory	retail store
Northing	4980264.87		
Property ID (PIN)	053-2702924120088		
Legal Desc.	Lot N/A		
Block	231		
Plat	Wells Sampson & Bells Addition to Minneapolis		

Description

Located on 8th Street South between Nicollet Mall and Marquette Avenue in downtown Minneapolis, Midwest Plaza is comprised of two towers. The western tower, at 801 Nicollet Mall, is the original structure and is a 20-story building featuring a concrete, metal, and glass curtain wall system, and flat roof that was constructed in 1966-1968. A four-story section is located on the south side of the west elevation. The eastern tower, at 800-804 Marquette Avenue South, is a 15-story, L-shaped structure that houses a parking garage and office building that extends to the east of the original western tower and wraps around partially on the southern elevation of the western tower. The eastern tower was constructed in 1969-1971.

The western tower was constructed in 1966-1968 and is located at 801 Nicollet Mall. The northwest façade fronts Nicollet Mall and is comprised of a 20-story tower and a four-story section to the south. The two-story base of the tower features three bays of glass storefronts separated by granite clad columns. Spandrel panels with decorative geometric patterns separate the first and second stories. A slightly recessed entryway is found in the northern most bay; it features a projecting flat roof canopy. The third through twentieth stories features projecting vertical concrete ribs with finials. The finials are found at the roofline and above the second story where the ribs begin. The ribs emphasize the verticality of the building. Windows define each story within the ribs. Unadorned metal spandrel panels separate each story. Fenestration on the 20-story tower of the northwest elevation includes glass storefront windows with metal frames; fixed windows with metal frames; and paired double-leaf glass doors with metal frames and transoms.

A four-story section is located on the south portion of the west elevation and is divided into two bays on the first story. This section features storefront windows on the first and second stories that are separated by the same decorative spandrel panels as

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

found on the 20-story tower. A recessed entryway is found in the southern half of this section. A large flat roof canopy covers the entranceway. The canopy features a sign that reads "Midwest Plaza." The third and fourth stories features ribbon windows, and unadorned metal spandrel panels separate each story. Fenestration on the four-story section of the northwest elevation includes glass storefront windows with metal frames; fixed ribbon windows with metal frames; and paired glass revolving doors with metal frames.

The southwest elevation of the western tower is partially obscured by the four-story section and the west elevation of the east tower. The southwest elevation of the four-story section is clad in concrete and features a slightly projecting string line between the third and fourth stories. The southwest elevation of the tower is visible from the fifth through twentieth-stories and features the same concrete ribbing and window and spandrel panel configuration as the northwest, northeast, and southeast elevations. A large, approximately 24-story projecting, exterior elevator and mechanical shaft is located in the center of the south elevation. The elevator and mechanical shaft is clad in brick and extends above the roofline of the building. There are two small window openings near the top of the tower. Fenestration on the southwest elevation includes fixed metal ribbon windows and divided-light, fixed metal windows.

The northeast elevation of the western tower fronts 8th Street South. The two-story base of the tower features ten bays of glass storefronts separated by granite clad columns. Spandrel panels with decorative geometric patterns separate the first and second stories. The third through twentieth stories match the design of the northwest façade and feature projecting vertical concrete ribs with finials at the roofline and above the second story. Windows define each story and unadorned metal spandrel panels separate each story. Fenestration on the northeast elevation includes glass storefront windows with metal frames and fixed windows with metal frames.

On the southeast elevation of the western tower is a recessed entryway on the first story and a skyway connection on the second story between the west and east towers. The skyway is clad in metal panels with large window openings. The northern half of the second through twentieth stories are visible and feature the same concrete ribbing and window and spandrel panel configuration as the northwest and northeast elevations. A large 13-story granite-clad hyphen connects the eastern and western towers.

The eastern tower was constructed in 1969-1971 and is located at 800-804 Marquette Avenue South. This 15-story tower is a combination parking garage and office building that features storefronts on the first story, a parking ramp with flat floor plates on the second through tenth stories, and office suites on the eleventh through fifteenth stories. The tower features much of the same ornamentation as the west tower, though it is simplified in form.

The northeast elevation of the eastern tower fronts 8th Street South and is divided into two bays and features a projecting one-story concrete entrance ramp into the parking garage that rises from the first story on the west end to the second story on the east end. A recessed sidewalk and storefront windows are located south of the ramp. The second story is concrete with continuous spans of tall narrow openings with horizontal bars in the openings; a slightly projecting section in the center of the elevations creates the distinction between the two bays. A skyway connection to the IDS Center located across 8th Street to the north is found on the west end of the elevation. Like the west tower, the third through fifteenth stories features projecting vertical concrete ribs with finials at the roofline and above the second story where the ribs begin. A double rib carries the separation between the two bays vertically up the tower. The finials at the end of the ribs are not as pronounced as on the western tower. Unadorned metal spandrel panels separate each story. The eleventh through fifteenth stories feature fixed metal windows. Fenestration on the northeast elevation includes glass storefront windows with metal frames; fixed windows with metal frames; and single-leaf glass doors with metal frames.

The southeast elevation of the eastern tower fronts Marquette Avenue and is separated into five bays. The south two bays of the first story are entrance and exit ramps into the parking garage. The center bay is slightly recessed under a metal overhanging canopy and features an entranceway into the building. The northern two bays feature storefront windows into retail spaces. The second story is concrete with continuous spans of tall narrow openings with horizontal bars in the openings; four slight projections create the distinctions between the five bays. All features and fenestration on the third through fifteenth stories are the same as the northeast elevation of the eastern tower, with the exception of a pair of glass revolving door entrances in the center bay at ground level.

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

The southwest elevation of the eastern tower is limited from view due to the close proximity of the building to the south. A concrete ramp runs from the first to the second story at the southwest elevation. Like the northeast elevation, the second story is concrete with continuous spans of tall narrow openings with horizontal bars in the openings; a slightly projecting section in the center of the elevations creates the distinction between the two bays. The third through fifteenth stories have the same features and fenestration as the northeast and southeast elevations.

The southern portion of the northwest elevation of the eastern tower is obscured from view by the four story section on the southwest elevation of the western tower. The visible northern portion features continuous spans of ribbon windows on the top four stories.

Immediately southwest of the four story section on the northwest façade is a separate parcel, located at 809 Nicollet Mall, which contains an enclosed courtyard with a two-story building recessed from the street. This parcel is owned by Midwest Plaza Ltd., and according to Hennepin County Assessor's records, was constructed in 1974 (Hennepin County Assessor's Office 2015). Though owned by Midwest Plaza Ltd., the building and courtyard on this parcel are not associated with the Midwest Plaza tower.

EVALUATION AND ANALYSIS

Historical Context

Architecture, 1848 to Present

The City of Minneapolis historic context "Architecture, 1848 to Present" was developed in 1991 as part of the Preservation Plan for the City of Minneapolis. The context provides a framework for the understanding of Minneapolis' architecture by providing a history of the built environment, types of resources, development patterns, architectural styles, building materials, architects and builders, and significant events (Zahn and Sluss 1991).

Mid-Century Development and Urban Renewal of Downtown Minneapolis, 1945 – Present Day

In the late 1940s and 1950s, downtown Minneapolis struggled with disinvestment, large corporations leaving for new suburban headquarters, and decreasing population. In the latter half of the twentieth century however, downtown saw a transformation that resulted in the "demolition and subsequent reconstruction" of nearly one-third of the downtown area. This urban renewal has "overwhelmingly defined the downtown core that we see today" (Pearson and Roise 2000:32). Several different plans occurred during this time, including the Gateway project. The Gateway project "acquired twenty-four blocks of downtown by condemnation, then subsequently tore down 180 buildings and relocated 2,500 residents; nearly 450 businesses moved or closed" (Pearson and Roise 2000:35). The cleared area was planned to be home to a host of new buildings, both public and private ventures, which were intended restore Minneapolis to a prominent upper Midwest designation. The goal of this urban renewal was not slum clearance, but rather economic redevelopment to create a corporate city with new, modern buildings to serve the needs of the financial institutions and the emerging information industries (Martin and Goddard 1989:59-60). Many now iconic buildings were constructed as part of the Gateway project, including the First National Bank at 120 South 6th Street (1960), the Northwestern National Life Insurance Building at 20 Washington Avenue (1963), the Northern States Power Company building at Nicollet and 4th Street (1963) and IBM at Marquette between Washington and 3rd Street South (1963, razed) (Pearson and Roise 2000:38).

Coinciding with the Gateway project was the restructuring of Nicollet Avenue in to Nicollet Mall. Constructed in 1967-1968 and designed by Lawrence Halprin & Associates, Nicollet Mall was designed as a "pedestrian zone, with access for buses, taxis, and emergency vehicles. Wide, specially designed sidewalks, kiosks, signposts, and similar details created a distinctive character that was intended to, and succeeded in, reinforcing Nicollet's role as a premier shopping street" (Pearson and Roise 2000:36).

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

By the early 1960s, the first initial wave of construction in the Gateway project was completed and much of the land stood vacant and was used for parking lots well into the 1970s. A second wave of construction occurred in the late 1960s, and may have been spurred by the completion of Nicollet Mall, and included notable buildings such as the Federal Reserve Bank at 250 Marquette Avenue (1968-1971) and the Hennepin County Government Center spanning 6th Street between 3rd and 4th Avenues South (Borchert et. Al 1983:50; Pearson and Roise 2000:39). In the 1970s, the Investors Diversified Services (IDS) built an office tower on Nicollet Mall between 7th and 8th Streets South. The complex was designed by Phillip Johnson and is comprised of a 51-story tower, an eight-story office annex, a 19-story hotel, and a two-story retail space facing Nicollet Mall. When it opened in 1973, it was the tallest building in Minneapolis (Pearson and Roise 2000:39).

Historical Narrative

Located at 801 Nicollet Mall in the heart of downtown Minneapolis, this office and retail tower was constructed from 1966-1968, and was originally known as Midwest Plaza, after the name of the building's owner and its largest and primary tenant: Midwest Federal Savings & Loan. Midwest Federal Savings & Loan was a prominent institution in the Twin Cities and by the time of Midwest Plaza's construction, had been in operation for nearly 80 years. The Midwest Federal Savings & Loan was established in 1891 as the Minneapolis Savings and Loan Association (Greenwood 1968). The institution offered personal savings accounts and home mortgages. In 1963, the name of the bank officially became Minneapolis Federal Savings & Loan after receiving a federal charter and soon after, nine branch offices were opened, including locations in Golden Valley, Bloomington, Edina, Robbinsdale, and multiple locations in Minneapolis and St. Paul (Greenwood 1968). The branch offices, designed by William J. Miller, Kenneth H. Whitehead, and Foster W. Dunwiddie (later Miller Dunwiddie), were distinctive circular glass buildings with an overhanging roof that became synonymous with the bank. Also synonymous with the bank was its distinctive green tree logo; the tree would eventually come to top the bank's new headquarters building on Nicollet Mall.

Harold Greenwood was elected President of Midwest Federal in January 1965. In 1966, the bank changed its name to Midwest Federal Savings & Loan. It was under Greenwood's direction that Midwest Plaza was constructed. The bank's former location at 8th Street and Marquette Avenue was proving to have inadequate space for the growing bank and the former John W. Thomas Building at 8th Street and Nicollet Mall was purchased in 1966 and razed for the construction of the new headquarters (Greenwood 1968). Midwest Federal Savings & Loan was a long-term tenant in the building until the institution collapsed in 1989 as part of the large savings and loan crisis of the 1980s and 1990s. With the collapse of the bank, several of its officers, including Greenwood, were convicted of banking fraud. The building was sold and the former bank space was converted into commercial/retail use.

Besides Midwest Federal Savings & Loan, other notable tenants of the building have included American Greetings, Clorox, Colgate-Palmolive, Dial Corporation, the Evangelical Lutheran Church in America Board of Pensions, McGladrey, Pfizer, and Revlon. After Midwest Federal Savings & Loan collapsed, Men's Warehouse occupied the first and second stories where the bank used to be housed until approximately 1993. From 1993 to present day, Barnes and Noble Booksellers have occupied the space. The building was purchased by United Properties in 1994 and is currently owned by Midwest RE Holdings Inc. (Feyder 2006; Sitaramiah 2006; Minneapolis/St. Paul Business Journal 2013; Kennedy 1994; Hennepin County Assessor's Office 2013; Minneapolis/St. Paul Business Journal 2013). In 2011, the building was renamed McGladrey Plaza after the accounting firm which now occupies a large portion of the building. In 1969-1971, the eastern tower, a combination parking garage and office building, was constructed, as well as a skyway over 8th Street South, linking the building with the IDS Tower to the north (City of Minneapolis 1969:Building Permit #A38157; City of Minneapolis 1971:Building Permit #A39193). Midwest Plaza's claim to fame is as the home of the fictional WJM-TV station where Mary Tyler Moore worked in the popular *The Mary Tyler Moore Show*, which aired from 1970-1977.

The trends in building seen in Minneapolis during this time period are reflections of what was happening nationally in terms of bank architecture. Beginning in the 1950s, in the prosperity that followed World War II, bank architecture began taking on new building heights. According to Charles Belfoure's book *"Monuments to Money,"* "bankers returned to constructing bank-office buildings that provided rental income. High rise bank buildings quickly adopted modernism after the war" (Belfoure 2005:268-269). One of the first skyscraper banks to be built after the war was the Republic National Bank Tower (1955) in Dallas, Texas, by Harrison & Abramowitz and Gill & Harrell. With its curtain wall of blue-green, heat absorbing glass, and aluminum spandrels, it served as the prototype for future modernist bank buildings (Belfoure 2005:269). Belfoure wrote that "the 1960s

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

were a period of economic prosperity, and banks across America decided to build high . . . in a period when moving out to the suburbs was quite tempting, many banks stayed in the city, hoping to anchor their financial districts as Chase had done" in New York City (Belfoure 2005:272). Chase Manhattan Bank, opened in 1960, was one of the most influential skyscraper banks constructed during this time period and the bank's decision to construct a new high rise in Manhattan was hugely influential in not only revitalizing Lower Manhattan, but in providing a model for other corporate banks nationwide (Belfoure 2005:272). While the Republic National Bank Tower may have been the prototype, "One Chase Plaza made the International Style the official corporate architectural language for banking" (Belfoure 2005:272). Changes in business and marketing practices of banks in the 1940s coincided with the International Style movement to create an architecture that conveyed the revised philosophies of the banking industry. A new trend toward the concept of modern merchandising in banks found its physical manifestation through the design principles of the International Style, which favored openness and glass façades that allowed for the "display" of all the bank's services (Belfoure 2005:245).

Rather than being designed in the International Style, which was common for bank architecture in the 1950s, 1960s, and 1970s, Midwest Plaza was designed with Mid-Century Modern and New Formalism influences. Mid-Century Modern style is generally identified as an architectural aesthetic prominent in the decades following the end of World War II, between 1945 and circa 1965. The style is characterized by the simplification of form and a lack of ornamentation. It rejects historical styles and "focuses on pure utilitarian functionalism, its emphasis on the enclosed spatial volumes rather than opaque enclosing materials, its exploitation of smooth industrial finishes (especially metals and glass), its open, nonsymmetrical, non axial plans, and its absolute rejection of any applied ornament" (Roth 2001:360). The goal of Modernism was to highlight the function and structure of a building, celebrating industrial production and the machine (Roth 2001:360). Midwest Plaza has elements of the Mid-Century Modern style, including a vertical emphasis, and a glass and metal curtain wall system between the ribbing. However the ribbing with stylized geometric finials and the decorative spandrel panels between the first and second stories give the building pronounced ornamentation, which directly contradicts the tenets of Mid-Century Modern design. The building does not emphasize smooth industrial finishes, and in contrast to Mid-Century Modern principles, has a symmetrical plan. Examples of exceptional Mid-Century Modern architecture in Minneapolis include the 1965 Northern States Power (NSP) building, designed by Pietro Belluschi, at 414 Nicollet Mall; and the 1962 Northstar Center at 625 Marquette Avenue South by Edward Baker & Associates. Both buildings exemplify the Mid-Century Modern style by a simplification of form, and unlike Midwest Plaza with its ribs and finials; they feature a decided lack of exterior ornamentation, allowing the form and function of the building to dictate its architectural styling. Like Midwest Plaza, the Northstar Center also uses engaged pilasters to give the building a vertical emphasis, and is also a combination parking garage/office structure like the 1969-1971 eastern tower addition to Midwest Plaza. Midwest Plaza also appears to have some elements of New Formalism in its design. New Formalism developed in the 1950s and carried into the 1970s, and was primarily used for high-profile cultural, institutional, and civil buildings (Fullerton Heritage 2014). The style "combines decorative elements and established design concepts of classicism with the new materials and technologies incorporated in the International Style" (Fullerton Heritage 2014). Common characteristics include "traditionally rich materials, such as travertine, marble, and granite; buildings usually set on a podium; [embracing] classical precedents, such as arches, colonnades, classical columns and entablatures; smooth wall surfaces; delicacy of details; and formal landscape, [through the] use of pools, fountains, sculpture within a central plaza" (Fullerton Heritage 2014). In Minneapolis, perhaps the most prominent of New Formalism buildings is the Minoru Yamasaki designed 1965 former Northwestern National Life Building at 20 Washington Avenue South. The building features prominent arches around its entire exterior and a portico that opens onto a landscaped plaza. Midwest Plaza has elements of New Formalism including its nod to classicism through its ribbing and finials and the visual suggestion of a podium created by the different treatments between the lower two stories and the upper stories; however, Midwest Plaza does not have a formal landscape, and does not prominently feature arches, colonnades, or an entablature, as is common in New Formalism architecture.

The west tower of Midwest Plaza, constructed 1966-1968, was designed by the Bank Building & Equipment Corporation of America. The company was established by Joseph B. Gander and Louis J. Orabka in St. Louis, Missouri in 1913. That year, Gander and Orabka acquired the St. Louis Bank Fixture Company, a wood-working shop specializing in fixtures for banks, and expanded the company to incorporate the production of metal bank fixtures. Additionally, Gander and Orabka made the decision to move the company into planning, design, construction, and fixture installation services, which resulted in the design of a number of buildings during these years that are now listed on the National Register of Historic Places, including the South Side National Bank in St. Louis, Missouri; the Home National Trust & Savings Bank in Elgin, Illinois; and the National Bank of

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

Waukegan outside Chicago, Illinois (Huffaker 2010).

Despite a period of slow production during the Depression, the Bank Building & Equipment Corporation had completed one thousand structures for financial facilities by the beginning of World War II (Huffaker 2010). Another decline in production during the war years allowed the company to refine its production methods, which would prove to be beneficial in the following years when growth in the financial industry would demand new approaches to financial facility design. Gander implemented a production approach, developed in the pre-war days and known as "design-build", to the company's operations. The "design-build" business model was a process of providing full building design and construction services under one roof in order to save a client time and money (Huffaker 2010). As a result of Gander's efforts to apply the "design-build" method to the company's work, a number of innovative building designs that balanced aesthetics, functionality, and a strong client focus came out of the company in the latter half of the twentieth century (Huffaker 2010). The Bank Building & Equipment Corporation spearheaded a number of other innovations in response to patterns of suburban growth in the late 1940's. These included the development of the drive-up teller unit, installation of the full-service suburban or branch bank, and increased use of automation (Huffaker 2010). By 1953, the Bank Building & Equipment Corporation was working in 32 states and reportedly completing one building every three days. By this time, the company had also acquired a number of contracts for international projects. The company had its hand in over 3,200 projects by 1956, with over 350 under contract that year alone, and had adopted the new marketing slogan "From America's financial design center" (Huffaker 2010). The company continued to grow through the remainder of the decade, which marked a high point in their bank design work.

In the 1960s, fluctuations in financial markets and a recession in the construction industry slowed production. In 1969, the company introduced a new five-year plan for growth that emphasized diversification into additional services, including advertising, computer programs and equipment, forms, and personnel and executive recruiting for the financial industry. The company's plan also involved expanding into new markets such as airport, hospital, and school construction (Huffaker 2010). In 1973, the Bank Building & Equipment Corporation established a Financial Research Associates division in order to build upon the company's focus on financial industry research that helped it to project trends within the industry and successfully expand their services in previous decades (Huffaker 2010). The company's building designs changed during the decade as well, with a greater reliance on precast structural components than in the past. The changes implemented by the company in the 1970s allowed them to remain profitable and competitive through the next decade. In 1990, the Bank Building & Equipment Corporation filed for bankruptcy and went out of business (Huffaker 2010).

Midwest Plaza was designed with characteristics of the Mid-Century Modern style, including a simple and asymmetrical form, an abundant use of glass and metal, and minimal stylized geometric ornamentation. The Bank Building & Equipment Corporation practiced predominantly in the Mid-Century Modern style, applying the style's simple, often asymmetrical forms, lack of ornamentation, and smooth industrial materials to unconventional designs that featured visually striking structural systems and non-traditional geometries (Huffaker 2010). The concrete applications found on Midwest Plaza are similar to earlier buildings designed by the Bank Building & Equipment Corporation, including the First National Bank of Mobile in Mobile, Alabama, which features windows framed in concrete with unique stylized geometric detailing (Huffaker 2010). Examples of the company's work can be found in forty-two states. Notable examples include the American Investment Company of Illinois, built in Clayton, Missouri; Glendale Federal Savings and Loan, built in Glendale, California; and First Security Bank (Ken Garff Building) in Salt Lake City, Utah (Huffaker 2010). The three-story American Investment Company of Illinois building in Missouri, constructed in 1955, possesses many of the features that are characteristic of Mid-Century Modern, including a simple form, a lack of ornamentation, and the use of smooth industrial finishes such as glass and steel. The composition of the building is sixty-percent glass. The building features an inverted concrete truss roof that creates an upside down pyramidal shape on two elevations. This same design was used later on the Firestone Bank in Akron, Ohio, which was also designed by the Bank Building & Equipment Corporation. The inverted concrete trusses include windows that are shaded by concrete louvers. The third story is set back from the roof's edge to produce a penthouse style design and features concrete exterior walls with large concrete ribs on two elevations. The ten-story Glendale Federal Savings and Loan building in California, constructed in 1959, features an abundant use of glass and concrete on a simple and asymmetrical form. The main tower of the building is framed by concrete and glass in a grid pattern of blue and white colors. The blue hue of the windows comes from the distinctive blue louvers, which use solar power to adjust for the angle of the sun throughout the day. Asymmetry is introduced by the fire brick red corner tower, which extends beyond the roof of the main tower. The twelve-story First Security Bank (Ken Garff Building) in

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

Utah, constructed in 1955, features a glass and porcelainized steel curtain wall, a first for any building in Utah and one of only a few buildings in the country to have incorporated the feature by that point, that allowed for five thousand more feet of floor space to be incorporated than in a conventional masonry wall building of similar size (Huffaker 2010). When compared to key examples of the Bank Building & Equipment Corporation's architecture, Midwest Plaza reflects the style and common characteristics of the company's work but there is no evidence that an innovation or application of a new material or method of construction originated with this building as they did with the key examples mentioned above.

In addition to Midwest Plaza, three other buildings in Minnesota were designed by the Bank Building & Equipment Corporation, including the Minnesota Federal Savings & Loan building at 601 Marquette Avenue in Minneapolis, the Northwest National Bank, Lincoln Office building in Minneapolis, and the First and American National Bank building in Duluth, Minnesota. All three of these buildings were constructed over a decade prior to Midwest Plaza. The nine-story Minnesota Federal Savings and Loan building, built in 1949, was designed in the Mid-Century Modern style reflective of the Bank Building & Equipment Corporation's work with an added Art Deco influence. This building has the distinction of being connected to the very first skyway in the Minneapolis skyway system, which was completed in 1962 (Huffaker 2010). The building was significantly altered between 2003 and 2004 when it was renovated to accommodate 21 residential condominiums (Huffaker 2010). Four feet of additional height, and decks and terraces were added to the building (Huffaker 2010). The Northwest National Bank, Lincoln Office, built in 1953, features a simple, unadorned façade with an entry of four metal-frame glass doors with transoms. The interior treatment of the building consists of bright colored, modern material conical ceiling light fixtures (Huffaker 2010). The ten-story First and American National Bank building, built in 1956, was the first modern high-rise in Duluth, Minnesota. The building is a typical example of the Bank Building & Equipment Corporation's work, with its simple asymmetrical form and abundant use of glass. Like Midwest Plaza, these buildings are representative of the company's work and feature characteristics of the Mid-Century Modern style but do not feature the first application of a new innovation, material, or construction method by the Bank Building & Equipment Corporation.

The building permits from 1966 for the original, west tower list Wilburn C. McCormick as the architect of the building; at the time the building was constructed he was an employee for the Bank Building & Equipment Corporation (City of Minneapolis 1966:Building Permit #A36534). Wilburn C. McCormick was a St. Louis, Missouri, based architect. He graduated from the University of Illinois in 1942 and registered as an architect in Missouri in 1956, though he soon amassed registration in 29 other states as well. He joined the AIA in 1979. In St. Louis, he is known for his design of the NRHP-listed Bel Air Motel which is listed as an excellent example of early motor hotel design and for its mid-century Modern design. McCormick worked for Design, Inc. in St. Louis, after he became a registered architect. By 1961, he was an architect for the Bank Building and Equipment Corporation. In 1975, he became the Architecture and Engineering Manager for the same company and by 1979 he was promoted to the chief architect of commercial design. Only a few extant buildings have been attributed to McCormick. Midwest Plaza appears to be the only extant structure he designed in Minnesota (Baxter, Maloney, and Allen 2008:8-15). McCormick died in 2008 at the age of 89, in Webster Groves, Missouri (St. Louis Post Dispatch 2008).

The building permits from 1969 for the construction of the east tower addition list Peterson, Clark, and Griffith as the architect and Knutson Construction as the builder (City of Minneapolis 1969:Building Permit #A38157). The Peterson, Clark, & Griffith firm is considered one of the more successful partnerships in Minnesota (Lathrop 2010:84). Peterson, Clark, & Griffith was a partnership between Richard Allen Peterson, Wilbur Clark, Jr., and Newton Griffith. Richard Allen Peterson was born on February 26, 1923 in Hancock, Minnesota. After serving in the U.S. Air Force, he attended the University of Minnesota from which he received a bachelor's degree in architecture in 1949. He then worked for a number of firms including Maguolo and Quick, and Thorshov & Cerny. In 1960, he formed a successful partnership with Wilbur Clark, Jr. and Newton Griffith. After the death of Griffith in 1968, the firm continued on as Peterson, Clark & Associates. Peterson left the firm and started his own consulting practice with his son in 1983. He died in 2000 (Lathrop 2010:173). Architect Wilbur Clark, Jr. was born in Minneapolis in 1921. He graduated from the University of Minnesota with a bachelor's degree in architecture in 1946. Before entering into a partnership with Newton Griffith and Richard Allen Peterson, he worked for several firms including Pfeifer and Shultz, and Grosz and Anderson. After Peterson left the firm in 1983, Clark operated the Peterson, Clark & Associates firm until 1989, when he left to start his own private practice (Lathrop 2010:39-40, 173). Newton Griffith was born in Omaha, Nebraska on January 30, 1924. He graduated from the University of Minnesota in 1946 and earned a masters degree in architecture from Harvard University in 1949. After graduation he returned to the Twin Cities and joined Thorshov & Cerny. In 1960, he partnered

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

with Newton Griffith and Richard Allen Peterson. Griffith died in June 1968 (Lathrop 2010:84).

The Peterson, Clark, & Griffith firm is known for the design of the 1962 IBM Building in Minneapolis (245 Marquette Avenue; razed 1986); the 1967 Fuji-ya Restaurant at 420 1st Street South in Minneapolis; and residential high-rise housing for seniors, one in 1962 at 1707 3rd Avenue South and another in 1965 at 1515 Park Avenue in Minneapolis (Lathrop 2010:84-85, 173). Peterson, Clark & Associates is noted for their single-family residential designs, including the Ray Mithun residence, in Northome, and the Orrin Thomson residence in Fridley (Lathrop 2010:39-40, 173). As Peterson, Clark & Associates, the firm, along with John Carl Warnecke, is listed as the architects of the 1977 Hennepin County Government Center at 300 6th Street South in Minneapolis (Millett 2007:39-40, 173; Minnesota Judicial Branch 2013). The Peterson, Clark, & Griffith firm practiced predominantly in the Mid-Century Modern style with a focus on corporate, commercial, and residential architecture. As Peterson, Clark & Associates, the firm continued to practice predominantly in Mid-Century Modern architecture, with a focus on residential architecture and an added focus on government architecture.

Significance

Within the City of Minneapolis historical contexts *Architecture, "1848 to Present,"* and *"Mid-Century Development and Urban Renewal of Downtown Minneapolis, 1945 - Present Day,"* Midwest Plaza is not known to have employed any new technology in its construction, and while the building included standardized building materials; meaning pre-manufactured materials that are uniform in length, width, and thickness; that in itself does not constitute significance within this historical context. Additionally, Midwest Plaza is not the only building constructed in Minneapolis' central business district that embraced the design principals of post war architecture, nor does the building have distinctive or outstanding features of Mid-Century Modern or New Formalism that highlight it as a unique example of the post war architectural style. Finally, Midwest Plaza was constructed in 1969 right around the time when buildings began pushing height limits, but it is not an example of a building that emphasized a greater height or is noted for being a significant height at its construction. Midwest Plaza reflects a larger banking trend nationwide that began in the 1950s, in which corporate banking offices constructed new high rise buildings in the downtowns of their local community. While Midwest Plaza reflects this trend, research has not indicated that the construction of this building was significant in the development of Minneapolis at this time, a time when many such high rise buildings were constructed for corporate headquarters, or that this building played a pivotal or impactful role in the banking history of Minneapolis. Additionally, Midwest Plaza is not an example of International Style architecture, which was commonly employed in bank construction as it empathized an openness and retail quality to banking, rather than a "behind the scenes" secrecy so long associated with banking. An example of an International Style bank in Minneapolis is the First National Bank at 120 6th Street South. As such, neither Midwest Plaza, nor its addition, is emblematic of the style of banking institutions that were being constructed at this time.

Furthermore, several urban renewal projects were employed in downtown Minneapolis in an effort to combat post-war disinvestment. One, the Gateway project, cleared 180 buildings to make way for creation of a corporate city with new, modern buildings to serve the needs of the financial institutions and the emerging information industries (Pearson and Roise 2000:35; Martin and Goddard 1989:59-60). Many now iconic buildings were constructed as part of the Gateway project, including the First National Bank at 120 South 6th Street (1960), the Northwestern National Life Insurance Building at 20 Washington Avenue (1963), the Northern States Power Company building at Nicollet and 4th Street (1963) and IBM at Marquette between Washington and 3rd Street South (1963, razed) (Pearson and Roise 2000:38). In the late 1960s, a second wave of post-Gateway urban renewal project construction included notable buildings such as the Federal Reserve Bank at 250 Marquette Avenue (1968-1971) and the Hennepin County Government Center spanning 6th Street between 3rd and 4th Avenues South (Borchert et. al 1983:50; Pearson and Roise 2000:39). In the 1970s, the Investors Diversified Services (IDS) built an office tower on Nicollet Mall between 7th and 8th Streets South. When it opened in 1973, the Phillip Johnson-designed complex was the tallest building in Minneapolis (Pearson and Roise 2000:39). Midwest Plaza does not stand out among these buildings, nor does it appear to be distinct within the period. Therefore, Midwest Plaza does not appear to have historical significance under NRHP Criterion A, within the City of Minneapolis historical contexts *"Architecture, 1848 to Present"* and *"Mid-Century Development and Urban Renewal of Downtown Minneapolis, 1945 - Present Day."*

Midwest Plaza is designed with elements of the Mid-Century Modern style and the New Formalism style. The Mid-Century

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

Modern style is characterized by a simplification of form and a lack of ornamentation. With its vertical emphasis, glass and metal curtain wall system and decided lack of ornamentation, save for the ribs with stylized geometric concrete finials, the building is a good, though not exceptional, example of Mid-Century Modern architecture in Minneapolis. The building's pronounced and stylized finials on the ends of its ribs give the building a slight dramatic flair, and somewhat contradict the tenets of modernism. Better examples of the style in Minneapolis include the NSP Building and the Northstar Center, both of which feature a simplification of form, a lack of exterior ornamentation, and allow the form and function of the building to dictate its architectural styling.

Midwest Plaza also has some elements of New Formalism, with its nod to classicism through its ribbing and finials and its visual suggestion of a podium with its different material treatment between the lower two stories and the upper stories. However, Midwest Plaza does not have a formal landscape, and does not prominently have arches, colonnades, or an entablature, which is better represented by the Northwestern National Life Building in Minneapolis. Hence, Midwest Plaza is not remarkable in its design, and does not feature any unique or unusual features of the Mid-Century Modern or New Formalism styles, nor does it stand out among other examples of the styles found within Minneapolis. Therefore, the building does not appear to have significance under NRHP Criterion C, in the category of architecture, for either its Mid-Century Modern or New Formalism style influences.

To be eligible for the NRHP under Criterion C, as a work of a master, a property must be associated with a "figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from other by its characteristic style and quality. The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft" (NPS 1997:20). The main block of Midwest Plaza was constructed in 1966-1968 and was designed by the Bank Building & Equipment Corporation of America, based in St. Louis, Missouri. Midwest Plaza possesses features that are characteristic of the Mid-Century Modern style, which was the style in which the Bank Building & Equipment Corporation predominantly practiced, and reflects the general character of the company's work, through its abundant use of metal and glass and simplicity of form. However, the company designed a large number of buildings, many of which are distinctive for introducing new and innovative ideas to Mid-Century Modern bank design, and there is no evidence that a new innovation or the application of a new material or construction method originated on this building to make it distinctive within the Bank Building & Equipment Corporation's body of work. The stylized geometric concrete elements on Midwest Plaza are reflective of the distinctive applications of ornamentation that the Bank Building & Equipment Corporation of America used in their Mid-Century Modern bank buildings. However, Midwest Plaza does not represent the first time that this kind of concrete application was used by the Bank Building & Equipment Corporation. Additionally, it appears that by the time Midwest Plaza was constructed, the Bank Building & Equipment Corporation had been well established and may have actually past the height and influence of their bank building designs. Furthermore, while the Bank Building & Equipment Corporation was a renowned company in financial building design, examples of the company's work are represented in forty-two states. There are four examples of the Bank Building & Equipment Corporation's work in Minnesota, three in Minneapolis, including Midwest Plaza, and one in Duluth. None of these buildings appear to be distinctive or stand out as key examples of the company's work within the company's extensive body of work, nor do they possess a new innovation, material, or construction method that was first applied by the company. Therefore, Midwest Plaza does not have historical significance under NRHP Criterion C, as the work of a master for its association with the Bank Building & Equipment Corporation of America.

The 1969-1971 east tower addition was designed by the Minnesota architectural firm of Peterson, Clark, and Griffith. While the firm was well regarded for its work, the addition was modeled after the original design of the Bank Building & Equipment Corporation of America, and does not reflect a unique or individual design of the Peterson, Clark, and Griffith firm. The 1969-1971 east tower addition does not appear to represent a phase, idea, or design philosophy associated with the firm. Like the original 1966-1968 tower, the east tower addition does not appear to be a distinguished example of Mid-Century Modern or New Formalism architecture in Minneapolis. Though now razed, the firm's IBM building in Minneapolis also better expressed the tenets of modernism with its irregular non-axial plan, its pronounced enclosed spatial volumes expressed in the northern towers, and its smooth surfaces. Therefore, Midwest Plaza does not appear to have historical significance under NRHP Criterion C, as the work of a master for its association with Peterson, Clark, and Griffith.

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

In addition, the Midwest Plaza's east tower was constructed from 1969-1971, and is therefore less than 50 years of age, the benchmark for listing properties in the NRHP. As the building is younger than 50 years, in order to be listed in the NRHP, the building would need to demonstrate exceptional significance as outlined in NRHP Criteria Consideration G: Properties that have achieved significance within the last fifty years. However, as the above analysis highlights, Midwest Plaza does not readily appear to have significance under Criterion C as the work of a master, for its association with Peterson, Clark, and Griffith, or in the area of architecture, as an example of the Mid-Century Modern or New Formalism styles in Minneapolis. As the property does not meet the threshold for significance under NRHP Criteria A and C, the property cannot demonstrate exceptional significance under C, as would be required by NRHP Criteria Consideration G. Therefore, Midwest Plaza does not need to be evaluated under NRHP Criteria Consideration G.

Integrity

The west tower was constructed in 1966-1968 and retains excellent integrity of location. The building continues to maintain its presence in a major commercial corridor of Minneapolis, and thus retains excellent integrity of setting. The windows and doors appear to be the original and building permits have not been found to indicate any changes to the structure, with the exception of the 1969-1971 addition. As the addition was constructed one year after the construction of the west tower, the two towers have existed as one unit for nearly its entire existence. Due to the downtown setting of this building, such close proximity of additions and other buildings is the result of standard development within a downtown area where zero lot lines were part of the original setting, and thus does not significantly detract from the original tower. Additionally, the materials and design of the addition echo the original tower. Therefore, the tower retains sufficient integrity of design, materials, and workmanship. The 1969-1971 building has a larger massing than the original structure; the original is relatively narrow in footprint which emphasizes its verticality, while the addition is a much larger and wider structure. The effectiveness of the ribs intended vertical emphasis is slightly diminished by the wider structure and thus the building's integrity of feeling has been compromised. Additionally, the west tower retains its function as a commercial building, despite the loss of Midwest Federal Savings & Loan as a tenant, and thus retains sufficient integrity of association. Overall, the west tower retains sufficient integrity.

Building permits do not indicate any notable changes to the 1969-1971 east tower; therefore, the tower retains sufficient integrity. Overall, Midwest Plaza retains sufficient historical integrity.

Recommendation

Midwest Plaza is not the only building constructed in Minneapolis' central business district that embraced the design principals of post war architecture. The building does not have distinctive or outstanding features of Mid-Century Modern or New Formalism that highlight it as a unique example of the post war architectural style. Although Midwest Plaza was constructed in 1969 right around the time when buildings began pushing height limits, it is not an example of a building that emphasized a greater height or is noted for being a significant height at its construction. Midwest Plaza reflects a larger banking trend nationwide that began in the 1950s, in which corporate banking offices constructed new high rise buildings in the downtowns of their local community. While Midwest Plaza reflects this trend, research has not indicated that the construction of this building was significant in the development of Minneapolis at this time, a time when many such high rise buildings were constructed for corporate headquarters, or that this building played a pivotal or impactful role in the banking history of Minneapolis. Therefore, Midwest Plaza is recommended as not eligible for listing in the NRHP under Criterion A.

Midwest Plaza has a strong presence as a commercial building in a major commercial corridor of Minneapolis. The building features characteristics of both the Mid-Century Modern style and the New Formalism style. However, the building does not fully embrace the tenets of either style and thus is not an exceptional example nor does it appear to stand out prominently as compared with other Mid-Century Modern or New Formalism buildings in Minneapolis. Therefore, Midwest Plaza is recommended as not eligible for listing in the NRHP under Criterion C, in the area of architecture.

The west tower was designed by the Bank Building & Equipment Corporation of America. While the building features characteristics of the Mid-Century Modern style, which was the style predominantly practiced by the Bank Building & Equipment Corporation of America and reflects the general character of the company's work, this building is one of many designed by the Bank Building & Equipment Corporation of America throughout the country and there is no evidence that a new

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

innovation, method of construction, or material application used by the company originated on this building to make it a distinctive building within the company's body of work. Three other examples of the Bank Building & Equipment Corporation's work exist in Minnesota and, like Midwest Plaza, none of these appear to be significant representatives of the company's body of work. Additionally, Midwest Plaza was constructed over a decade after other Minnesota examples and in a time period when the Bank Building & Equipment Corporation's greatest productivity as bank builders was declining. Therefore, this building is recommended as not eligible for listing in the NRHP under Criterion C, as the work of a master, for association with the Bank Building & Equipment Corporation of America. The east tower was designed by Peterson, Clark, and Griffith; the tower does not appear to be an exceptional example of the architect's work, nor does it represent a unique or particular aspect or idea of the architect or firm's design philosophies. Therefore, Midwest Plaza is recommended as not eligible for listing in the NRHP under Criterion C, as the work of a master, for its association with Peterson, Clark, and Griffith.

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HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

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National Register Status

Not Previously Evaluated

Consultant's Recommendation of Eligibility

Not eligible

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar

Minneapolis, Hennepin County, Minnesota

Prepared By

Aaron Wood
The 106 Group Ltd.

Date Surveyed

10/11/2013

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar
Minneapolis, Hennepin County, Minnesota

Property Photograph



1966-1968 Tower, Facing SE



1966-1968 Tower, Facing NE

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar
Minneapolis, Hennepin County, Minnesota



1966-1968 Tower, Facing NE



1966-1968 Tower, Facing SE

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

**Project: Nicollet-Central Modern Streetcar
Minneapolis, Hennepin County, Minnesota**



Connection between Towers, Facing SW



Connection between Towers, Facing SE

HE-MPC-9859

MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Nicollet-Central Modern Streetcar
Minneapolis, Hennepin County, Minnesota



1969-1971 Tower, Facing W

Property Location Map



HE-MPC-9859

HE-MPC-9859

APPENDIX E: TABLE OF PHOTOGRAPHS FOR INVENTORIED PROPERTIES

Property Name	Address	City	SHPO No.	Photo #	Page #
Car Wash	5500 Brooklyn Blvd	Brooklyn Center	HE-BCC-041	1, 2	35
Service Station	5445 Xerxes Ave N	Brooklyn Center	HE-BCC-043	3, 4	36
Service Station	5501 Xerxes Ave N	Brooklyn Center	HE-BCC-044	5, 6	37
House	5301 Brooklyn Blvd	Brooklyn Center	HE-BCC-033	7, 8	38
House	5309 Brooklyn Blvd	Brooklyn Center	HE-BCC-034	9, 10	39
House	5317 Brooklyn Blvd	Brooklyn Center	HE-BCC-035	11, 12	40
House	5323 Brooklyn Blvd	Brooklyn Center	HE-BCC-036	13, 14	41
House	5341 Brooklyn Blvd	Brooklyn Center	HE-BCC-037	15, 16	42
House	5401 Brooklyn Blvd	Brooklyn Center	HE-BCC-038	17, 18	43
House	5407 Brooklyn Blvd	Brooklyn Center	HE-BCC-039	19, 20	44
Commercial Office Building	5415 Brooklyn Blvd	Brooklyn Center	HE-BCC-040	21, 22	45
Duplex	3012 51st Ave N	Brooklyn Center	HE-BCC-028	23, 24	46
House	5049 Brooklyn Blvd	Brooklyn Center	HE-BCC-029	25, 26	47
House	5050 Brooklyn Blvd	Brooklyn Center	HE-BCC-030	27, 28	48
House	5053 Brooklyn Blvd	Brooklyn Center	HE-BCC-031	29, 30	49
Duplex	5100 Brooklyn Blvd	Brooklyn Center	HE-BCC-032	31, 32	50
Malmborg's Greenhouse	5120 Lilac Dr	Brooklyn Center	HE-BCC-004	33, 34	51
House	2320 Memorial Pkwy	Minneapolis	HE-MPC-7259	35, 36	52
House	4520 Osseo Rd	Minneapolis	HE-MPC-7262	37, 38	53
House	4525 Osseo Rd	Minneapolis	HE-MPC-7263	39, 40	54
House	4531 Osseo Rd	Minneapolis	HE-MPC-7264	41, 42	55
House	4501 Russell Ave N	Minneapolis	HE-MPC-8525	43, 44	56
House	4507 Russell Ave N	Minneapolis	HE-MPC-8526	45, 46	57
House	4546 Sheridan Ave N	Minneapolis	HE-MPC-8527	47, 48	58
House	4550 Sheridan Ave N	Minneapolis	HE-MPC-8528	49, 50	59
House	4554 Sheridan Ave N	Minneapolis	HE-MPC-8529	51, 52	60
House	4600 Sheridan Ave N	Minneapolis	HE-MPC-8530	53, 54	61
House	4601 Sheridan Ave N	Minneapolis	HE-MPC-8531	55, 56	62

Property Name	Address	City	SHPO No.	Photo #	Page #
House	4526 Thomas Ave N	Minneapolis	HE-MPC-8532	57, 58	63
House	4530 Thomas Ave N	Minneapolis	HE-MPC-8533	59, 60	64
House	2412 Victory Memorial Dr	Minneapolis	HE-MPC-8534	61, 62	65
Victory Memorial Parkway H.D.	Victory Memorial Pkwy	Minneapolis	HE-MPC-5884	199, 200	144
House	4248 Penn Ave N	Minneapolis	HE-MPC-7293	63, 64	66
House	4255 Penn Ave N	Minneapolis	HE-MPC-7294	65, 66	67
House	4259 Penn Ave N	Minneapolis	HE-MPC-7295	67, 68	68
House	4260 Penn Ave N	Minneapolis	HE-MPC-7296	69, 70	69
House	4264 Penn Ave N	Minneapolis	HE-MPC-7297	71, 72	70
House	4301 Penn Ave N	Minneapolis	HE-MPC-7298	73, 74	71
House	4306 Penn Ave N	Minneapolis	HE-MPC-7299	75, 76	72
House	4309 Penn Ave N	Minneapolis	HE-MPC-7300	77, 78	73
House	4310 Penn Ave N	Minneapolis	HE-MPC-8523	79, 80	74
House	4315 Penn Ave N	Minneapolis	HE-MPC-8524	81, 82	75
Duplex	3750 Penn Ave N	Minneapolis	HE-MPC-7288	83, 84	76
House	3751 Penn Ave N	Minneapolis	HE-MPC-7289	85, 86	77
House	3754 Penn Ave N	Minneapolis	HE-MPC-7290	87, 88	78
Service Station	3759 Penn Ave N	Minneapolis	HE-MPC-7291	89, 90	79
Crystal Lake Cemetery & Chapel	3800-16 Penn Ave N; 2130 Dowling Ave N	Minneapolis	HE-MPC-8242	195-198	137
House	3809 Penn Ave N	Minneapolis	HE-MPC-7292	91, 92	80
House	3545 Penn Ave N	Minneapolis	HE-MPC-7283	93, 94	81
House	3549 Penn Ave N	Minneapolis	HE-MPC-8535	95, 96	82
Apartment	3550 Penn Ave N	Minneapolis	HE-MPC-7284	97, 98	83
Store & Flats	3551-53 Penn Ave N	Minneapolis	HE-MPC-7285	99, 100	84
Apartment	3555-59 Penn Ave N	Minneapolis	HE-MPC-7286	101, 102	85
Store & Flats	3611 Penn Ave N	Minneapolis	HE-MPC-7287	103, 104	86
Commercial Building	2207-11 Lowry Ave N	Minneapolis	HE-MPC-7258	105, 106	87
Commercial Building	3121 Penn Ave N; 2201-07 Lowry	Minneapolis	HE-MPC-7280	107, 108	88
Commercial Building	3212 Penn Ave N	Minneapolis	HE-MPC-7281	109, 110	89
B.M. Anderson Auto Repair	3219 Penn Ave N	Minneapolis	HE-MPC-7282	111, 112	90
Duplex	2755 Penn Ave N	Minneapolis	HE-MPC-7272	113, 114	91
Store & Flats	2759 Penn Ave N	Minneapolis	HE-MPC-7273	115, 116	92
House	2816 Penn Ave N	Minneapolis	HE-MPC-7274	117, 118	93
House	2824 Penn Ave N	Minneapolis	HE-MPC-7275	119, 120	94
House	2900 Penn Ave N	Minneapolis	HE-MPC-7276	121, 122	95

Property Name	Address	City	SHPO No.	Photo #	Page #
House	2906 Penn Ave N	Minneapolis	HE-MPC-7277	123, 124	96
House	2907 Penn Ave N	Minneapolis	HE-MPC-7278	125, 126	97
Apartment	2910 Penn Ave N	Minneapolis	HE-MPC-7279	127, 128	98
Duplex	2335-37 Penn Ave N	Minneapolis	HE-MPC-11076	129, 130	99
Store & Flats	2339-41 Penn Ave N	Minneapolis	HE-MPC-7270	131, 132	100
Commercial Building	2400 Penn Ave N	Minneapolis	HE-MPC-7038	133, 134	101
Store & House	2406 Penn Ave N	Minneapolis	HE-MPC-7271	135, 136	101
Commercial Building	2416 Penn Ave N	Minneapolis	HE-MPC-7042	137, 138	103
Store & Flats	2117 W Broadway	Minneapolis	HE-MPC-6998	139, 140	104
Commercial Building	2118-24 W Broadway	Minneapolis	HE-MPC-6999	141, 142	105
Commercial Building	2119-23 W Broadway	Minneapolis	HE-MPC-7016	143, 144	106
Penn Ave State Bank	2126 W Broadway	Minneapolis	HE-MPC-7017	145, 146	107
Commercial Building	2128-30 W Broadway	Minneapolis	HE-MPC-7018	147, 148	108
Cozy/Penn Theatre	2221 W Broadway	Minneapolis	HE-MPC-7023	149, 150	109
Duplex	1830 Penn Ave N	Minneapolis	HE-MPC-7267	151, 152	110
Commercial Building	1832-34 Penn Ave N	Minneapolis	HE-MPC-7268	153, 154	111
Commercial Building	1840 Penn Ave N	Minneapolis	HE-MPC-7269	155, 156	112
House	1902 Penn Ave N	Minneapolis	HE-MPC-11038	157, 158	113
Double House	1904-06 Penn Ave N	Minneapolis	HE-MPC-11039	159, 160	114
House	1910 Penn Ave N	Minneapolis	HE-MPC-11040	161, 162	115
House	1237-39 Penn Ave N	Minneapolis	HE-MPC-7580	163, 164	116
Pilot City Region Centre	1313-49 Penn Ave N	Minneapolis	HE-MPC-8240	165, 166	117
House	611 Oliver Ave N	Minneapolis	HE-MPC-7260	167, 168	118
Floyd B. Olson Memorial Highway	Olson Memorial Highway	Minneapolis	HE-RDW-001	201-204	145
Floyd Olson Memorial Statue	Olson Memorial Hwy Near Penn Ave N	Minneapolis	HE-MPC-9013	205, 206	146
Humboldt Triangle	609 Humboldt Ave N	Minneapolis	HE-MPC-10056	169, 170	119
Oak Ridge Nursing Home	1300-1314 Olson Memorial Hwy	Minneapolis	HE-MPC-7261	171, 172	120
Girard Terrace West (bldg C)	1315 Olson Memorial Hwy; 570 Humboldt Ave N	Minneapolis	HE-MPC-10153	207, 208	147
Girard Terrace West (bldg A & B)	505 and 525 Humboldt Ave N	Minneapolis	HE-MPC-10055	209, 210	147
Gas Station	901 Olson Memorial Hwy	Minneapolis	HE-MPC-10150	173, 174	121
Stimson Building.	700-10 Hennepin Ave	Minneapolis	HE-MPC-16555	175, 176	122

Property Name	Address	City	SHPO No.	Photo #	Page #
Pantages Theater					
Mitchell Block; Public Drug Co.	701-03 Hennepin Ave	Minneapolis	HE-MPC-7255	177, 178	124
Hall Block; Witt's Market House	705-09 Hennepin Ave	Minneapolis	HE-MPC-7256	179, 180	125
Lincoln Bank	730 Hennepin Ave	Minneapolis	HE-MPC-0437	233, 234	181
Snyder's Drugstore	731-35 Hennepin Ave	Minneapolis	HE-MPC-7257	181, 182	126
Pence Auto Co. Building	800 Hennepin Ave	Minneapolis	HE-MPC-9026	235, 236	182
State Theatre	809 Hennepin Ave	Minneapolis	HE-MPC-0438	211, 212	152
Walker (Homestead) Building	19-23 8th St; 801 Hennepin Ave	Minneapolis	HE-MPC-7253	183, 184	128
Dayton's Department Store & Annex	700-730 Nicollet Mall; 26, 46-82 8th St S	Minneapolis	HE-MPC-5099	218-221	157
Skyway (Bridge No. 93867)	Spans 8th Street B/W Lasalle & Nicollet	Minneapolis	HE-MPC-17771	220	157
IDS Center	710-730 Marquette Ave; 80 8th St S	Minneapolis	HE-MPC-0367, HE-MPC-9857	215-217	154
Midwest Plaza	801 Nicollet Mall	Minneapolis	HE-MPC-9859	213, 214	Appx D
Norwest Center	90 7th Street S	Minneapolis	HE-MPC-16697	222-224	158
St. Olaf Catholic Church	805 2nd Ave S	Minneapolis	HE-MPC-0490	227, 228	170
Minneapolis Club and Parking Garage	729 2nd Ave S; 220 8th St S	Minneapolis	HE-MPC-0401 HE-MPC-7254	225, 226	167
Hennepin County Government Center	300 6th St S	Minneapolis	HE-MPC-0356	229-231	175
Elks Club Building	625-629 2nd Ave; 200-214 7th St S	Minneapolis	HE-MPC-7252	185, 186	131
Hennepin County Medical Center	701 Park Ave	Minneapolis	HE-MPC-0465	232-234	178
MN Auto Body & Fender Works	619 7th St S	Minneapolis	HE-MPC-0363	187, 188	133
Washburn Apartments	610 8th St S	Minneapolis	HE-MPC-0368	189, 190	134
Viking Enterprise	710-14 Park Ave	Minneapolis	HE-MPC-7265	191, 192	135
General Motors Acceptance Co.	801 Park Ave; 701 8th St S	Minneapolis	HE-MPC-7266	193, 194	136



SUBJECT: *Assessment of Effects on Historic Properties – C Line BRT Project*

DATE: February 16, 2016

PREPARED FOR: Metro Transit, BRT/Small Starts Project Office

PREPARED BY: Andrew Schmidt, Summit Envirosolutions, Inc.

This report provides analysis regarding the potential effects on historic resources resulting from the C Line Bus Rapid Transit Project (C Line). The C Line is an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel between the Brooklyn Center Transit Center and downtown Minneapolis primarily on Brooklyn Boulevard/Osseo Road, Penn Avenue North, Olson Memorial Highway, and 7th/8th Streets.

Buses will travel using existing lanes in a mixed traffic operation, making limited stops at improved stations roughly every half mile. The project will not construct any dedicated busway lanes. Potential station amenities include shelters, signage, off-board fare collection equipment, benches and bicycle racks. Shelters will be sized in a range of modular configurations to accommodate customer demand and fit within site constraints. Vertical signage will include an illuminated landmark pylon between 12 and 13 feet in height. Final station design at all locations is subject to site-specific conditions addressed within the detailed design and engineering phase. See Appendix A: Typical Station Renderings for a general representation of station components, including pylon signs. The C Line will operate with low-floor and three-door 60-foot articulated buses.

In order to identify historic resources that may be affected by the C Line, Summit Envirosolutions, Inc. (Summit) completed the following report: Phases I and II Architectural History Survey. Two properties within the Phases I and II architectural history studies area of potential effects (APE) are currently listed in the National Register of Historic Places (NRHP). During the Phase I survey, a total of 118 properties were inventoried within the APE of the C Line. Properties that had potential to meet at least one of the NRHP Criteria of Significance and retained historic integrity were recommended as potentially eligible for listing in the NRHP, and Phase II evaluations were completed for them. 14 properties warranted this additional analysis regarding their eligibility for listing in the NRHP.

The results of the Phase II evaluations and Summit's recommendations are presented in the table below.

Property Name	NRHP Status	C Line Station
Crystal Lake Cemetery and Crystal Lake Cemetery Chapel	Not Eligible	Penn & Dowling
Victory Memorial Parkway	Eligible, Criteria A, B and C (station removed from project consideration)	Osseo & 46th/Victory
Olson Memorial Highway	Not Eligible	Olson & Penn
Floyd B. Olson Memorial Statue	Eligible, Criterion C	Olson & Penn
Pence Automobile Company	Listed, Criterion A (station removed from project consideration)	8th Street & Hennepin
Lincoln Bank Building	Listed, Criterion A (station removed from project consideration)	8th Street & Hennepin
Girard Terrace West	Not Eligible	Olson & Humboldt
State Theatre	Eligible, Criteria A and C (station removed from project consideration)	8th Street & Hennepin
Midwest Plaza	Not Eligible*	8th Street & Nicollet
IDS Center	Eligible, Criteria A and C and Consideration G	8th Street & Nicollet
Dayton's Department Store	Eligible, Criterion A	8th Street & Nicollet
Norwest Center Tower	Eligible, Criteria A and C and Consideration G	7th Street & Nicollet
Minneapolis Club	Eligible, Criterion A	8th Street & 3rd/4th Avenue
St. Olaf Catholic Church	Eligible, Criterion C and Consideration A	8th Street & 3rd/4th Avenue
Hennepin County Government Center	Not Eligible	7th Street & 3rd Avenue
Hennepin County Medical Center	Not Eligible	7th Street & Park

*Note: Midwest Plaza was evaluated for NRHP eligibility as part of the Nicollet-Central Modern Streetcar Section 106 review, and the Cultural Resources Unit of the Minnesota Department of Transportation has made a finding of not eligible.

As summarized in the table above, eight properties within the APE are recommended as eligible for listing in the NRHP, and two properties are currently listed in the NRHP. Therefore, there are 10 total historic properties within the APE.

However, the Phases I and II architectural history studies included three station locations no longer under consideration: the Brooklyn & Hwy 100 station, the Osseo & 46th/Victory station, and the 8th Street & Hennepin station. These stations have been eliminated as a result of the project development process and are no longer being considered for C Line construction. These station locations may be reconsidered as part of the upcoming planning phase for the separate D Line project (existing Route 5 of the Chicago/Emerson-Fremont corridor).

Summit makes the following recommendations regarding effects on historic properties within the C Line APE.

Victory Memorial Parkway (Osseo & 46th/Victory Station). This property is eligible for listing in the NRHP as a linear historic district. The parkway runs east-west along the northern edge of Minneapolis, crossing Osseo Road (and the proposed C Line route) just north of 45th Avenue North. The parkway consists of a roadway flanked by greenspace and trees with a bicycle trail on

the south side. The current setting of the parkway near the APE consists of single-family residential properties and Osseo Road, which is a four-lane minor arterial street. There is an existing northbound bus stop at the intersection of Osseo Road and Russell Avenue and an existing southbound bus stop at Osseo Road and Victory Memorial Drive. Currently, there are no amenities at this bus stop, and the only signage is a rectangular “Bus Stop” sign attached to a standard metal pole. Other features at the stop include sidewalks, street signs, and a utility box.

The Osseo & 46th/Victory Station has been recommended for elimination from consideration for C Line construction as a result of the project development process. Because there will be no new construction in this area, it is recommended that the C Line would have No Adverse Effect on Victory Memorial Parkway.

Floyd B. Olson Memorial Statue (*Olson & Penn Station*). This property is located at the south side of Olson Memorial Highway between Penn Avenue North and Oliver Avenue North. The immediate setting of the historic property is parkway greenspace and trees fronting on the Olson Memorial Highway to the north. The highway consists of three travel lanes in each direction flanked by sidewalks and with a center median planted with grass and trees. Nearby the APE, the setting consists of single-family residential properties and Penn Avenue North, which is a minor arterial street. There are existing bus stops on the south (southbound) and north (northbound) sides of the highway just east of Penn Avenue North. Currently, there are existing shelters at these bus stops. Other features at the stops include sidewalks, street signs, and trash receptacles.

The Olson & Penn Station within the C Line project will enhance the existing bus stops and shelters on Olson Memorial Highway at Penn Avenue North, including new shelters at the existing locations, illuminated free-standing signage, and fare collection equipment; no curb relocations are planned (see Appendix B: Station Locations). Bus service associated with the C Line will continue on Olson and Penn with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

There are no expected changes in traffic patterns or noise levels as a result of the C Line. The southbound Penn & Olson station would be located within the boundaries of the Floyd B. Olson Memorial Statue, which extend north to the edge of the roadway of the Olson Memorial Highway and west to the edge of the roadway of Penn Avenue North. This proposed station will be situated at the same location as the existing bus stop. Although the proposed station would have a different footprint than the existing stop and, therefore, may include a small taking from the existing parkway greenspace, this minor change would not alter the user’s experience of the statue or the overall design inconsistent with the existing condition. A slight visual change will result from the station enhancements, primarily the southbound station, which will be approximately 100 feet west of the historic property at the current bus stop. The changes to the stations will include replacement shelters and new pylon-type signs, which will be visible but will be compatible with the existing station amenities. In addition, the setting of the historic property was previously altered by reconstruction and expansion of the highway. The proposed station enhancements, although different in appearance from the existing shelters, would perpetuate the existing conditions of the setting. For these reasons, it is recommended that the C Line would have No Adverse Effect on the Floyd B. Olson Memorial Statue.

Pence Automobile Company Building (8th Street & Hennepin Station). This property is located at 800 Hennepin Avenue. The historic property is set within a dense urban setting, surrounded by high- and mid-rise buildings. A skyway extends across Hennepin Avenue from the State Theatre. In addition, recent street furniture lines Hennepin Avenue and South 8th Street, including streetlights, trash receptacles, and bicycle racks. The existing southbound bus stop is located on South 8th Street in the southwest quadrant of the intersection of 8th and Hennepin. Currently at this bus stop, there is an existing shelter and a small square “Bus Stop” sign mounted on a metal pole.

The 8th Street & Hennepin Station has been recommended for elimination from consideration for C Line construction as a result of the project development process. Because there will be no new construction in this area, it is recommended that the C Line would have No Adverse Effect on the Pence Automobile Company Building.

Lincoln Bank Building (8th Street & Hennepin Station). This property is located at 730 Hennepin Avenue. The historic property is set within a dense urban setting, surrounded by high- and mid-rise buildings. In addition, recent street furniture lines Hennepin Avenue and South 8th Street, including planters, benches, streetlights, and bicycle racks, and a skyway crosses over Hennepin just to the south between the State Theatre and the Pence Automobile Company Building. The existing southbound bus stop is located on South 8th Street in the southwest quadrant of the intersection of 8th and Hennepin. Currently at this bus stop, which is located across 8th Street from Lincoln Bank, there is an existing shelter and a small square “Bus Stop” sign mounted on a metal pole.

The 8th Street & Hennepin Station has been recommended for elimination from consideration for C Line construction as a result of the project development process. Because there will be no new construction in this area, it is recommended that the C Line would have No Adverse Effect on the Lincoln Bank Building.

State Theatre (8th Street & Hennepin Station). This property is located at 809 Hennepin Avenue. The historic property is set within a dense urban setting, surrounded by high- and mid-rise buildings. A skyway extends across Hennepin Avenue from the State Theatre to the Pence Automobile Company Building. In addition, recent street furniture lines Hennepin Avenue, including planters, benches, streetlights, and bicycle racks. The existing southbound bus stop is located on South 8th Street in the southwest quadrant of the intersection of 8th and Hennepin. Currently at this bus stop, there is an existing shelter and a small square “Bus Stop” sign mounted on a metal pole.

The 8th Street & Hennepin Station has been recommended for elimination from consideration for C Line construction as a result of the project development process. Because there will be no new construction in this area, it is recommended that the C Line would have No Adverse Effect on the State Theatre.

IDS Center (8th Street & Nicollet Station). This property is located at 701 Nicollet Mall, 80 South 8th Street, and 710-730 Marquette Avenue, in a dense urban setting among other commercial buildings and office towers. Recent street furniture lines South 8th Street and Nicollet Mall, including planters, benches, streetlights, and bicycle racks. The existing southbound stop is located on South 8th Street approximately 200 feet west of Nicollet Mall. Currently at this bus stop, there is a bench with no shelter, and a small square “Bus Stop” sign is mounted on a metal pole.

The 8th Street & Nicollet Station within the C Line project will enhance the existing bus stop and shelter on South 8th Street, including a new shelter at the existing bus stop, illuminated free-standing signage, and fare collection equipment; no curb relocations are planned (see Appendix B: Station Locations). Bus service associated with the C Line will continue on South 8th Street with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

No physical changes to the property of IDS Center are proposed, and there are no expected changes in traffic patterns or noise levels. A slight visual change will result from the station enhancements. The changes to the station will include a new shelter and pylon-type sign, which will be visible, but the views toward the station from the IDS Center are limited by the Macy’s (Dayton’s) building at 700-730 Nicollet Mall, the skyway over 8th Street, and additional street furniture. The proposed station enhancements will not diminish the physical qualities of the historic property and, due to their distance from the historic property and intervening visual elements, will be mostly obscured and will not further diminish the setting of the historic property beyond existing conditions. For these reasons, it is recommended that the C Line would have No Adverse Effect on the IDS Center.

Dayton’s Department Store (8th Street & Nicollet Station). Dayton’s Department Store (Dayton’s) building is located at 700-730 Nicollet Mall and 26 South 8th Street in a dense urban setting among other commercial and office buildings immediately west of the IDS Center. Recent street furniture lines South 8th Street and Nicollet Mall, including planters, benches, streetlights, and bicycle racks. The existing southbound stop is located across South 8th Street from Dayton’s approximately 200 feet west of Nicollet Mall. Currently at this bus stop, there is a bench with no shelter, and a small square “Bus Stop” sign is mounted on a metal pole.

The 8th Street & Nicollet Station within the C Line project will enhance the existing bus stop on South 8th Street, including a new shelter at the existing bus stop, illuminated free-standing signage, and fare collection equipment; no curb relocations are planned (see Appendix B: Station Locations). Bus service associated with the C Line will continue on South 8th Street with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

No physical changes to the property of the Dayton’s building are proposed, and there are no expected changes in traffic patterns or noise levels. A slight visual change will result from the station enhancements. The changes to the station will include a new shelter and pylon-type sign.

Although the station is located across the street from the historic property and the changes will be visible, the Dayton's building has no entrances on South 8th Street, and its primary façade is on Nicollet Mall. Furthermore, the setting of the historic property has been previously altered by the skyway over 8th Street and the additional street furniture. The new sign and fare collection equipment will not diminish the physical qualities of the historic property and will not further diminish the setting of the historic property beyond the existing conditions. For these reasons, it is recommended that the C Line would have No Adverse Effect on the Dayton's building.

Norwest Center Tower (7th Street & Nicollet Station). The Norwest Center Tower (Norwest) is located at 90 South 7th Street on the eastern half of the block bounded by Marquette Avenue, South 6th Street, South 7th Street, and Nicollet Mall, in a dense urban setting among other commercial and office buildings immediately north of the IDS Center. Recent street furniture lines South 7th Street and Nicollet Mall, including planters, benches, streetlights, and bicycle racks. The existing northbound stop is located on South 7th Street adjacent to Norwest and approximately 150 feet east of Nicollet Mall. Currently at this bus stop, there is a small square "Bus Stop" sign mounted on a metal pole and a trash receptacle, and no other amenities.

The 7th Street & Nicollet Station within the C Line project will enhance the existing bus stop on South 7th Street with new signage and fare collection equipment. No new shelter will be constructed and no curb relocations are planned (see Appendix B: Station Locations). Bus service associated with the C Line will continue on South 7th Street with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

No physical changes to the property of the Norwest building are proposed, and there are no expected changes in traffic patterns or noise levels. A slight visual change will result from the station enhancements, including new signage and fare collection equipment. The station will be visible from the Norwest building's 7th Street façade. The proposed station enhancements will not diminish the physical qualities of the historic property and will be a minor change in the overall setting of the building. Furthermore, with the skyway crossing overhead, the new sign and fare collection equipment will be less visible. The station enhancements will not diminish the overall setting of the historic property. For these reasons, it is recommended that the C Line would have No Adverse Effect on the Norwest building.

Minneapolis Club (8th Street & 3rd/4th Avenue Station). This property is located at 729 2nd Avenue South and 220 South 8th Street, in a dense urban setting among other commercial buildings and office towers. Recent street furniture lines South 8th Street and Nicollet Mall, including streetlights and trash receptacles. The existing southbound stop is located on South 8th Street approximately 200 feet east of 3rd Avenue South, under an existing skyway that crosses 8th Street. Currently at this bus stop, there is a shelter, an additional bench, and a small square "Bus Stop" sign mounted on a metal pole.

The 8th Street & 3rd/4th Avenue Station within the C Line project will enhance the existing bus stop and shelter on South 8th Street, including a new shelter at the existing shelter location, illuminated free-standing signage, and fare collection equipment; no curb relocations are planned

(see Appendix B: Station Locations). Bus service associated with the C Line will continue on South 8th Street with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

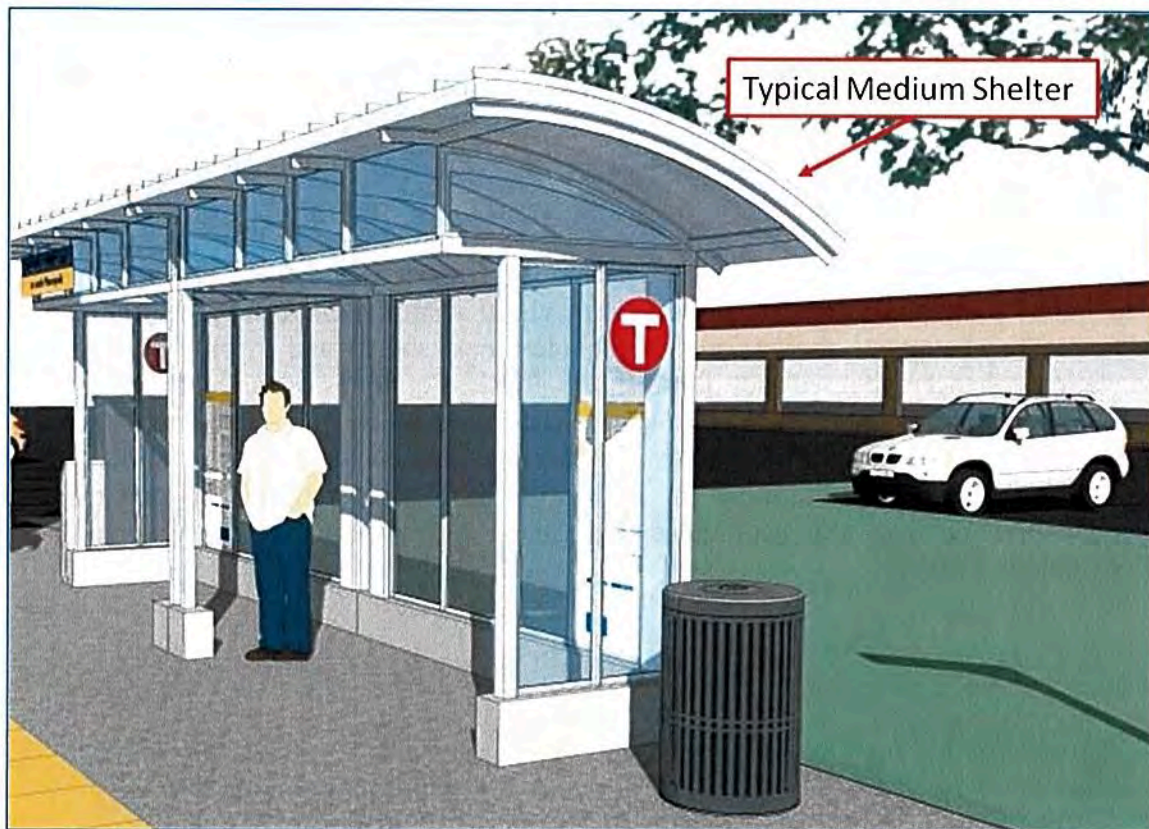
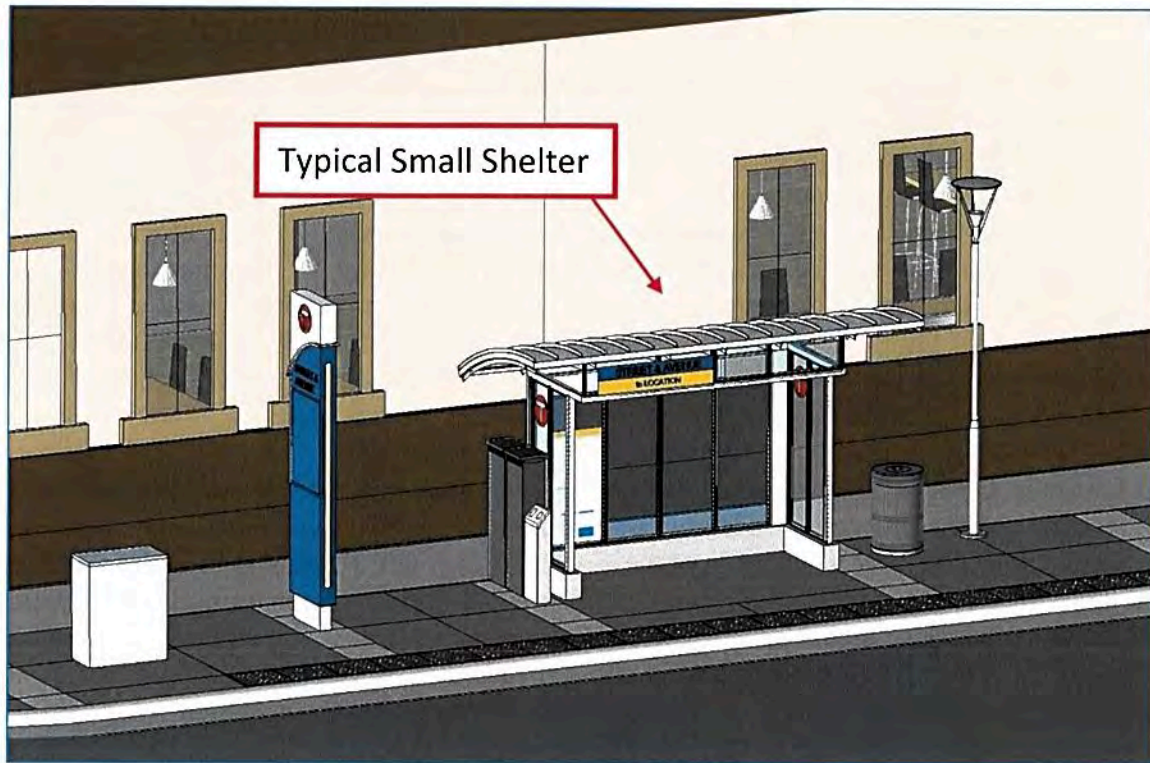
No physical changes to the property of the Minneapolis Club are proposed, and there are no expected changes in traffic patterns or noise levels. A slight visual change will result from the station enhancements. The changes to the station will include a new shelter and pylon-type sign. The proposed station enhancements will not diminish the physical qualities of the historic property. Furthermore, due to their distance from the historic property – a half block from the back of the parking ramp and a block and a half from the primary 2nd Avenue façade –and intervening visual elements, the enhancements will be mostly obscured and will not further diminish the setting of the historic property beyond existing conditions. For these reasons, it is recommended that the C Line would have No Adverse Effect on the Minneapolis Club.

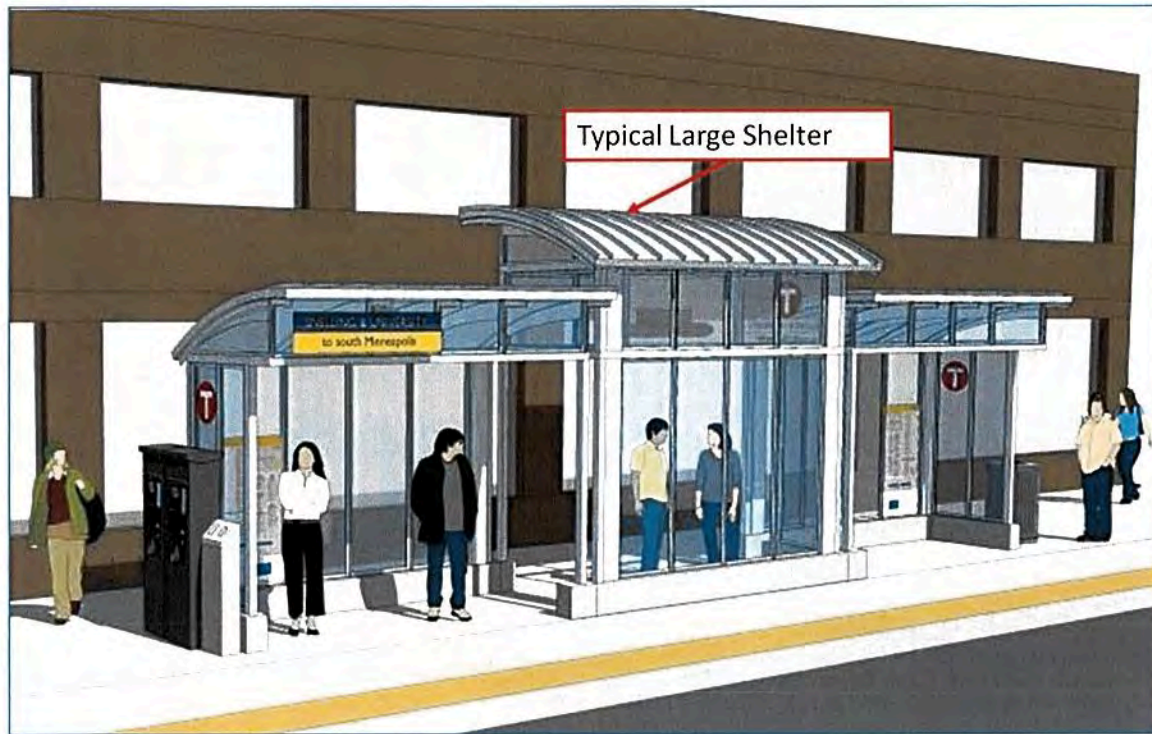
St. Olaf Catholic Church (8th Street & 3rd/4th Avenue Station). This property is located at 805 2nd Avenue South and occupies about three-quarters of the block bounded by Second Avenue South, South 8th Street, Third Avenue South, and South 9th Street, in a dense urban setting among other commercial buildings and office towers. Recent street furniture lines South 8th Street and Nicollet Mall, including streetlights and trash receptacles. The existing southbound stop is located on South 8th Street approximately 200 feet east of 3rd Avenue South, under an existing skyway that crosses 8th Street. Currently at this bus stop, there is a shelter, an additional bench, and a small square “Bus Stop” sign mounted on a metal pole.

The 8th Street & 3rd/4th Avenue Station within the C Line project will enhance the existing bus stop and shelter on South 8th Street, including a new shelter at the existing shelter location, illuminated free-standing signage, and fare collection equipment; no curb relocations are planned (see Appendix B: Station Locations). Bus service associated with the C Line will continue on South 8th Street with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

No physical changes to the property of the church are proposed, and there are no expected changes in traffic patterns or noise levels. A slight visual change will result from the station enhancements. The changes to the station will include a new shelter and pylon-type sign. The proposed station enhancements will not diminish the physical qualities of the historic property. Furthermore, due to their distance from the historic property –a block from the church’s primary entrance on 8th Street –and intervening visual elements, the enhancements will be mostly obscured and will not further diminish the setting of the historic property beyond existing conditions. For these reasons, it is recommended that the C Line would have No Adverse Effect on St. Olaf Catholic Church.

APPENDIX A: TYPICAL STATION RENDERINGS





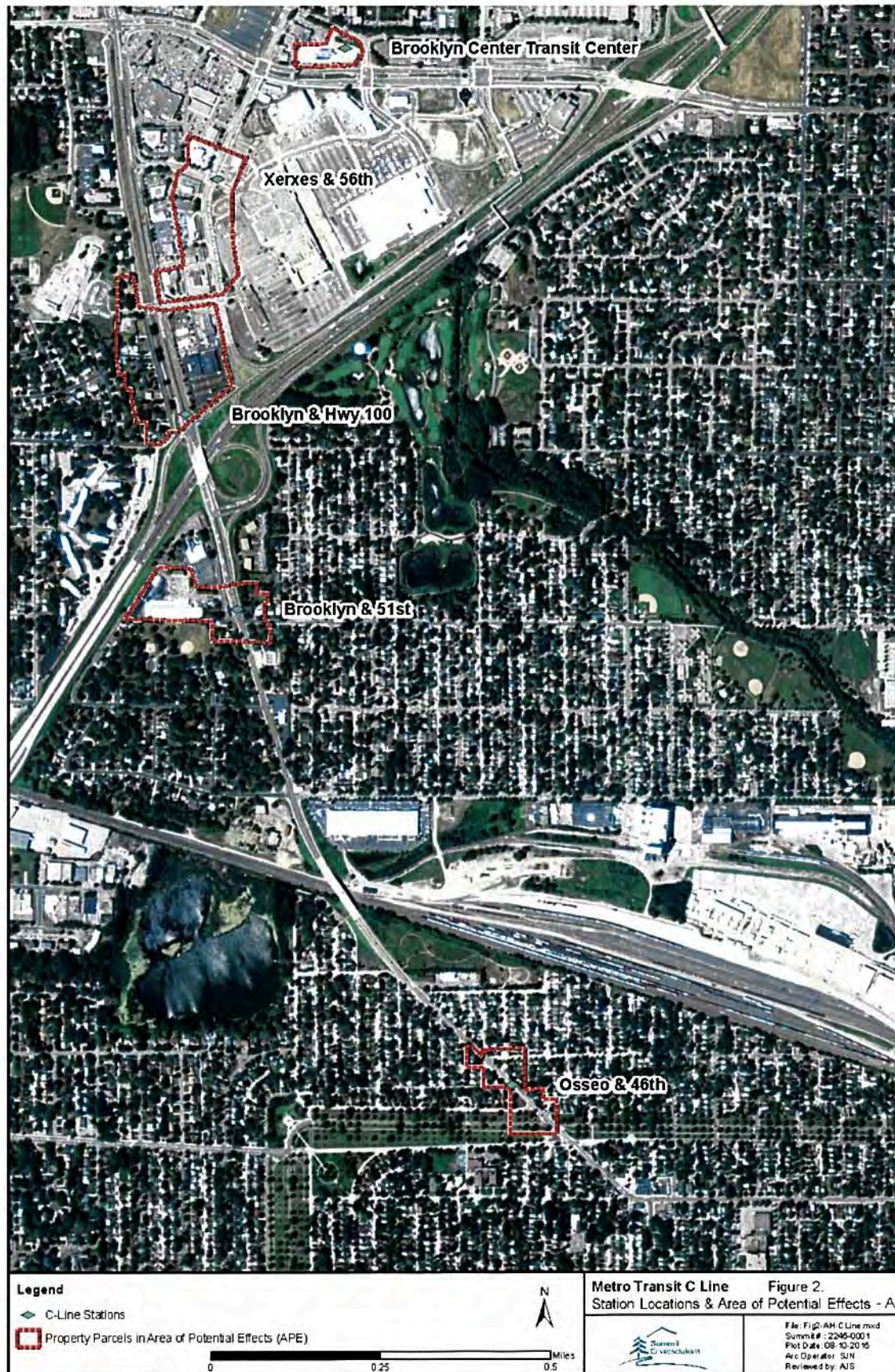


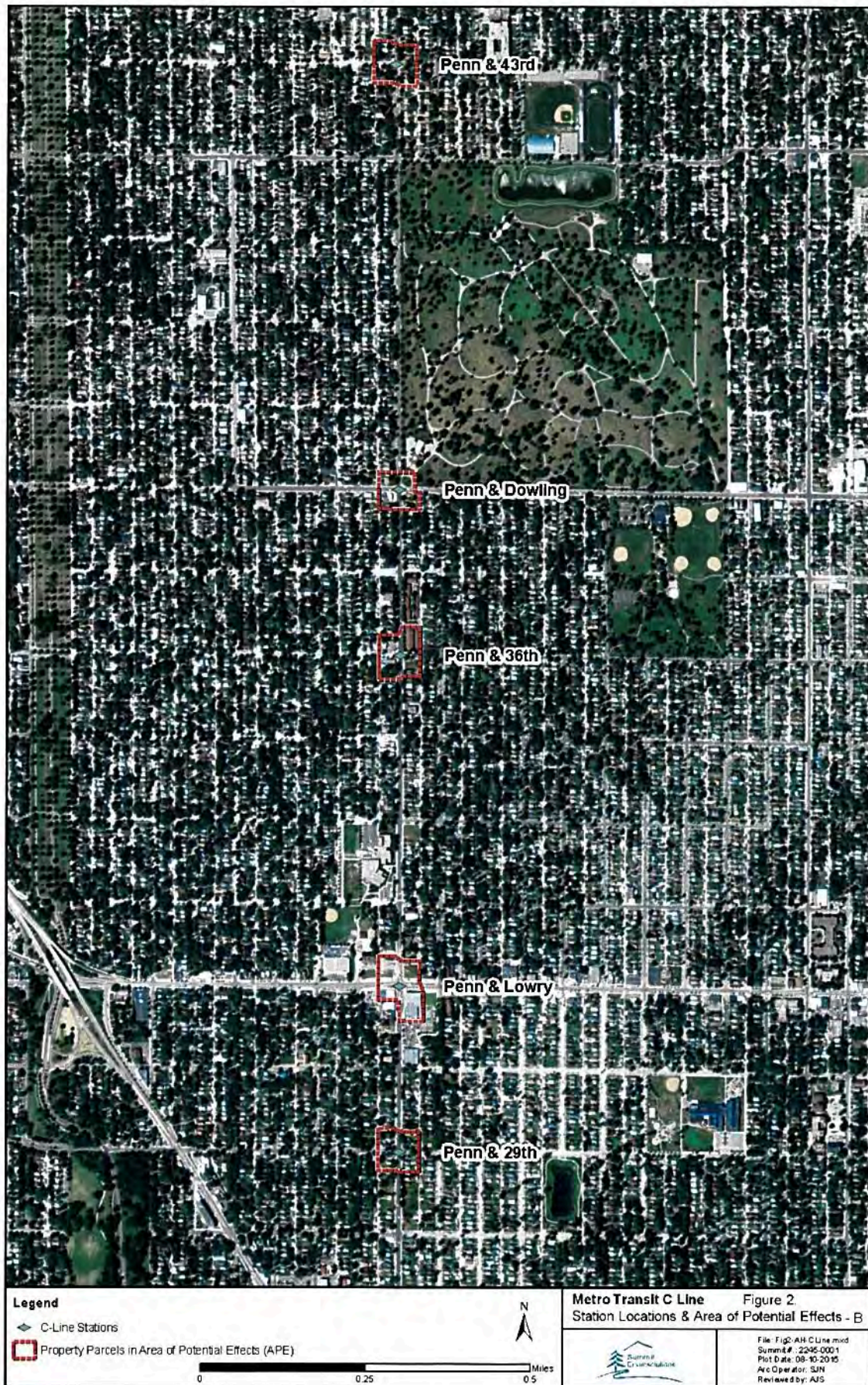
What will stations look like after construction is complete?

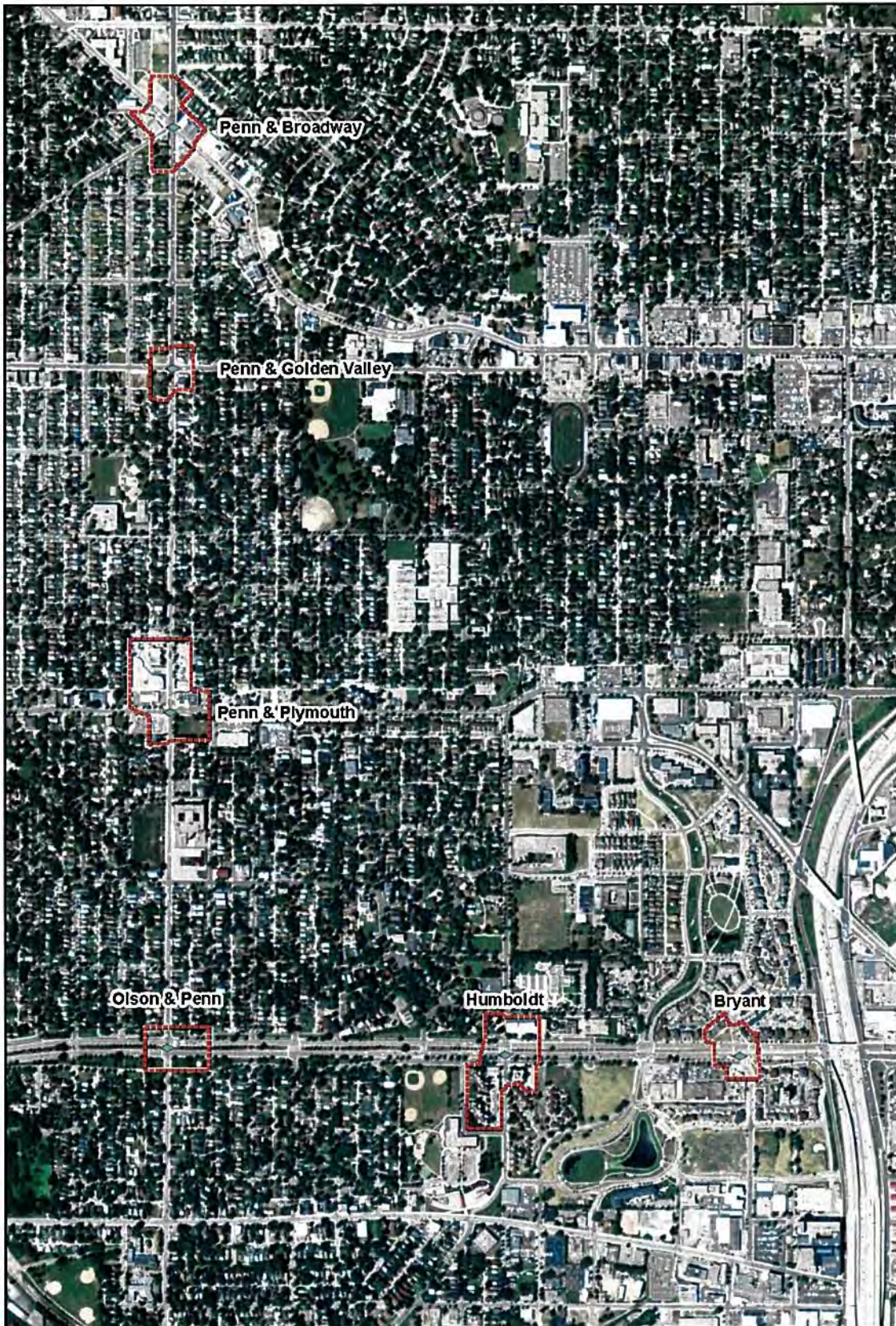
- A** **Utility boxes** near station areas house necessary communications and electrical equipment.
- B** **Pylon markers** help riders identify stations from a distance.
- C** **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
- D** **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
- E** **Ticket machines** and **fare card validators** collect all payment before customers board the bus.
- F** **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
- G** Stations feature **trash and recycling** containers.
- H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
- I** **Platform areas** are distinguished by a dark gray concrete pattern.
- J** Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
- K** **Benches** at stations provide a place to sit.
- L** Stations have **bike parking loops**.



APPENDIX B: STATION LOCATIONS







Legend

- C-Line Stations
- Property Parcels in Area of Potential Effects (APE)

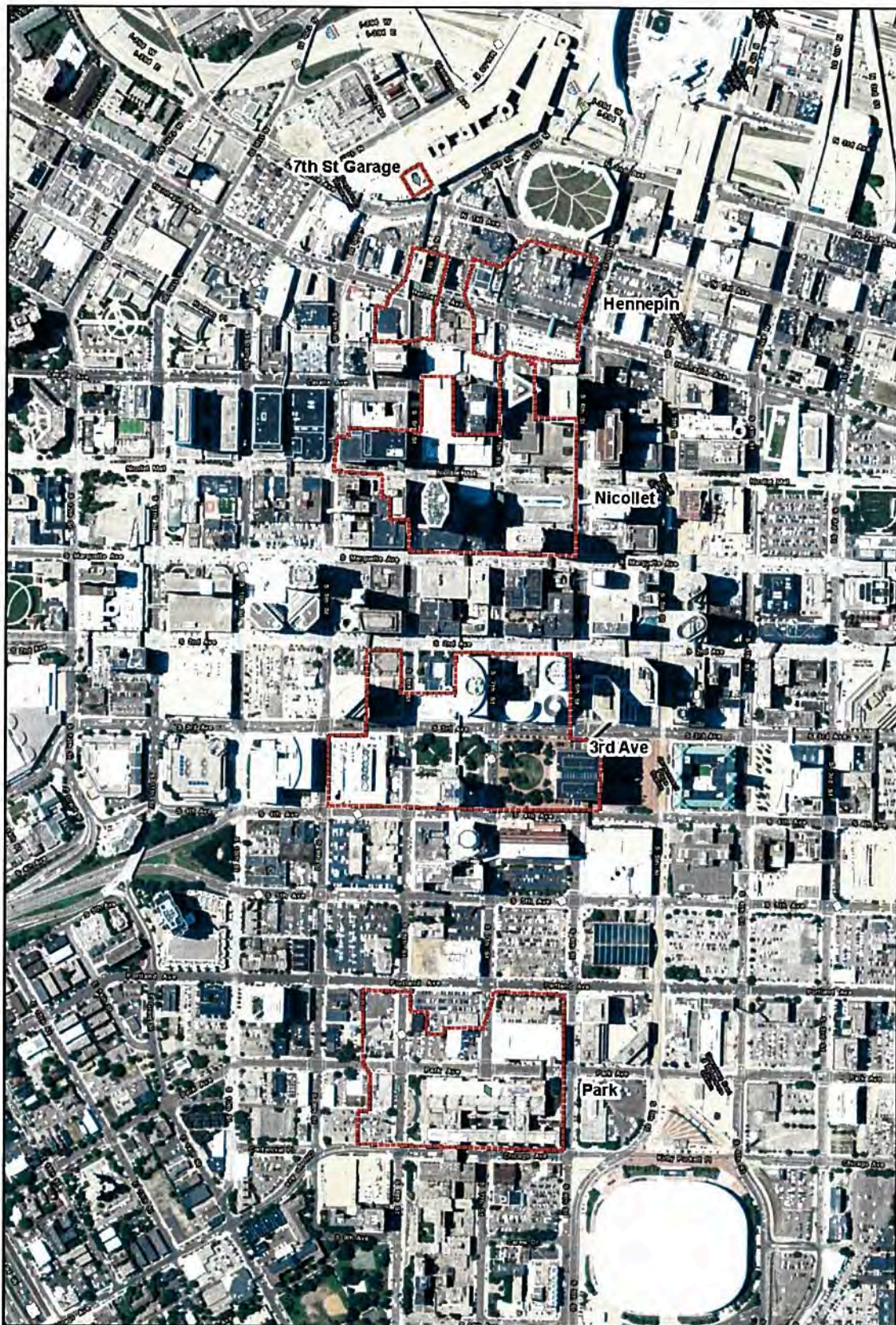
0 0.25 0.5 Miles



Metro Transit C Line Figure 2
Station Locations & Area of Potential Effects - C



File: Fig2-AH-C Line.mxd
 Summit# 2245-0001
 Plot Date: 08-10-2015
 Arc Operator: SM
 Reviewed by: AJS



- Legend**
-  C-Line Stations
 -  Property Parcels in Area of Potential Effects (APE)



0 0.15 0.3 Miles

Metro Transit C Line Figure 2
Station Locations & Area of Potential Effects - D



File: Fig2-AH-C-Line.mxd
 Summ# #: 2245-0001
 Plot Date: 09-10-2015
 Arc Operator: SJN
 Review by: AUS

C Line: Section 106 Consultation
March 23, 2016 – 1:00 to 2:30pm
Metro Transit Heywood Office Building, Conference Room 2

Called by: Scott Janowiak (Metro Transit)

Invited: Reggie Arkell (FTA)
Sarah Beimers (MnHPO)
Jack Byers (City of Minneapolis)
Jim Voll (City of Minneapolis)
Beth Elliott (City of Minneapolis)
Adam Arvidson (Minneapolis Park and Recreation Board)
Andrew Schmidt (Summit Envirosolutions)
Katie Roth (Metro Transit)
Kay Hong (Metro Transit)
Caroline Miller (Metro Transit)

Dial in: 1-888-742-5095
Conference code: 415-3177-246

Agenda

I. Introductions

II. Purpose of meeting

1. The purpose of the meeting was to discuss and answer questions regarding the C Line project's Phase I/II architecture history surveys and assessment of effects memo. Materials were submitted digitally to the MnHPO and consulting parties by FTA on 02.25.2016. MnHPO received a hard copy via postal mail on 03.01.2016. 30-day comment period closes 03.31.2016.

Metro Transit submitted hard copy final Phase I/II surveys and historic property inventory forms per MnHPO request at meeting. Materials also made available via FTP site. MnHPO and consulting parties intending to submit formal comments to FTA/Metro Transit by 03.31.2016, with additional time available as necessary.

III. MnHPO and consulting party comments on Phase I/II Architectural History Survey

1. Midwest Plaza: MnHPO has not reviewed existing determination (via Nicollet-Central Modern Streetcar project) of non-eligibility by MnDOT CRU (no longer with streetcar project). Existing determination is within Appendix D of C Line Phase I/II report. MnHPO anticipated to address/discuss Midwest Plaza within formal comment letter. Additional consultation anticipated.
2. Homewood Historic District: Homewood Historic District is not fully addressed within materials. Historic district is referenced within the 1237-1239 Penn Avenue analysis.

ACTION: Summit/Metro Transit to incorporate Homewood Historic District into Phase I/II and assessment of effects, as necessary. MnHPO anticipated to include Homewood Historic District within formal comments. Additional consultation anticipated.

IV. MnHPO and consulting party comments on Assessment of Effects Memo

1. Floyd Olson Memorial Statue: MnHPO noted current work on a comment letter re: adjustment in historic property boundaries via the METRO Blue Line Extension project. Discussion focused on C Line/Blue Line Extension potential cumulative effects and/or projects of independent utility. City of Mpls. expressed concerns about engaging a Section 4(f) on either project. MnHPO anticipated to continue internal review and include Floyd-specific comments within formal comment submittal. Additional consultation anticipated.
2. Victory Memorial Parkway: MPRB noted existing materials correctly communicate the results of prior project consultation.
3. **ACTION: Metro Transit to provide additional street-level imagery of properties, as available.**
4. **ACTION: Metro Transit to provide additional diagrams of anticipated platform locations and facilities information, to the extent possible.**

V. Inclusion of Unanticipated Discoveries Plan (UDP)

1. Attendee concurrence on including UDP within C Line Section 106 documentation. UDP being considered as a result of no prior archaeological survey work on the project. UDP will provide protocol should unanticipated discoveries arise during project construction.
2. **ACTION: Metro Transit to distribute a .DOC version of template UDP to 106 parties and the Office of the State Archaeologist for comment and content development/confirmation. Document anticipated to be used for future transit projects.**

VI. Next steps toward 106 process conclusion

1. Formal comment letters anticipated from MnHPO, City of Mpls., and MPRB.
2. Metro Transit/Summit changes to Section 106 materials will be distributed in response to any comments submitted and not prior to comments submitted. Consultation to continue addressing specific issues as needed.
3. MPRB will decrease participation in Section 106 process.

March 31, 2016

Reggie Arkell, AICP
Community Planner
U.S. DOT, Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, Illinois

RE: Metropolitan Council, Metro Transit C Line Project, Minneapolis and Brooklyn Center; Minnesota; Section 106 Determination of Effects

Dear Mr. Arkell,

Thank you for providing the FTA letter dated February 24, 2016, supporting materials, and the consultation meeting on March 23, 2016. The City of Minneapolis CPED-Long Range Planning Division submits the following comments on behalf the Minneapolis HPC, a consulting party to the Section 106 review.

CPED-Long Range Planning comments on the final determinations of effect are organized in a manner consistent with the organization presented in the February 24, 2016 FTA correspondence, the consultation meeting, the *Phase I and II Architectural History Survey for the C Line Bus Rapid Transit Project*, and the *Assessment of Effects on Historic Properties – C Line BRT Project* report.

Regarding the Phase I and II architecture history survey, CPED-Long Range Planning concurs with the determinations in Table 1 of the FTA letter regarding which properties are eligible for the National Register of Historic Places (NRHP), with one exception. The City of Minneapolis disagrees with the assessment of eligibility of the Norwest Center Tower at 7th & Nicollet. While the report describes some of the history of Norwest Bank along with the building's architecture, it has not made the case of "exceptional importance" under Consideration G. It is too soon to determine whether the Norwest Center Tower has exceptional importance within the historic context of Minneapolis' banking industry, is a significant local example of an architectural style or movement, or holds national significance due to its architect.

Regarding the assessment of effects, CPED-Long Range Planning concurs with the identification of no adverse effects for the ten properties listed as eligible or potentially eligible for the NRHP.

While your letter made no reference to adverse effects to the Floyd B. Olson statue, the issue has been raised by others at consultation meetings referring to the Bottineau LRT 106 findings. Our comments regarding the Bottineau 106 concurred that the statue might be eligible for the NRHP because it is a work of the master sculptor Carlo Brioschi, but we did not concur that its eligibility is based on its current location. The statue is not now in its original location. Therefore, the current setting is not a defining characteristic of its eligibility as is presumed in the Bottineau *Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties* (final effects report). The *Phase I and II Architectural History Survey for the Bottineau Transitway Project, Vol. 1* list the following information:

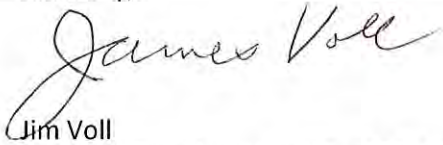
- The statue was moved from the median of Olson Memorial Highway to its current location in 1984
- It was moved not only south of its current site, but also further east
- The statue, benches, and sidewalks were turned 90 degrees from their original orientation
- The original rectilinear plaza that surrounded the statue has been replaced by a larger circular plaza in the new location.

- The new setting along the side of the road, backed by houses of the adjoining neighborhood, is quite different than the original setting in the highway median

A location along Olson Memorial Highway can be considered an environment compatible with the historic location of the statue, under Criteria Consideration B: Moved Properties, but this criteria does not require that the current site is the *only* location along the highway that would be appropriate.

Thanks you for the opportunity to comment. If you have any questions or need further clarification, please do not hesitate to contact me.

Sincerely,



Jim Voll

Principal City Planner, AICP, LEED AP
City of Minneapolis- CPED-Long Range Planning
105 5th Avenue South, Suite 200
Minneapolis, MN 55415
Phone: (612) 673-3887
james.voll@minneapolismn.gov

cc: Sarah Beimers, MN SHPO (via email)
Katie Roth, Metro Transit (via email)
Scott Janowiak, Metro Transit (via email)
Kay Hong, Metro Transit (via email)
Jack Byers, CPED - Long Range Planning (via email)
Beth Elliott, CPED - Long Range Planning (via email)
Jenifer Hager, City of Minneapolis Public Works (via email)
Don Pflaum, City of Minneapolis Public Works (via email)
Adam Arvidson, Minneapolis Park and Recreation Board (via email)

MINNESOTA HISTORIC PRESERVATION OFFICE

March 31, 2016

Marisol Simon
Federal Transit Administration
Region V
200 West Adams St, Suite 320
Chicago, IL 60608

RE: C-Line Rapid Bus Transit Project
Brooklyn Center and Minneapolis, Hennepin County
SHPO Number: 2015-0320

Dear Ms. Simon:

Thank you for continuing consultation on the above project. Information received in our office on 1 March 2016 and 23 March 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

As requested in your February 24th letter, we have completed our review of your agency's Section 106 determinations regarding identification of historic properties and assessment of effects for the proposed project as presented in your letter and the following documents submitted for our review:

- *DRAFT REPORT Phases I and II Architectural History Survey for the C Line Bus Rapid Transit Project, Brooklyn Center and Minneapolis, Hennepin County, Minnesota* (February 2016) prepared by Summit Envirosolutions; and
- Memorandum entitled *Assessment of Effects on Historic Properties – C Line BRT Project* (2/16/2016)

We also appreciated the opportunity to discuss this project with your agency, as well as staff and consultants from Metro Transit, on March 23, 2016.

Regarding your agency's efforts to identify historic properties within the area of potential effect (APE) for the undertaking, our comments are as follows:

- **Crystal Lake Cemetery and Crystal Lake Cemetery Chapel (HE-MPC-8242):** We concur that this property is **not eligible** for listing in the National Register of Historic Places (NRHP). However, the information included on the inventory form for this property is not correct. Please ensure that the information is updated on the final inventory form and re-submitted to our office. The information needs to reflect the cemetery and chapel, and not the Hennepin County Medical Center, as is currently provided. The map and photos are also incorrect.
- **Victory Memorial Drive/Parkway (HE-MPC-5884):** We concur that this property is **eligible** for listing in the NRHP.
- **Floyd B. Olson Memorial Highway (HE-RDW-001):** We concur that this property is **not eligible** for listing in the NRHP.
- **Floyd B. Olson Memorial Statue (HE-MPC-9013):** This property was previously determined **eligible** for listing in the NRHP. Unfortunately there were inconsistencies with the boundary delineation of this eligible historic property. Because of this, we recently clarified the historic property boundary with the Minnesota Department of Transportation, the agency which owns this designated state monument. Therefore, we recommend the consultant update the inventory form and survey text to clarify the current recommended NRHP-eligible historic property boundary. Because this revised historic property boundary has never been formally reviewed for a specific undertaking pursuant to 36 CFR 800, we also recommend that your agency follow up with a formal acknowledgement of this historic property boundary for our review and concurrence.

- **Pence Automobile Company (HE-MPC-9026)**: This property is listed in the NRHP.
- **Lincoln Bank Building (HE-MPC-0437)**: This property is listed in the NRHP.
- **Girard Terrace West: Buildings B & C (HE-MPC-10055 & HE-MPC-10153)**: We concur that these properties are **not** eligible due to compromised integrity relating to the loss of associated buildings from the original development.
- **State Theatre (HE-MPC-0438)**: We concur that this property is **eligible** for listing in the NRHP.
- **Midwest Plaza (HE-MPC-9854 & HE-MPC-9859)**: We concur that this property is currently **not eligible** for listing in the NRHP; however we recommend that the plaza properties be evaluated again, once they reach 50 years of age.
- **IDS Center (HE-MPC-0367 & HE-MPC-9857)**: We concur that this property is **eligible** for listing in the NRHP.
- **Dayton's Department Store (HE-MPC-5099)**: We concur that this property is **eligible** for listing in the NRHP.
- **Norwest Center Tower (HE-MPC-16697)**: We concur that this property is **eligible** for listing in the NRHP.
- **Minneapolis Club (HE-MPC-7254 & HE-MPC-0401)**: We concur that this property is **eligible** for listing in the NRHP.
- **St. Olaf Catholic Church (HE-MPC-0490)**: We concur that this property is **eligible** for listing in the NRHP.
- **Hennepin County Government Center (HE-MPC-0356)**: We concur that this property is currently **not eligible** for listing in the NRHP; however we agree with the recommendation that the government center be evaluated again, once it reaches 50 years of age.
- **Hennepin County Medical Center (HE-MPC-0465)**: We concur that this property is currently **not eligible** for listing in the NRHP; however we agree with the recommendation that the medical center be evaluated again, once it reaches 50 years of age.
- **House at 1237-1239 Penn Avenue (HE-MPC-7580)**: This property is a **contributing** property within the **Homewood Historic District**, which has previously been determined eligible for listing in the NRHP. Therefore, this property is **eligible** for listing in the NRHP and the identification of this historic property should reference the district, not the individual property.
- **Pilot City Region Center (HE-MPC-8240)**: We concur that this property is currently **not eligible** for listing in the NRHP; however we recommend that the center be evaluated again, once it reaches 50 years of age.
- **Stimson Building, Pantages Theater; Ted Mann Theater; RKO Pan Theater (HE-MPC-16555)**: We do not concur with the consultant's recommendation that this property is not eligible, rather we find that this property is **eligible** for listing in the NRHP. Although the penthouse addition has compromised the integrity a bit, the majority of the property retains very good historic integrity.

To summarize, we disagree with two (2) of your agency's determinations regarding historic properties - the **House at 1237-1239 Penn Avenue** which is eligible for listing in the NRHP as a contributing element in the **Homewood Historic District** and we believe the **Stimson Building, Pantages Theater** is eligible for listing in the NRHP - and that one (1) historic property, the **Floyd B. Olson Memorial Statue** requires additional clarification in regards to the NRHP-eligible boundary. Regarding the Homewood Historic District, our records indicate that the boundary of this historic property falls within the APE for this undertaking; therefore we recommend consideration of the entire district in your agency's assessment of effect.

Although we received a hard copy of the final version of the report at our meeting on 3/23/16, this copy was not bound as is required per our current *Guidelines for History Architecture Projects in Minnesota* (Guidelines). Please submit a bound, copy of the final report to our office for inclusion in our statewide inventory records. Also, we suggest a second proofread and edit of the report and all of the inventory forms for consistency (please see above comments regarding the Crystal Lake Cemetery and Chapel as an example). The historic names of the properties should be consistent and correctly spelled throughout the inventory forms and the report. All final inventory forms should be submitted *unbound* as required by our Guidelines.

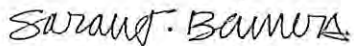
Regarding your agency's determination of effect for this undertaking, as we explained during the meeting on 3/23/2016 we do not feel that we have been provided adequate documentation in order to provide concurrence with your "no adverse effect" determination. The fact that your agency has made this effect determination on very minimal project design work is concerning. At a minimum, we request the opportunity to review station plan sheets and additional details (elevations, dimensions, etc) pertaining to proposed infrastructure at stops adjacent to historic properties. This information will provide relevancy and consistency with the written documentation provided in the effects memorandum.

Finally, your agency must take into account the potential cumulative adverse effects resulting from the convergence of this undertaking's proposed C-Line stop at Olson Memorial Highway and Penn Avenue North with the FTA's proposed Blue Line Extension Light Rail Transit (LRT) Project undertaking's Penn Avenue station. As you are aware, we recently concurred with your agency's determination that the LRT project will have an adverse effect on the Floyd B. Olson Memorial Statue, a historic property which is within the APE for both undertakings.

We look forward to receiving the revised final report and inventory forms and to continuing consultation regarding the two historic properties listed above as well as the undertaking's effect determinations.

Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by phone at 651-259-3456 or e-mail at sarah.beimers@mnhs.org.

Sincerely,

A handwritten signature in black ink that reads "Sarah J. Beimers". The signature is written in a cursive, slightly stylized font.

Sarah J. Beimers, Manager
Government Programs & Compliance

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit
Andrew Schmidt, Summit EnviroSolutions



U.S. Department
of Transportation
**Federal Transit
Administration**

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June 6, 2016

Jim Voll, AICP, LEED AP
Principal City Planner
City of Minneapolis
Community Planning and Economic Development
105 5th Avenue South, Suite 200
Minneapolis, Minnesota 55415

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

Dear Mr. Voll,

The Federal Transit Administration (FTA) is responding to the March 31, 2016 City of Minneapolis letter submitted by you to us on behalf of the Minnesota Historic Preservation Commission (HPC) concerning the proposed Metropolitan Council, Metro Transit C Line Project. Your correspondence replies to FTA's February 24, 2016 Section 106 Determination of Effects letter submitted in accordance with 36 CFR § 800 – Historic Properties and the National Historic Preservation Act (NHPA). Materials provided by FTA in that correspondence consisted of two documents completed by Summit Envirosolutions, Inc. (Summit): *Draft Phases I and II Architectural History Survey for the C Line Bus Rapid Transit Project* (Survey Report); and *Assessment of Effects on Historic Properties – C Line BRT Project* (Assessment of Effects Report).

The proposed C Line Project will enhance current bus service using existing travel lanes in mixed traffic on South 7th Street, South 8th Street, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, and Xerxes Avenue in the cities of Minneapolis and Brooklyn Center. There will not be any dedicated lanes for buses. Bus frequency and capacity will increase. The service speed of many buses will improve through the use of traffic signal priority and reduced stops. Improvements to bus stops will vary by location. They could consist of curb extensions/bump-outs, platforms with raised curbs, concrete ground surfaces, pre-boarding fare equipment, vertical pylons with real-time transit information, upgraded shelters (small, medium or large) with seating, heat, lighting, trash receptacles, bicycle racks, and service/security information/ signage.

Your March 31, 2016 letter states that the City of Minneapolis disagrees with FTA's determination that the Norwest Center Tower at 7th & Nicollet is eligible for the National Register of Historic Places (NRHP). Further, it is stated that information provided by FTA on this resource has not made the case of "exceptional importance" under Criteria Consideration G

(Properties that have achieved significance within the past fifty years). The City believes it is too soon to determine conclusively that the Norwest Center Tower has exceptional importance within the historic context of the local banking industry, is a significant example of an architectural style or movement, or holds national significance due to its architect.

FTA has found, and the Minnesota Historic Preservation Office (MnHPO) has concurred, that the Norwest Center Tower meets NRHP Criteria Consideration A and C as well as G. Although Norwest Center Tower is a building from the recent past, the property clearly has exceptional significance. As one of the two largest bank holding companies in Minnesota during the 1980s, Norwest Corp. was a major employer and a booster of development in downtown Minneapolis, and its corporate headquarters building spurred a new generation of skyscrapers. The building's designer, undisputed master architect Cesar Pelli, developed a design that both altered the downtown skyline and complemented the existing IDS Center. The design was universally praised at the time of its construction. For these reasons, the Norwest Center Tower is considered eligible for listing in the NRHP.

Your letter also states that the City of Minneapolis/Minnesota HPC has commented and concurred in the past, as part of the Blue Line Light Rail Transit Extension (BLRT) Project (aka Bottineau Project), that the Floyd B. Olson Memorial Statue might be eligible for the NRHP as it is a work of master sculptor, Carlo Brioschi. However, the concurrence was not based on the statue's current location. Your position is that the current setting of the statue is not a defining characteristic of NRHP eligibility due to the fact that it is not in the original location.

On January 20, 2016, FTA found that the proposed BLRT Project will have an adverse effect on the NHRP-eligible Floyd B. Olson Memorial Statue. MnHPO concurred with this determination in correspondence dated February 22, 2016. MnHPO's March 31, 2016 letter responding to FTA's C Line Project Determination of Effects correspondence alluded to the fact that the boundaries for the Floyd B. Olson Memorial Statue were reevaluated by the Minnesota Department of Transportation, Office of Environmental Services, Cultural Resources Unit (CRU) in a letter to MnHPO dated March 10, 2016. That documentation supported CRU's determination that the boundaries of this resource should be reduced to the statue and the granite pedestal/terraced base on which it sits. MnHPO concurred with this determination in a letter dated March 28, 2016. As a result of the revised boundary, a Memorandum of Agreement (MOA) under development between FTA and MnHPO for the proposed BLRT Project documents that FTA has since found that it will no longer have a direct effect on the Floyd B. Olson Memorial Statue.

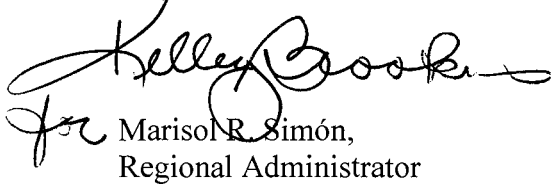
Please find the enclosed Minnesota Architecture *History Inventory Form, Floyd Olson Memorial Statue*, including survey text and assessment of effects analysis reflecting the updated information for the Floyd B. Olson Memorial Statue. The *C Line March Section 106 Consultation Meeting – Additional Project Information Package, May 2016* enclosure provides two updated graphics (pages 15 and 17). The first is an annotated map identifying temporary and permanent C Line Project upgrades to be made at the Olson & Penn Station location. The second graphic depicts the expectations for the permanent C Line Project upgrades at this station with completion of the BLRT Extension Project. FTA has determined that the temporary and permanent effects of the C Line Project Olson & Penn Station upgrades are relatively minor and

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

insignificant compared to existing conditions. Given that the BLRT Project will result in more substantial changes to the built environment near the Floyd B. Olson Memorial Statue without causing adverse effects, FTA has determined that implementation of the proposed C Line Project alone or together with the other proposed action will have no adverse effect on this historic resource.

If FTA can provide any assistance or additional information, please feel free to contact Reggie Arkell at 312-886-3704 or reginald.arkell@dot.gov. Thank you.

Sincerely,


for Marisol R. Simón,
Regional Administrator

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit
Sarah Beimers, Minnesota Historic Preservation Office (without attachments)

att: Minnesota Architecture History Inventory Form and Revised Assessment of Effects, Floyd
B. Olson Memorial Statue
C Line March Section 106 Consultation Meeting – Additional Project Information Package,
May 2016



U.S. Department
of Transportation
**Federal Transit
Administration**

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June 1, 2016

Sarah J. Beimers, Manager
Minnesota Historical Society
Minnesota Historic Preservation Office
Government Programs and Compliance
345 Kellogg Boulevard West
St. Paul, Minnesota 55102

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is responding to the Minnesota State Historic Preservation Office (MnHPO) letter to us dated March 31, 2016 concerning the proposed Metropolitan Council, Metro Transit C Line Project. Your correspondence replied to FTA's February 24, 2016 Section 106 Determination of Effects letter submitted in accordance with 36 CFR § 800 – Historic Properties and the National Historic Preservation Act (NHPA). Materials provided by FTA in that correspondence consisted of two documents completed by Summit Envirosolutions, Inc. (Summit): *Draft Phases I and II Architectural History Survey for the C Line Bus Rapid Transit Project* (Survey Report); and *Assessment of Effects on Historic Properties – C Line BRT Project* (Assessment of Effects Report). Previously, in correspondence dated July 9, 2015 FTA provided MnHPO with the area of potential effects (APE) determination for the proposed C Line Project and supporting documentation consisting of a Section 106 Compliance Plan, including detailed project scope and maps of the APE's. MnHPO concurred with FTA's APE determination in correspondence dated August 13, 2015.

The proposed C Line Project will enhance current bus service using existing travel lanes in mixed traffic on South 7th Street, South 8th Street, Olson Memorial Highway, Penn Avenue North, Osseo Road, Brooklyn Boulevard, and Xerxes Avenue in the cities of Minneapolis and Brooklyn Center. There will not be any dedicated lanes for buses. Bus frequency and capacity will increase. The service speed of many buses will improve through the use of traffic signal priority and reduced stops.

Improvements to bus stops will vary by location. They could consist of curb extensions/bump-outs, platforms with raised curbs, concrete ground surfaces, pre-boarding fare equipment, vertical pylons with real-time transit information, upgraded shelters (small, medium or large) with seating, heat, lighting, trash receptacles, bicycle racks, and service/security information/

signage. Below are itemized responses to concerns expressed in your March 31, 2016 correspondence and references to enclosures for your review:

- The most recent planning and design documentation for the proposed C Line Project including typical amenities to be installed at stations in addition to annotated maps, diagrams, and photographs for stops with adjacent National Register of Historic Places (NRHP) eligible historic resources.
 - *C Line Bus Rapid Transit – Project Overview*
 - *C Line March Section 106 Consultation Meeting – Additional Project Information. Package, May 2016*
- The correct *Minnesota Architecture-History Inventory Form* with the appropriate map and photographs for the **Crystal Lake Cemetery Chapel (HE-MPC-8242)**.
- The *Minnesota Architecture-History Inventory Form* and additional analysis/information consistent with a previous 2010 NRHP non-eligibility determination of the **Stimson Building/Pantages Theater/Ted Mann Theater/RKO Pan Theater (HE-MPC-16555)**.
- Revised architectural survey and assessment of effects for the house at **1237-1239 Penn Avenue (HE-MPC-7580)**, with analysis supporting recommendation for NRHP eligibility as a contributing element to the proposed Homewood Residential Historic District, and a recommendation for no adverse effects resulting from the C Line Project.

On January 20, 2016, FTA found that the proposed Metro Blue Line Extension Light Rail Transit (BLRT) Project will have an adverse effect on the NHRP-eligible **Floyd B. Olson Memorial Statue (HE-MPC-9013)**. MnHPO concurred with this determination in correspondence dated February 22, 2016. MnHPO's March 31, 2016 letter responding to FTA's C Line Project Determination of Effects correspondence alluded to the fact that the boundaries for the Floyd B. Olson Memorial Statue were reevaluated by the Minnesota Department of Transportation, Office of Environmental Services, Cultural Resources Unit (CRU) in a letter to MnHPO dated March 10, 2016. That documentation supported CRU's determination that the boundaries of this resource should be reduced to the statue and the granite pedestal/terraced base on which it sits. MnHPO concurred with this determination in a letter dated March 28, 2016. As a result of the revised boundary, a Memorandum of Agreement (MOA) under development between FTA and MnHPO for the proposed BLRT Project documents that FTA has since found that it will no longer have a direct effect on the Floyd B. Olson Memorial Statue.

As requested in MnHPO's March 31, 2016 letter to FTA, please find the enclosed *Minnesota Architecture History Inventory Form, Floyd Olson Memorial Statue*, including survey text and assessment of effects analysis reflecting the updated information for the Floyd B. Olson Memorial Statue. The *C Line March Section 106 Consultation Meeting – Additional Project Information Package, May 2016* enclosure provides two updated graphics (pages 15 and 17). The first is an annotated map identifying temporary and permanent C Line Project upgrades to be made at the Olson & Penn Station location. The second graphic depicts the expectations for the permanent C Line Project upgrades at this station with completion of the BLRT Extension

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

Project. FTA has determined that the temporary and permanent effects of the C Line Project Olson & Penn Station upgrades are relatively minor and insignificant compared to existing conditions. Given that the BLRT Project will result in more substantial changes to the built environment near the Floyd B. Olson Memorial without causing adverse effects, FTA has determined that implementation of the proposed C Line Project alone or together with the other proposed action will have no adverse effect on this historic resource.

Taking into consideration the supplemental information provided in this correspondence, FTA is seeking MnHPO comments and concurrence on the eligibility and effects determinations outlined in our February 24, 2016 correspondence. Subsequent to MnHPO's response, FTA will provide a bound revised Survey Report and Assessment of Effects Report to your office. Also enclosed is an Unanticipated Discoveries Plan developed from input by MnHPO, FTA and other consulting parties. FTA requests a response within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Reggie Arkell at 312-886-3704 or reginald.arkell@dot.gov. Thank you for your assistance.

Sincerely,


Marisol R. Simón,
Regional Administrator

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit
Jim Voll, City of Minneapolis

att: C Line Bus Rapid Transit – Project Overview
C Line March Section 106 Consultation Meeting – Additional Project Information Package,
May 2016
Minnesota Architecture-History Inventory Form, Crystal Lake Cemetery Chapel
(HE-MPC- 8242)
Minnesota Architecture-History Inventory Form, and associated materials, Stimson
Building/Pantages Theater/Ted Mann Theater/RKO Pan Theater (HE-MPC-16555)
Revised Architectural Survey and Assessment of Effects, 1237-1239 Penn Avenue
(HE- MPC-7580)
Minnesota Architecture History Inventory Form and Revised Assessment of Effects, Floyd
B. Olson Memorial Statue (HE-MPC- 9013)
Unanticipated Discoveries Plan

C Line Bus Rapid Transit

Better. Faster. Coming Soon.

The C Line will improve transit in the Route 19 corridor.

Bus rapid transit, or BRT, is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** on Metro Transit's busiest bus routes.

How many people will use the C Line?

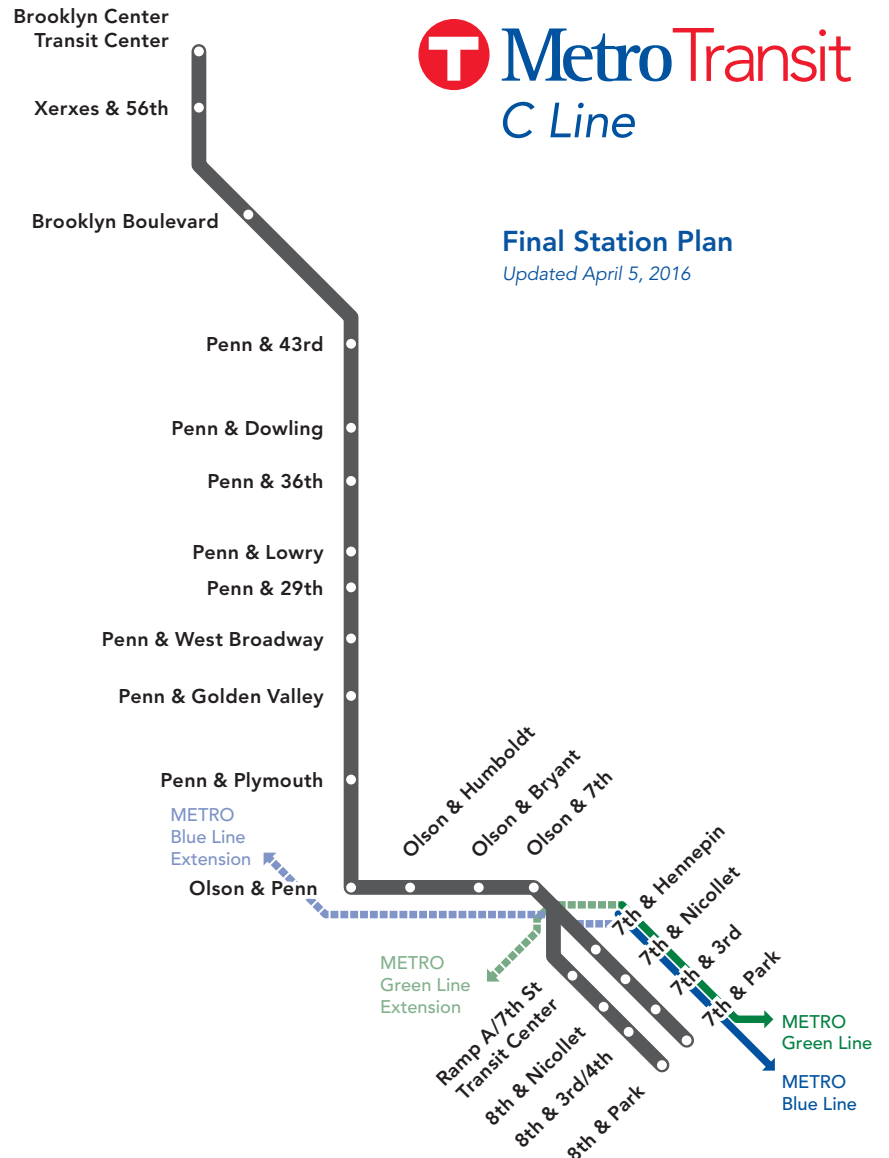
Route 19 carries 25 percent of people traveling on Penn Avenue today, but makes up less than 3 percent of the vehicle traffic. Today 7,000+ weekday riders travel on Route 19 compared to an expected 9,000+ weekday riders in 2030 with the C Line.

How will the C Line change what's out there today?

Service will operate more frequently than it does today—every 10 minutes, like light rail. Longer buses will have additional seats and space. See all the amenities on the next page.

BRT will be about 25 percent faster than local bus service—without making major changes to the street.

Fares will be collected at the station and not on the bus. Platforms will also have a raised curb making it easier to step onto the bus. Complete snow removal will improve winter boarding, too.



PROJECT CONTACT

C Terrence Anderson
Community Outreach Coordinator, Metro Transit
cterrence.anderson@metrotransit.org
(612) 719-7086

Limited stops, more frequent service

The C Line would be the primary service in the corridor, with increased service on nights and weekends.

Local bus Route 19 would continue to run at a reduced frequency to serve local trips and off-corridor branches.

C Line



Service every 10 minutes 1/2 mile between stations

Route 19



Service every 30 minutes 1/8 mile between stops

More green time with signal priority

To keep moving, BRT buses can “ask” traffic signals for early or extended green lights to keep moving.



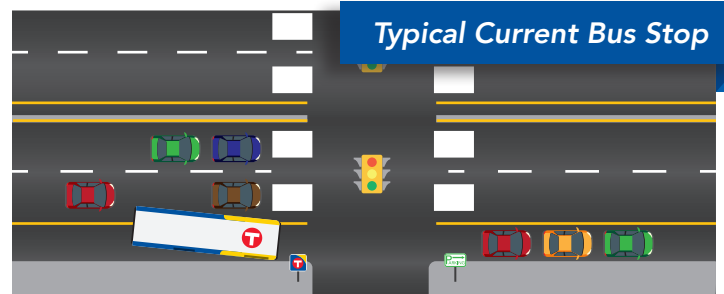
Pre-boarding fare payment for faster stops

For speedier boarding through all bus doors, C Line buses won't have fare boxes. Customers will purchase a ticket or tap a Go-To Card, at the station just like light rail. Police officers—not bus drivers—will ensure customers have paid.



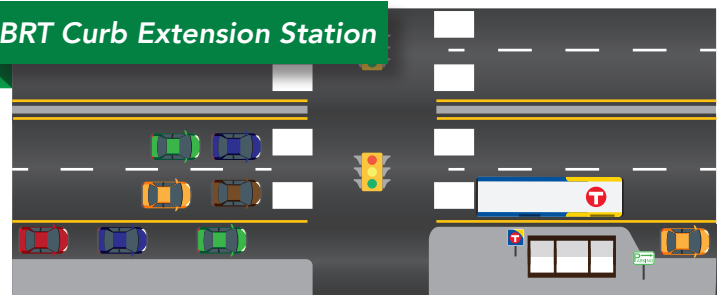
Curb extensions for speed & space

The C Line will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions or bump-outs at many stations.



Today, buses stop in the right-turn lane with little space for customer amenities. Merging back into traffic causes delay.

BRT Curb Extension Station



Curb extension provides space for a BRT station and eliminates side-to-side weaving. Far side stops can use signal priority to help the bus keep moving.

Neighborhood-scale stations with amenities

Stations will be equipped with amenities for a safe and comfortable customer experience, similar to light rail. Standard features include heat, lighting, security features, real-time bus departure information and trash receptacles.



C Line Section 106 Consultation

Additional Information Package

May 2016

7th & Hennepin Station

C Line Section 106 Consultation

7th & Hennepin Station

Approx. location of existing bus stop; C Line station will utilize existing bus stop

Station improvements will build upon previous 7th Street transit advantages improvements that constructed curb extension, new shelter, transit waiting area.

Approximate station area anticipated to include:

- New signage
- Fare collection equipment

Pantages Theater
(HPO comment regarding eligibility)

Lincoln Bank Building
(Listed)

Pence Auto Co. Building
(Listed)

State Theater
(Eligible)



7th & Hennepin Station

Station improvements will build upon previous 7th Street transit advantages improvements that constructed curb extension, new shelter, transit waiting area. Previously constructed 7th Street improvements are shown here.



General location of planned station location. Looking toward Hennepin Ave.



General location of planned station location. Looking toward 1st Ave.

7th & Nicollet Station

C Line Section 106 Consultation

7th & Nicollet Station

Approx. location of existing bus stop; C Line station will utilize existing bus stop

Station improvements will build upon previous 7th Street transit advantages improvements that constructed curb extension, new shelter, transit waiting area.

Approximate station area anticipated to include:

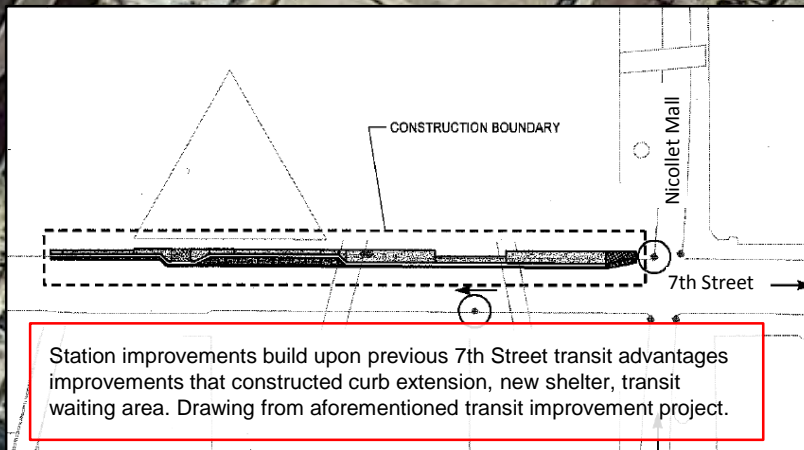
- New signage
- Fare collection equipment

Norwest Center
Tower/Wells Fargo Center
(Not Eligible)

Dayton's Department
Store (Eligible)

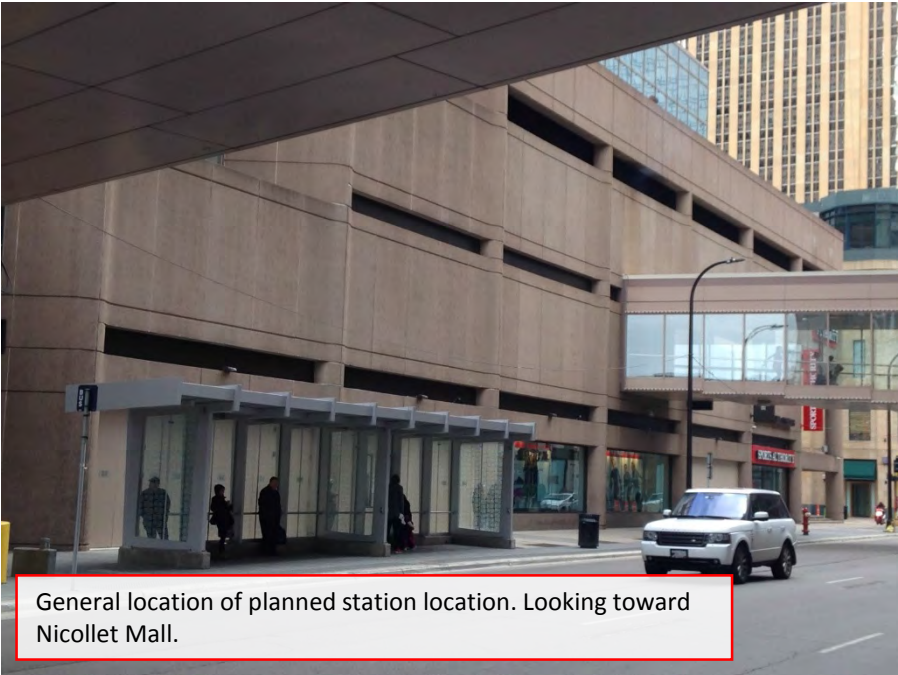
Nicollet Mall

7th St.

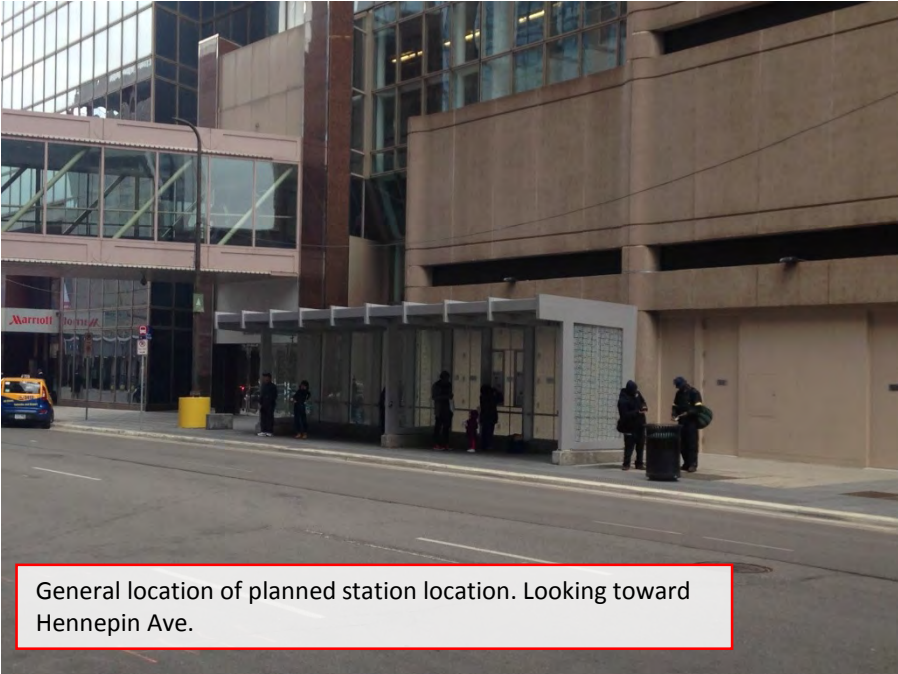


7th & Nicollet Station

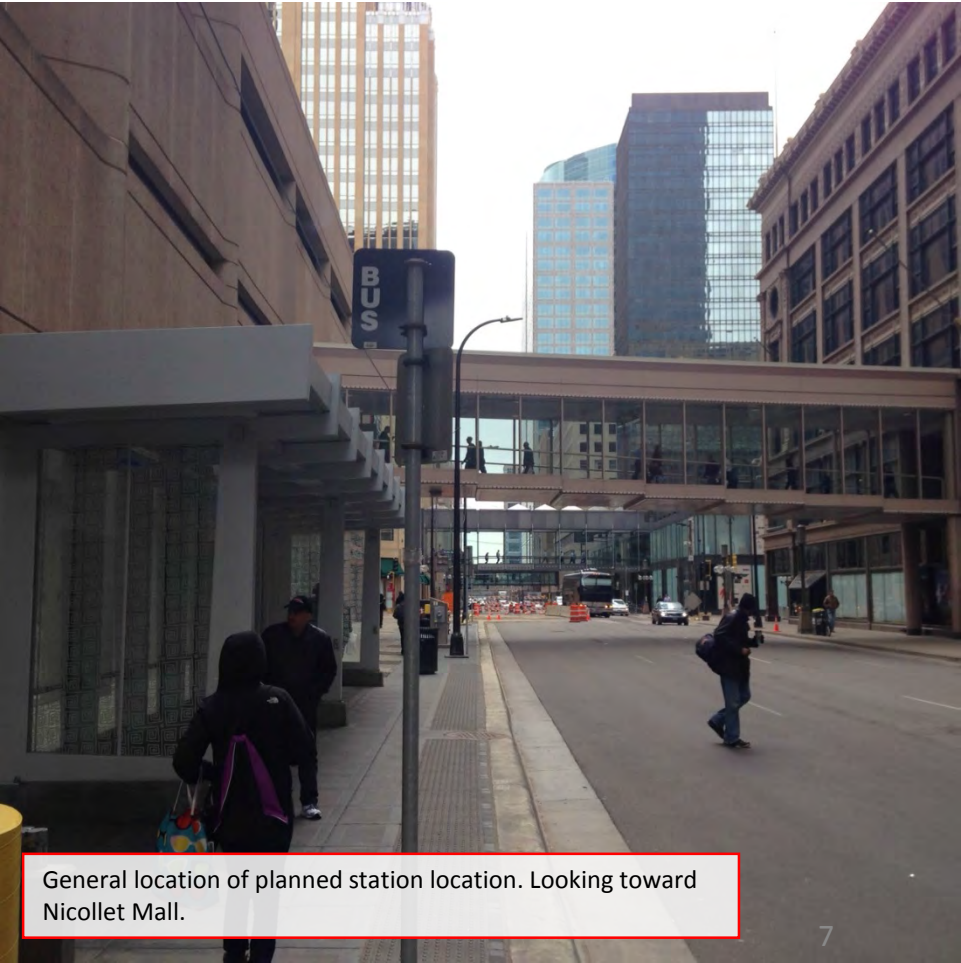
Station improvements will build upon previous 7th Street transit advantages improvements that constructed curb extension, new shelter, transit waiting area. Previously constructed 7th Street improvements are shown here.



General location of planned station location. Looking toward Nicollet Mall.



General location of planned station location. Looking toward Hennepin Ave.



General location of planned station location. Looking toward Nicollet Mall.

8th & Nicollet Station

C Line Section 106 Consultation

8th & Nicollet Station

8th St.

Dayton's
Department Store
(Eligible)

Nicollet Mall

Approx. location of existing bus stop; C Line station will replace existing bus stop in approximately the same location; Future roadway design and final station location dependent upon City of Mpls. 8th St. reconstruction project

IDS Center
(Eligible)

Approximate station area anticipated to include:

- Shelter (medium or large)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

Midwest Plaza
(Not Eligible)

Lasalle Ave.



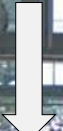
8th & Nicollet Station

Dayton's
Department Store
(Eligible)

IDS Center
(Eligible)

Midwest Plaza
(Not Eligible)

Nicollet Mall




Approximate Southbound Platform Location

8th Street



Legend

General platform location 

8th St. & 3rd/4th Ave. Station

C Line Section 106 Consultation

8th St. & 3rd/4th Ave. Station

Minneapolis Club
(Eligible)

8th St.

St. Olaf Catholic
Church (Eligible)

Approximate station area anticipated to include:

- Shelter (small or medium)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

3rd Ave.

Approx. location of existing bus stop; C Line station will replace existing bus stop in approximately the same location; Future roadway design and final station location dependent upon City of Mpls. 8th St. reconstruction project



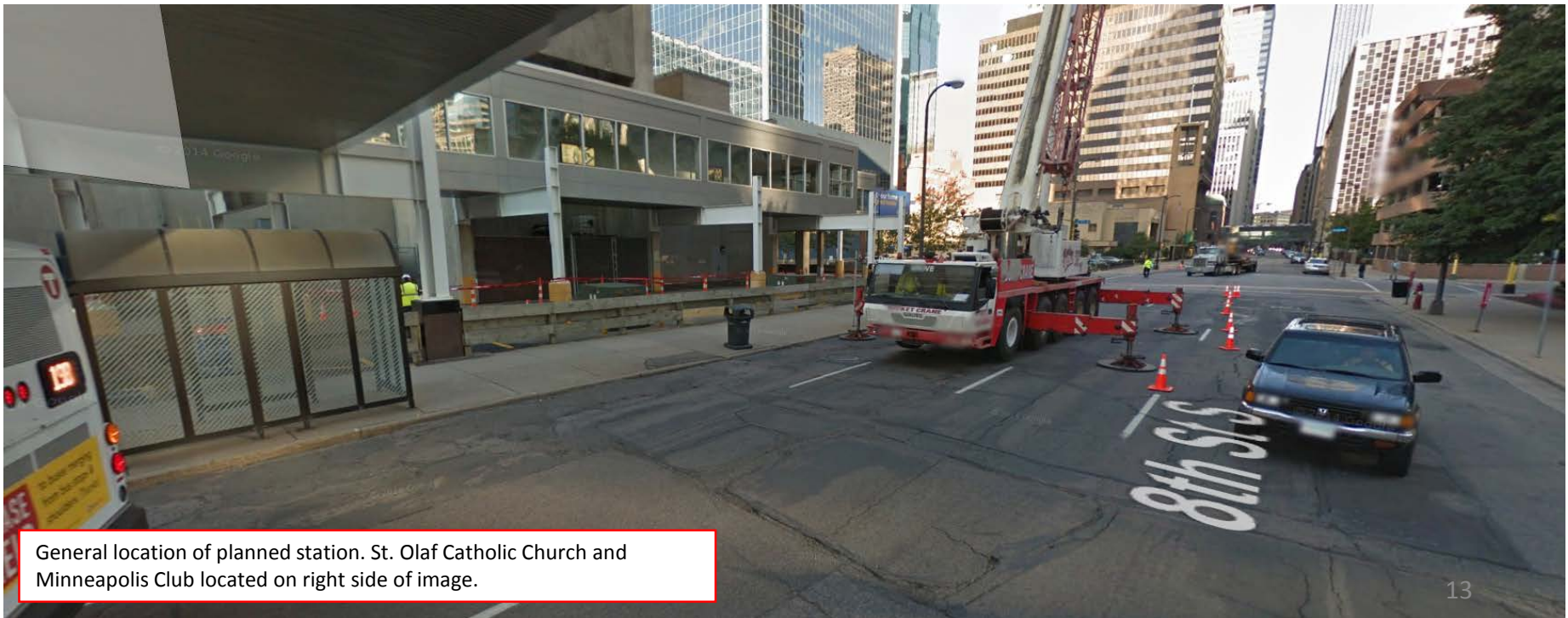
8th St. & 3rd/4th Ave. Station



General location of planned station.



General station location is to the rear of this perspective. St. Olaf Catholic Church and Minneapolis Club located a block NW on 8th St.



General location of planned station. St. Olaf Catholic Church and Minneapolis Club located on right side of image.

Olson & Penn Station

C Line Section 106 Consultation

Olson & Penn Station

Approximate permanent station area anticipated to include:

- Shelter (small or medium)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

Temporary improvements pre-METRO Blue Line Extension construction and operations will:

- Utilize existing boarding area
- Utilize temporary fare equipment

Approximate permanent station area anticipated to include:

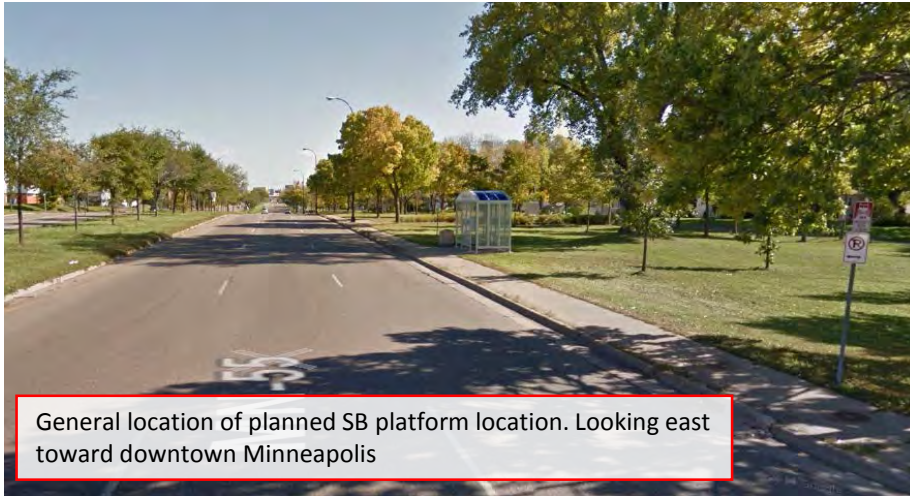
- Shelter (small or medium)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

Temporary improvements pre-METRO Blue Line Extension construction and operations will:

- Utilize existing boarding area
- Utilize existing shelter
- Utilize temporary fare equipment

Floyd B. Olson
Memorial
Statue (Eligible)

Olson & Penn Station



Olson & Penn Station

C Line BRT & METRO Blue Line Extension

Approximate NB/WB C Line BRT platform location

Approximate Penn Ave METRO Blue Line Extension LRT platform location

Approximate EB/SB C Line platform BRT location

Floyd B. Olson
Memorial
Statue (Eligible)

PENN AV
STATION

Penn & Plymouth Station

C Line Section 106 Consultation

Penn & Plymouth Station

Homewood Residential
Historic District
(Eligible)

1237-1239 Penn Ave. N.
(Contributing Property)

Approximate station area anticipated to include:

- Curb extension
- Shelter (small or medium)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

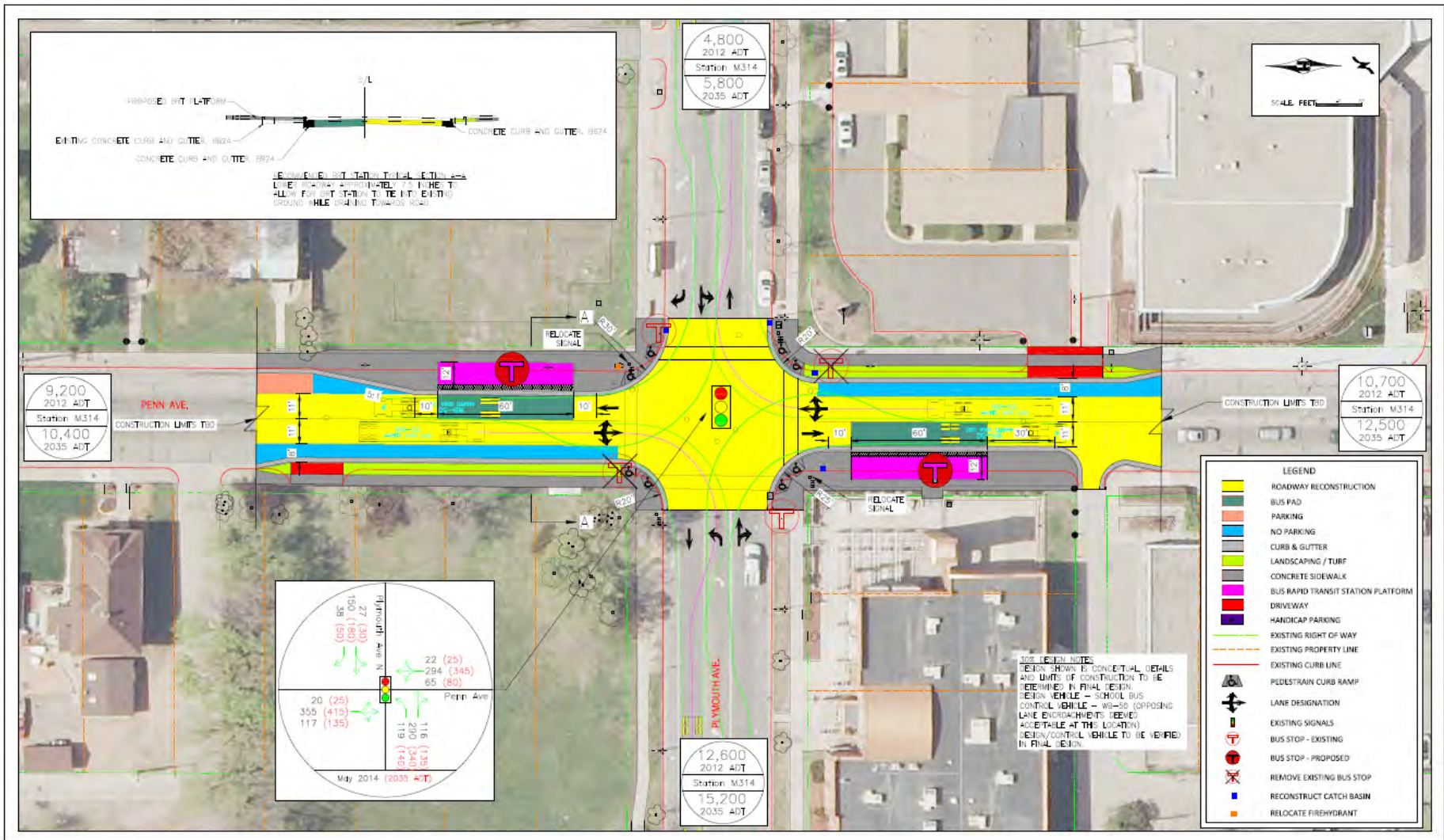
Penn Ave.

Plymouth Ave.

Approximate station area anticipated to include:

- Curb extension
- Shelter (small or medium)
- Pylon signage
- Fare collection equipment
- Street furniture (bike racks, trash receptacle, etc.)

Penn & Plymouth Station



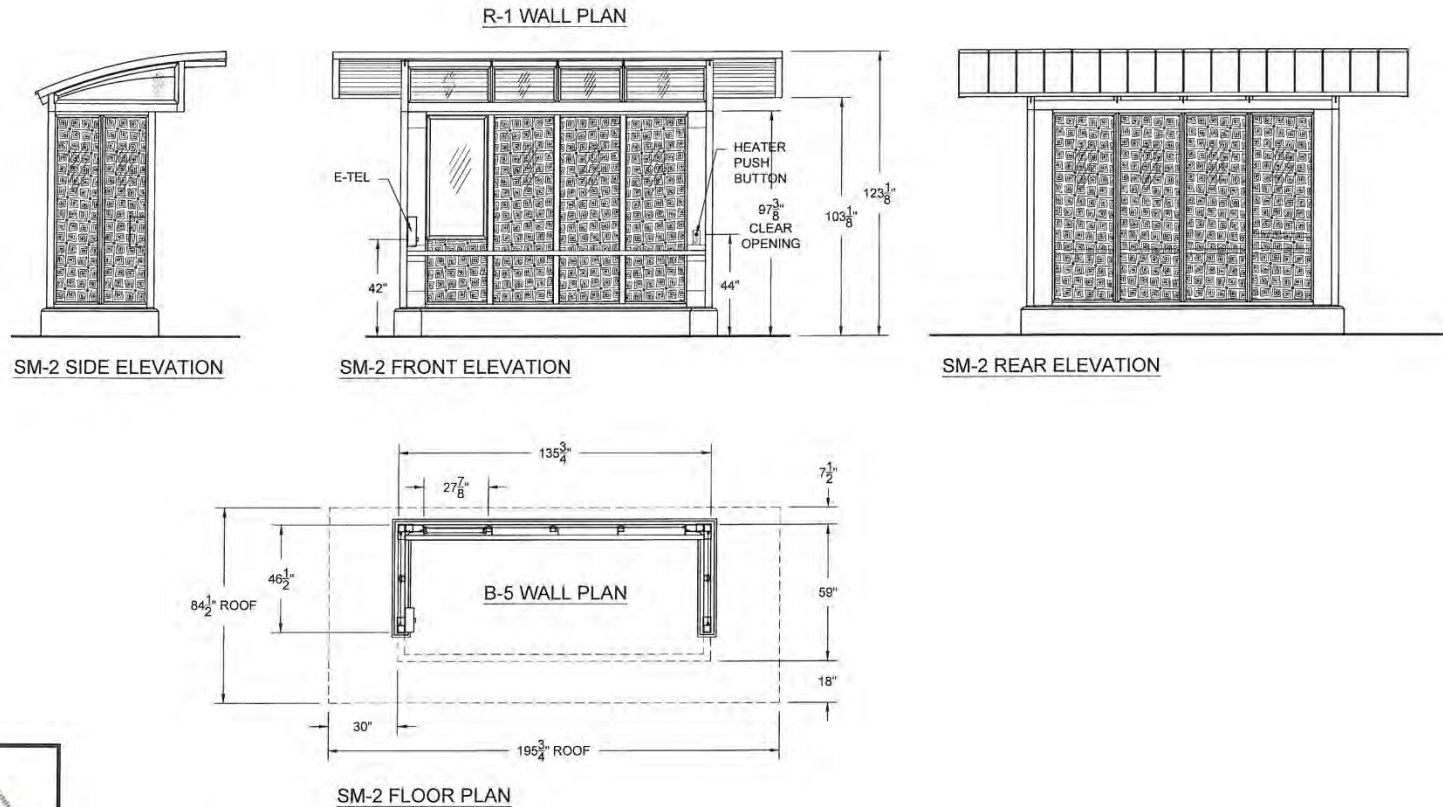
Penn & Plymouth Station



Shelter & Pylon Details

C Line Section 106 Consultation

Small Shelter Example



JUN 18 2015 JUN 30 2016

REGISTERED ENGINEER

REVISIONS		
4-20-15	A: ADD E-TEL AND HEATER BUTTON	BDI
	B: 8" E.C.D.B. INCREASES LENGTH 1.5"	



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APPROVAL SIGNATURE	DATE
X	1/1

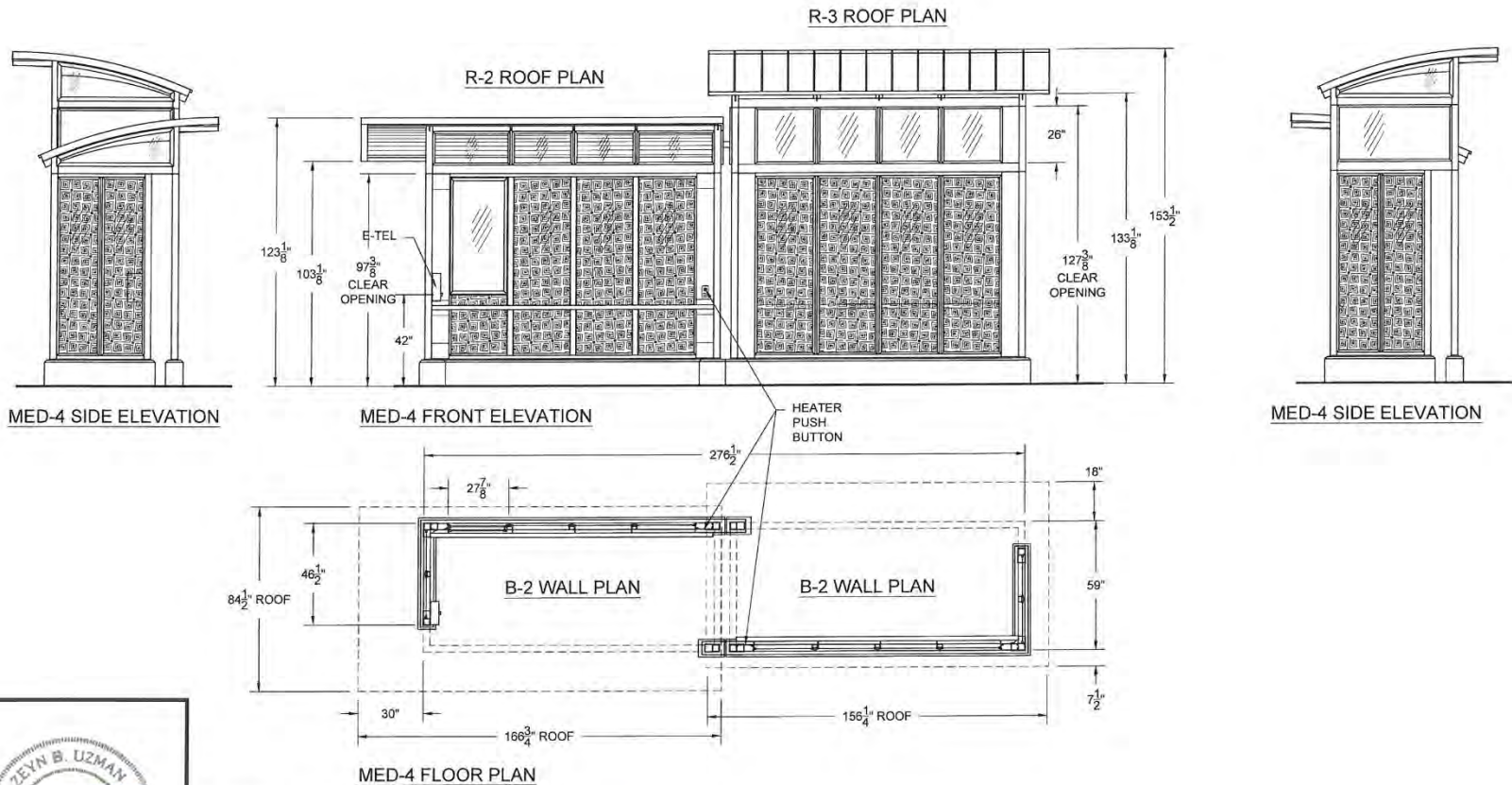
PROJECT NAME		11475 Metro Council / Metro Transit A-Line BRT Shelters & Pylons									
DESCRIPTION		A-LINE BRT SHELTER - SHELTER PLAN AND ELEVATIONS									
		SM-2									
PRINT ENG	PRINT MGR	DWG DATE	REV1	REV2	SCALE	PAGE	OF	DRAWING #			
BDI	JW	03/16/15	04/10/15	04/20/15	1/4" = 1'-0"	21	35	11475			

Small Shelter Example



Small shelter at A Line's Ford & Kenneth station.

Medium Shelter Example



REVISIONS

4-3-15	A: ADD CONTROL JOINT IN CURB	BDI
4-20-15	B: E.C.D.B. IN "FRONT" DORMER ELEV.	BDI
4-20-15	C: ADD E-TEL AND HEATER BUTTON	BDI



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APPROVAL SIGNATURE	DATE
X	

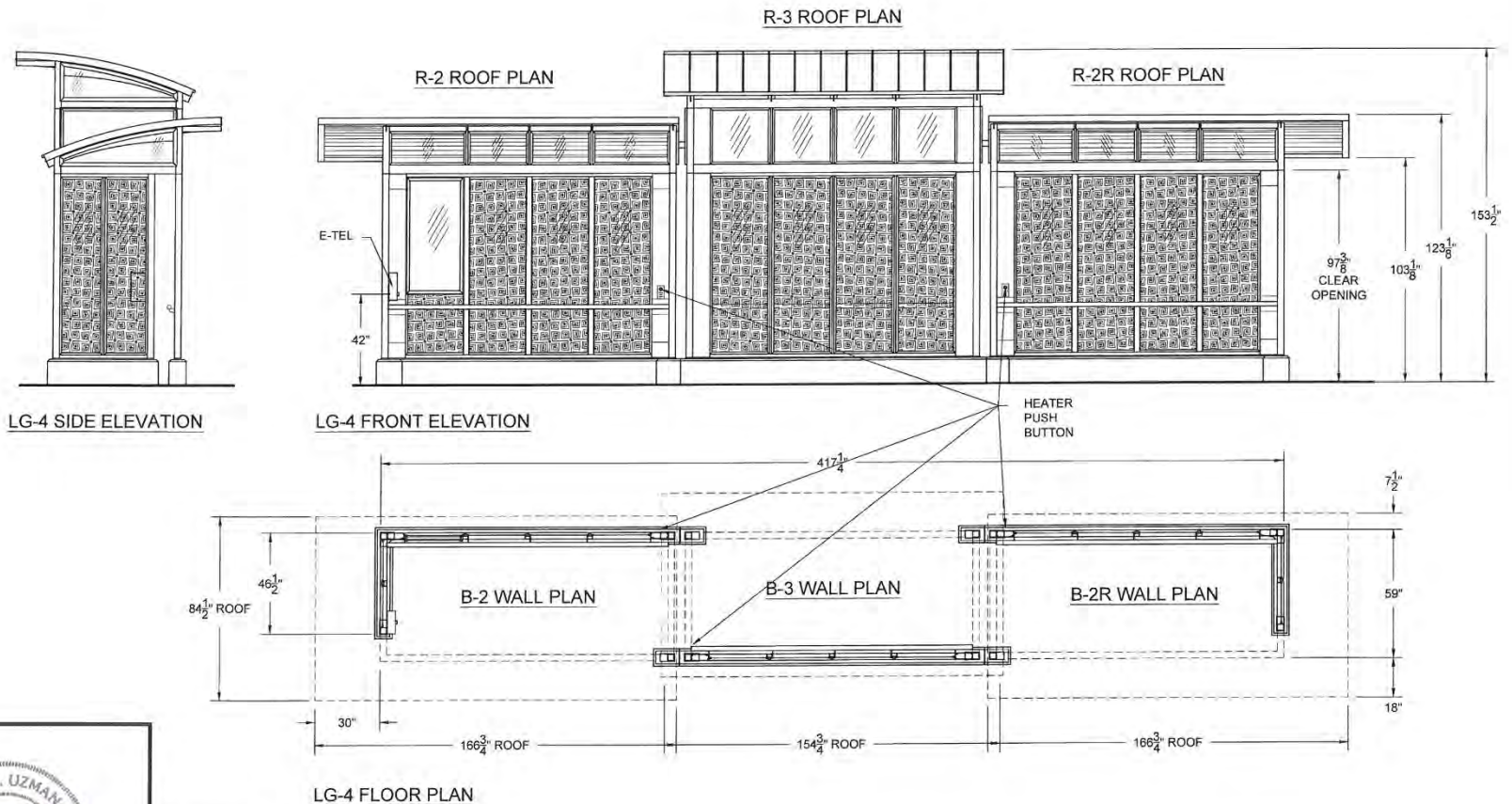
PROJECT NAME		11475 Metro Council / Metro Transit A-Line BRT Shelters & Pylons	
DESCRIPTION		A-LINE BRT SHELTER - SHELTER PLAN AND ELEVATIONS	
PROJECT ENG	PROJECT MGR	DWG DATE	REV1
BDI	JW	03/16/15	04/10/15
SCALE		1/4" = 1'-0"	
PAGE	OF	DRWG#A	
26	35	11475	

Medium Shelter Example



Medium shelter at A Line's Snelling & Grand station.

Large Shelter Example



JUN 18 2015 JUN 30 2016

REGISTERED ENGINEER

0 12" 24" 48" 96" 120"

REVISIONS

4-3-15	A: ADD CONTROL JOINT IN CURB	BDI
4-20-15	B: E.C.D.B. IN "FRONT" DORMER ELEV.	BDI
4-20-15	C: ADD E-TEL AND HEATER BUTTON	BDI



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APPROVAL SIGNATURE

DATE

3

1

PROJECT NAME

11475 Metro Council / Metro Transit A-Line BRT Shelters & Pylons

DESCRIPTION

A-LINE BRT SHELTER - SHELTER PLAN AND ELEVATIONS

LG-4

DRFT ENG	PRJL MGR	DRWG DATE	REV1	REV2	SCALE	PAGE	OF	DRWG #
BDI	JW	03/16/15	04/10/15	04/20/15	1/4" = 1'-0"	32	35	11475

Large Shelter Example



Large shelter at A Line's Snelling & University station.

p:\PROJECTS\WISC\Ouc-Card\Vertical sign 38 units.dwg, 1/21/2016 11:15:02 AM, Adobe PDF

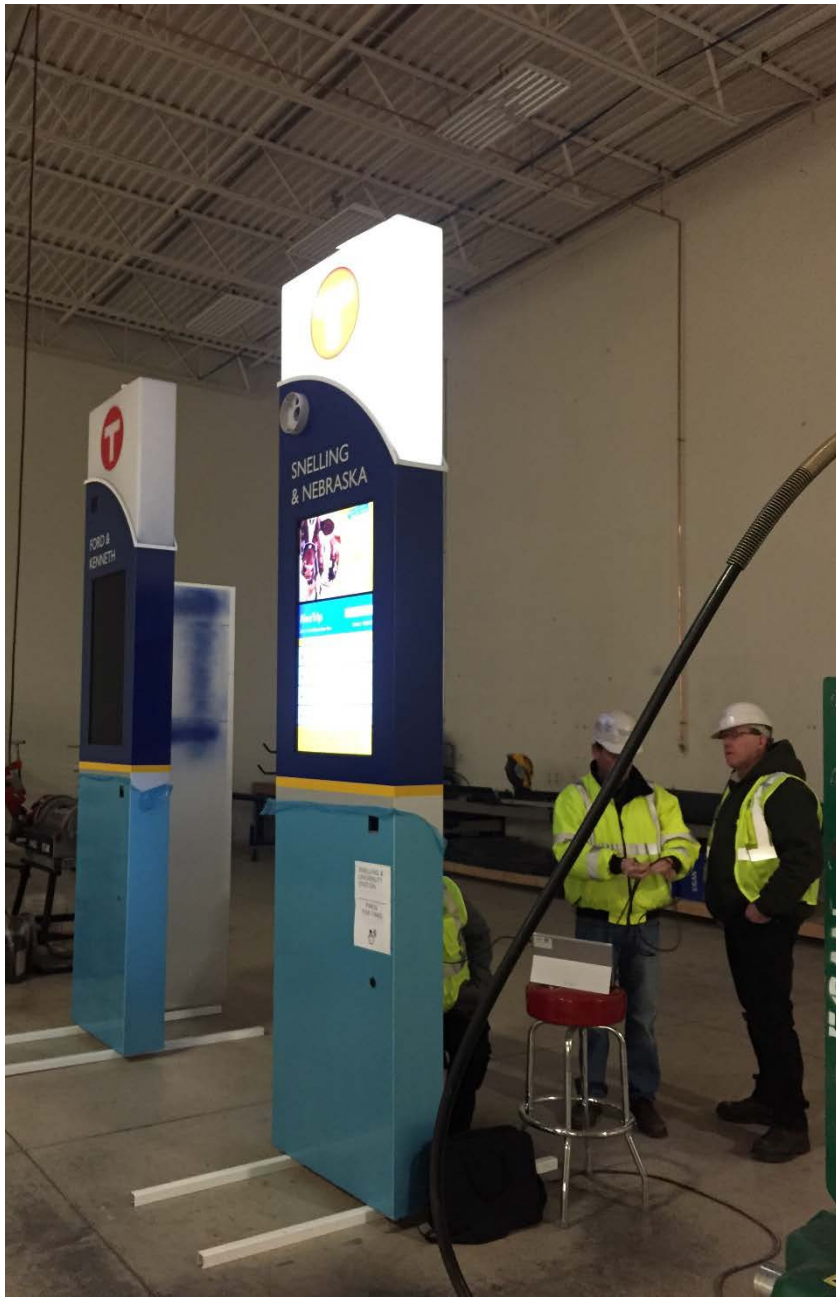


Signed: Steven B. Uzman Seal Exp. 12/31/2024

WO# : 84053
DATE: 3/13/15
DRAWN BY: AK
SHEET #: 1 OF 1

29

Pylon Example

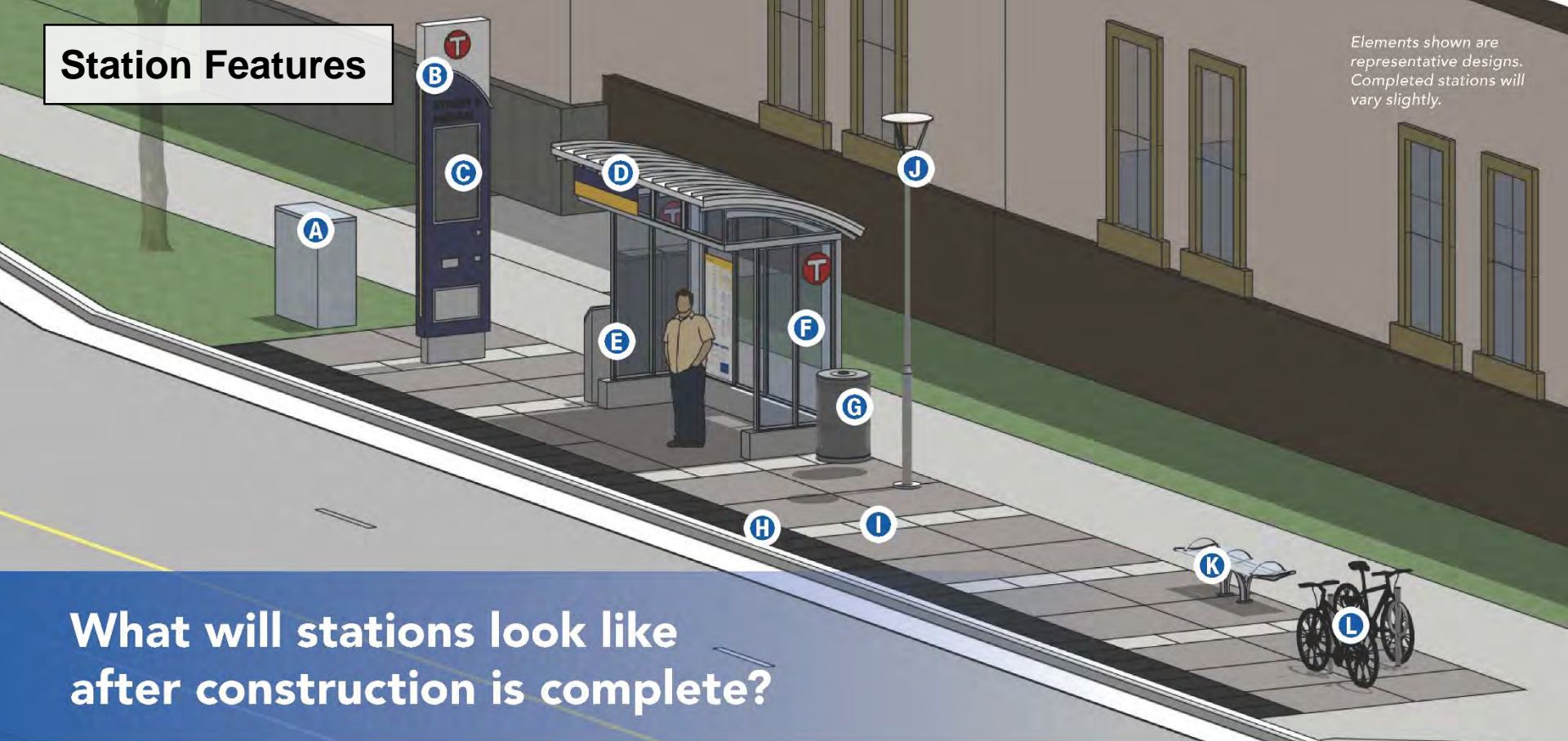


Pylon testing for A Line.

Station Features

Elements shown are representative designs. Completed stations will vary slightly.

What will stations look like after construction is complete?

- 
- A** **Utility boxes** near station areas house necessary communications and electrical equipment.
 - B** **Pylon markers** help riders identify stations from a distance.
 - C** **Real-time NexTrip displays** provide bus information, and on-demand **annunciators** speak this information for people with low vision.
 - D** **Shelters** provide weather protection and feature on-demand **heaters** and integrated **lighting**. Shelter sizes will vary based on customer demand (small shown here).
 - E** **Ticket machines and fare card validators** collect all payment before customers board the bus.
 - F** **Emergency telephones** provide a direct connection to Metro Transit security. Stations also feature **security cameras**.
 - G** All stations feature **trash and recycling** containers.
 - H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.
 - I** **Platform areas** are distinguished by a dark gray concrete pattern.
 - J** Some stations have sidewalk-level **light fixtures** to provide a safe, well-lit environment. Fixtures will match existing lights in the surrounding area.
 - K** **Benches** at stations provide a place to sit.
 - L** Every station has **bike parking loops**.

MINNESOTA ARCHITECTURE HISTORY INVENTORY FORM

Location Information

Address		3800 Penn Avenue North (3801 Humboldt Ave N, 2130 Dowling Ave N)				SHPO #	HE-MPC-8242
Historic Name		Crystal Lake Cemetery and Chapel					
Current Name							
City	Minneapolis			County	Hennepin		
TWP	29	Range	24W	Section	4	Quarters	SW
USGS	Minneapolis North			UTM	15N	Datum	NAD 1983
PIN	0402924310003			Easting	476096.9835 m	Northing	4986019.6746 m
Property Category		Funerary					Date Built
Property Type		Cemetery					1886, 1928 (Chapel)
Historic Context		Urban Centers 1870-1940					Eligibility
Style		Gothic Revival (Chapel)					Not Eligible
Architect/Builder		F. L. Stearns (Chapel)					
First Owner							

Description, Historical Background, and Evaluation

Crystal Lake Cemetery occupies a 139 acre site bounded by Dowling Avenue North (38th Avenue North) on the south, Penn Avenue North on the west, 42nd Avenue North on the north, the rear lot lines of the properties fronting the west side of James Avenue North between 41st Avenue North and 42nd Avenue North, 41st Avenue North between James Avenue North and Humboldt Avenue North, and Humboldt Avenue North on the east. The primary entrance is located at the northeast corner of Penn Avenue and Dowling Avenue. A secondary entrance is at the northwest corner of Dowling Avenue and Humboldt Avenue. The entrances are marked by stone posts and gates. A high fence with wrought-iron pickets surrounds the property. The cemetery is organized around a series of curvilinear drives extending between Dowling Avenue and 41st Avenue North. The sections bounded by the drives are gently rolling and hilly lawn areas punctuated by mature trees, both deciduous and conifers. The lawn areas to the south are hillier than those to the north. Graves are marked by flat markers and vertical headstones with a few larger mausoleums.

The cemetery chapel and crematory (1925-1928) is located near the middle of the cemetery at what would be the intersection of 40th Avenue North and Knox Avenue North. Gothic Revival in style, it is constructed of rough-cut Kasota stone with a front gable roof, a gabled entrance porch facing to the southwest, a crematory wing at the north, and an entrance wing at the south. The roof is adorned by a cross and a copper fleche. The chapel also contains several stained-glass windows set in stone tracery. Several aboveground columbaria and a maintenance building also occupy the grounds.

The northern section between 41st Avenue North and 42nd Avenue North has only one north-south drive, adjacent to the Veterans' Memorial Garden section of the cemetery. The northeast portion between Newton Avenue North and James Avenue North contains an area that has been converted to the Camden Central Pond, a stormwater reservoir surrounded by a walking path which is separated from the remainder of the cemetery by the wrought-iron fence. An administration building (1962) with adjacent funeral home and chapel (1986; Minneapolis Building Permit # B543993, 6/11/1986) are located near the Penn Avenue entrance.

The Crystal Lake Cemetery Association was formed in 1886 for the purposes of establishing a cemetery in the north section of Minneapolis. The association acquired 40 acres of previously unplatted land between 38th Avenue North and 40th Avenue North, bounded by Humboldt Avenue on the east and extending west to the line of Logan Avenue. The original plat by civil engineer F. L. Stearns was laid out with a series of drives and an entrance near Humboldt Avenue off 38th Avenue (Peterson and Zellie 1998: 18). The first officers were J.W. Tousley, president; William Baker, treasurer; and E. H. Steele, secretary. Isaac Atwater wrote in 1893:

Realizing very wisely that the land put aside for burial purposes in the vicinity of Minneapolis would be wholly inadequate in a few fleeting years, a movement was put on foot to secure a very suitable piece of land on the north side, for as yet there had been no cemetery in that quarter. ...The cemetery is in and named for the beautiful township of Crystal Lake. [...] The grounds are laid out and platted upon a plan very similar to that in Lakewood Cemetery. [...] Although the tract was once quite covered with native trees, a portion of it was cleared off before being set apart for a cemetery; yet enough trees were left on the other part already platted. ... The trustees have had to make their own roads, but good roads and street car connections will soon be made, and Crystal Lake Cemetery will rapidly grow in popularity, particularly among people on the north side. There have been about 550 interments at Crystal Lake. ... The ten acres already improved is certainly very beautiful (Atwater 1893: 958-959).

By that time, the cemetery had its own sexton who lived across Humboldt Avenue from the cemetery (Minneapolis City Directory 1893-1894).

With the growth of the city's population in the early twentieth century (and the closure of Maple Hill Cemetery in Northeast Minneapolis), the Crystal Lake Cemetery Association felt the need to expand its acreage. By 1909, the cemetery is shown as extending west to the line of Penn Avenue (which had not yet been opened). Then in 1911, the cemetery expanded northward, acquiring the entire section between 40th Avenue North and 41st Avenue North between Humboldt and Penn, and another section between Knox and Penn extending north of 41st Avenue almost all the way north to 43rd Avenue North, for a total of 150 acres. The Association quickly expanded the landscaping and curvilinear drives as far north as 41st Avenue North, with a small lake being installed south of 41st Avenue North near Humboldt Avenue. A new entrance was added from Penn Avenue, which had finally been opened to the north between 38th Avenue North and 45th Avenue North. The picturesque chapel and office building, located northwest of the Humboldt Avenue entrance, had been installed in 1902 and enlarged in 1910 (Minneapolis Building Permits, 52787, 8/23/1902; 90831, 12/16/10). The pattern of drives was still largely in place in 1940, although the lake had been removed (Hudson 1909, 1910, 1912; Benneche 1914; Munz 1915; City of Minneapolis 1940).

In 1913, *Park and Cemetery* magazine published a photograph of a three-dimensional relief map of the cemetery. It had been fabricated to explain the varied topography of the site and to depict the proposed plan of the drives. The article noted: "Crystal Lake Cemetery has more than 45 acres developed on the modern lawn plan and about 33 acres of this development has been made during the past five years. All the roads are macadam. In addition to special landscape features, the cemetery is covered with a natural forest of giant oaks" (Park and Cemetery 1913).

In a brochure published in about 1915, the Crystal Lake Cemetery Association extolled the qualities of the cemetery, comparing its size and elevation to the Hillside, Lakewood, and Layman's cemeteries in the city. It illustrated the chapel and office, the entrance gates, the trees, the grounds "laid out on the Modern Park Lawn Plan," and "the graceful macadam drives." It advised visitors: "Take the Cedar and Emerson [street]car to the end of the line. Four blocks, with good [side]walks, to Cemetery entrance." It noted: "good drainage; modern sewers, with lateral drains, have been laid throughout the grounds. Highest cemetery in the city, embracing a hilly tract at the elevation of 197' above datum and 61.5' above the level of the lakes; the soil, therefore, must be *dry*" (Crystal Lake Beautiful).

In 1916 the City of Minneapolis purchased a two-acre plot of land in the cemetery for the city's indigent dead. The plot was between 39th Avenue North and 40th Avenue North, in a 225-foot-wide strip along Humboldt Avenue (City of Minneapolis 1916).

The original chapel was replaced with the present Gothic Revival-style chapel and crematory between 1925 and 1928 by the Field Campbell Company, contractors, at a cost of \$50,000 (Minneapolis Building Permit # B188382, 5/13/1925). The picturesque building faced with buff-colored Kasota stone accommodates spaces for funeral services and crematory functions.

In the 1950s, the cemetery sold off the undeveloped section north of 42nd Avenue North for residential construction, which was subsequently platted as the Gene Prather Addition. The section of the cemetery between 41st Avenue North and 42nd Avenue North began to be developed in about 1958, as recorded in a group of photographs by Norton and Peel (Norton and Peel 1958).

In 1962, the Cemetery Association constructed an administration building near the Penn Avenue entrance. A mortuary and a funeral chapel were built next to the administration building in 1986. At some point, the Crystal Cemetery Association was consolidated with other cemetery properties into SCI Minnesota Funeral Services. In 2005, the SCI Minnesota properties were sold to Washburn-McReavy Funeral Corporation, which now operates the cemetery.

Layman's (Minneapolis) Cemetery (renamed Pioneers and Soldiers Cemetery in 1928) is the oldest to survive in the city. The eastern ten acres were platted in 1860, with an additional ten acres to the west platted in 1871. The twenty acres were organized in a rectangular plan bounded by Cedar Avenue on the west, 21st Avenue South on the east, Lake Street on the south, and East 29th Street on the north. Layman's was preceded, at least officially, by Maple Hill Cemetery on the east bank of the Mississippi River, located on Broadway Avenue between Polk and Fillmore Avenues Northeast. This ten-acre site was opened in 1857, but closed after burials were prohibited in 1890 for health reasons. Many of the bodies were removed over a period of years and the site converted to parkland in 1908, which was renamed Beltrami Park in 1947 (Atwater 1893: 956-957; Smith 2008).

While Layman's and Maple Hill were non-sectarian and at least, in theory, open to all, both the Catholics and the Jews felt it desirable to establish their own cemeteries. Saint Anthony Cemetery (extant) at Central Avenue and 28th Avenue Northeast opened in the early 1860s. Saint Mary's Cemetery (extant), also called the Cemetery of the Immaculate Conception, was established at Chicago Avenue and East 46th Street in 1867. Montefiore Cemetery, now Temple Israel Cemetery (extant) at Third Avenue South and East 42nd Street, was established in 1876 by the Reform Jewish congregation of Minneapolis, while the Adath Yeshurun Association established a small cemetery (extant) at France Avenue South and West 57th Street, now part of Edina, in 1888 for the burial of Orthodox Jews. An 1893 account describes the layouts, features, and monuments of these cemeteries (Neil 1881: 345; Atwater 1893: 960-962).

As Minneapolis grew, more cemetery space was needed. In 1871 Lakewood Cemetery was established by some of the city's most prominent citizens. This group, headed by Colonel William S. King, acquired a 128-acre tract to the east of Lake Calhoun and north of Lake Harriet. Initially platted according to a plan drawn by C. W. Folsom, superintendent of the Mount Auburn (Massachusetts) Cemetery, it was dedicated in 1872. Soon thereafter the plan of Lakewood was revised to reflect the more popular, "lawn park" cemetery type that had been introduced by Adolph Strauch at Spring Grove Cemetery in Cincinnati. Lakewood soon offered major competition to Layman's and other cemeteries, as many bodies were removed from the earlier cemeteries and moved there (Neil 1881: 345; Atwater 1893: 951-955; Sloane 1991: 107-109).

The design of Lakewood reflects changing patterns in cemetery design in nineteenth-century urban America. Unlike East Coast cities and rural communities in both the East and the Midwest, Minneapolis did not have burials in churchyards. The picturesque, rural cemetery close to an urban setting had been introduced at Mount Auburn in Cambridge, Massachusetts, in 1831. This type of cemetery planning, with its emphasis on family monuments, planned landscapes, picturesque vistas, and rolling roadways spread throughout the eastern United States in the 1840s. When Adolph Strauch took over Spring Grove as superintendent in 1855, he introduced changes in landscaping patterns, de-emphasizing the picturesque and family monuments, in favor of a more direct, pastoral landscape interspersed with monuments. The rise of the "lawn park" cemetery was concurrent with the rise of the urban park movement in the United States, and the patrons of both were often the same. This was certainly the case with Lakewood Cemetery (Sloane: 66, 104, 116-119). Lakewood Cemetery also constructed an impressive funeral chapel designed by Harry Wild Jones and built in 1910 (Millett 2007: 228). Such a chapel reflected changes in funeral and burial practices in the early twentieth century.

When Crystal Lake Cemetery was established in 1886, the founders cited the precedents of Lakewood Cemetery in its planning and landscaping. After the cemetery expanded during the first decade of the twentieth century, it extolled its “lawn park” plan.

Hillside Cemetery was established in Northeast Minneapolis, east of Stinson Boulevard, in 1890, after the Maple Hill Cemetery was closed (Atwater 1893: 957-958). Northeast of Hillside Cemetery is Sunset Memorial Park Cemetery, which flanks sections of St. Anthony Boulevard. It was established in 1922 with a plan by landscape architect Arthur Nichols; most of the cemetery is within the boundaries of the Village of St. Anthony. It has a funeral chapel that was built in 1927 (Millett 2007: 108; Sturdevant 2014). Both Hillside and Sunset are laid out on the lawn park plan.

Crystal Lake Cemetery remains the only cemetery in North Minneapolis. While the cemetery has Christian imagery, it is open to all faiths.

Crystal Lake Cemetery and the Crystal Lake Chapel and Crematory were evaluated for NRHP eligibility using Criteria of Significance as well as Criteria Consideration D which is applied to cemeteries.

Criterion A. Crystal Lake Cemetery was established in 1886 as the first cemetery in North Minneapolis. It was enlarged between 1909 and 1911 to meet the needs of the expanding population of that section of the city, and it remains the only cemetery in North Minneapolis. It is not associated with the early development of Minneapolis, and there are a number of extant earlier cemeteries in the city. It has not achieved historic significance for its relative age in its geographic context, and furthermore, it is not associated with significant events or patterns in history (NR Bulletin 1990: 35). The cemetery does not meet Criterion A.

The Crystal Lake Cemetery Chapel and Crematory was built between 1925 and 1928 to replace an earlier chapel building and to provide on-site cremation services, as cremation was becoming a more widely accepted burial practice. It is not associated with a specific event or broad pattern of historic events. The chapel and crematory does not meet Criterion A.




Criterion B. To meet Criterion B, a cemetery must contain the graves of persons of transcendent importance: “To be of transcendent importance the persons must have been of great eminence in their fields of endeavor or had a great impact upon the history of their community, State, or nation.” (NR Bulletin 1990: 34). No such persons are associated with Crystal Lake Cemetery. The cemetery does not meet Criterion B.

Criterion C. To meet Criterion C, a cemetery must have clearly expressed design values and must be able to convey its historic appearance (NR Bulletin 1990:35). Crystal Lake Cemetery was originally designed by engineer F. L. Stearns, about whom little is known. The designer of the expanded cemetery has not been identified. The original section of the cemetery and the expanded site preserved many of the original trees and incorporated curvilinear drives that responded to the rolling site. As the cemetery was expanded, the Crystal Lake Cemetery Association extolled the design as a beautiful example of the lawn park plan. By this time, similar plans had been put into place in such earlier Minneapolis cemeteries as Lakewood Cemetery and Hillside Cemetery. Grave markers and monuments span a wide range of dates from the late 1880s to the present. Modern columbaria and similar above-ground structures have also been introduced. None are of unusual architectural distinction. The overall plan of the cemetery, which is not especially distinctive or unusual, has been further changed during the twentieth century, both by the sale of the northernmost, undeveloped section, in the 1950s, and the alteration of some curvilinear drives to more rectilinear ones. The overall design and plan of the cemetery lacks sufficient design significance to meet Criterion C.

The cemetery chapel and crematory was built between 1925 and 1928 by the Field Campbell Company, local contractors. Designed in the Gothic Revival style, it has rough-cut Kasota stone walls, decorative stone details, and several stained-glass windows. To date, no architect has been determined. The design has some similarities in its plan and materials to the Roselawn Cemetery Chapel, designed by Cass Gilbert and Thomas Holyoke and built in 1909-

1910 in Roseville, Minnesota. However, the Crystal Lake cemetery building was designed nearly two decades later than Roselawn, and it does not stand out as a distinguished example of its type or method of construction during this time period. It does not meet Criterion C.

Criterion D. To meet Criterion D, cemeteries must have the demonstrated potential to yield important information within a specific context, provided the information is not available in extant documentary evidence (NR Bulletin 1990: 35). Neither the Crystal Lake Cemetery nor the chapel and crematory building meets Criterion D.

<p>USGS Topo Map</p>	
<p>3800 PENN AVE. N. and 2130 DOWLING AVE. N.</p>	
<p>3800 PENN AVE. N. and 2130 DOWLING AVE. N.</p>	

700-710 Hennepin Avenue (HE-MPC-16555)

Pantages Theater and Stimson Building (Ted Mann / RKO Theater, Seven Restaurant)



700-10 Hennepin Avenue, 2016



700-10 Hennepin Avenue, 2016



Pantages Theater, 1920



Pantages Theater, 1938



RKO-Pan Theater, 1957



Mann Theater, 1966

This property was inventoried as part of the Southwest Transitway survey. The previous study surveyed the property at the Phase I level and recommended that it had no potential to be eligible for listing in the NRHP (Roise et al 2012).

The property is comprised of two buildings located at the southwest corner of Hennepin Avenue and North 7th Street. The two-story store-and office-building known as the Stimson Building was constructed in 1916. Of fireproof construction, it has a concrete frame and walls clad in smooth gray granite panels. Originally, seven storefronts extended along the 7th Street elevation. The Pantages Theater entrance fronts Hennepin Avenue; the theater auditorium and stage house are located behind the L-shaped Stimson Building.

The Pantages Theater was built as a vaudeville house for Alexander Pantages. Kees & Colburn were the architects for the Pantages Theatre (excluding the lobby and auditorium) and the Stimson Building (an attached commercial/office section along 7th Street). The theater portion of the building was constructed in 1913, and the office building was built in 1916. The office building was constructed by contractors Splady, Allee & Smith for the Hennepin Holding Co. at a cost of \$100,000 (Minneapolis Building Permit 2/5/1916; Sanborn Map Company 1952). The theater lobby and auditorium were designed by Seattle architect Marcus Priteca. According to the designation study conducted by the City of Minneapolis:

The theater is significant for its association with Alexander Pantages who owned and operated over 500 theaters between 1906 and 1936. The theater is also significant for its association with the notable architect, Marcus Priteca, who designed the majority of the Pantages theaters and developed a style referred to as the “Pantages Greek.” The theater is also valuable as an example of an architectural type. It is the last of four historic downtown theaters in Minneapolis and retains much of its architectural details. When the theater was constructed in 1916, there were 25 theaters in downtown Minneapolis” (Lucas 2001).

Although the Pantages began as a vaudeville house, the theater transitioned to movies, likely in 1929 when it was acquired by the RKO Pictures Corporation (Lucas 2001:7-3). In the mid 1940s, the theater, by then known as RKO-Pan Theater, was remodeled (Hecker 2003:4; Sanborn Map Company 1945). As part of this remodeling, the original “Pantages” vertical sign was removed, the marquee was replaced, and the lobby-mezzanine was redesigned and walled off from the auditorium. The theater changed ownership again in 1961, when Ted Mann acquired the property for the Mann Theaters chain. The exterior was again altered with replacement of the marquee and the addition of a Modernist-inspired “Mann” vertical sign. The interior was extensively altered: the decorative plasterwork was removed from the sidewalls, proscenium, and upper side box; and the auditorium seating arrangement and orchestra pit were altered. The building stood vacant from 1984 until 2002, when it was acquired by the Minneapolis Community Development Agency, which undertook a restoration of the theater. The restoration work included reconstruction of missing elements, such as the vertical Pantages sign and the interior plasterwork (Hecker 2003).

The auditorium space of the Pantages Theater has been designated as a Minneapolis landmark for its association with the local historic context “Culture, Fine and Applied Arts” and with the history of vaudeville in Minneapolis. The Pantages Theater property is associated with the historic context “Downtown Minneapolis (1880-1945)” in the area of cultural development. Despite associations with significant historical events and remnants of original architectural features, the building ultimately lacks architectural integrity and is recommended as not eligible

for listing in the NRHP. Furthermore, the theater is associated with the chain of vaudeville theaters owned by Alexander Pantages and with the architectural firms of Kees & Colburn and Marcus Priteca.

Despite these associations, the Pantages Theater has undergone numerous alterations over the years that have compromised the integrity of the property. Many elements of the Hennepin Avenue and 7th Street façades have been replaced or modernized, and the interiors have been extensively altered. Exterior alterations include replacement of the first floor storefront windows, the second floor fixed-frame windows, the doors and sidelights, and the marquee, which has been altered/replaced at least four times since 1920 (see photos). The 1961 renovation of the lobby removed all of the historic materials except for the coffered ceiling, which was covered. A third floor penthouse, recessed from the primary elevations, is a recent addition. Although missing elements have been reconstructed, the alterations have compromised the integrity of materials and workmanship and have diminished the integrity of design and association. In addition, due to demolition and new construction on nearby properties, the setting of the theater has been diminished. As a result the Pantages Theater does not retain historic integrity and is recommended not eligible for listing in the NRHP.

MINNESOTA ARCHITECTURE-HISTORY INVENTORY FORM

Southwest Transitway Survey, Hennepin County, Minnesota

700

HENNEPIN AVE

MINNEAPOLIS

55403

HE-MPC-16555

Additional Addresses: 710 Hennepin Ave

Historic Name: Pantages Theater

Current Name: Pantages Theater, Seven Steakhouse

Year Built: 1916

Plat Name: REG. LAND SURVEY NO. 1771 Block: Lot: Acres: 0.51

UTM Coordinate: 15 478275 4980542

USGS Quad: Minneapolis South Township: 29 Range: 24 W Section: 22 QTRQTR: SW QTR: SE

PID No.: 2202924430210

Segment A ☒ Segment C1 ☐ Segment C2 ☒ Segment 1 ☐ Segment 3 ☐ Segment 4 ☐

Survey Zone: Minneapolis Downtown

Category: Recreation and Culture

Subcategory: Theater

Category: Commerce/Trade

Subcategory: restaurant

Noteworthy features/comments:

Historic theater sign; new marquee; new windows are insensitive; addition on rear; "temporary" addition on roof is unsympathetic

Integrity: Fair/poor

Recommendation:

Listed on the NRHP ☐

Considered Eligible for the NRHP ☐

No Potential ☒

Phase 2 ☐

Eligible for NRHP ☐

Not Eligible for NRHP ☐

Surveyor Name: Elizabeth Gales

Company: Hess, Roise and Company

Fieldwork Date: 2/25/2010



1920



1957



1966



2016





THE CURTAIN RISES AGAIN ON THE HISTORIC PANTAGES THEATRE

BY JOHN HECKER

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the CURTAIN RISES AGAIN on the

▼ HISTORIC

pantages

THEATRE

► by John Hecker

(right) View of proscenium from balcony, prior to start of construction. Note steel framing for drapery, installed in 1961, which resulted in destruction of all ornamental plaster above proscenium opening. (HGA photo)



It was not just another opening night on November 8, 2002 when the curtain rose in the eighty-six-year-old Pantages Theatre in Minneapolis. After decades of destructive alterations and almost twenty years of total neglect, this historic theatre had been restored to its former Beaux-Art glory.

▼ Saved From Destruction

The Pantages Theatre was constructed between April and October of 1916 in a downtown area of Minneapolis that was home to at least twenty-five vaudeville “palaces” and motion picture cinemas. Woodman’s Hall, the city’s first pioneer theatre, was built in 1857. The first silent movie was shown in 1898 at the Bijou Opera House, and the city’s first vaudeville house, the Orpheum Theatre, opened in 1904.

The opening night vaudeville program at the Pantages Theatre, Sunday, October 30, 1916, included Joe Roberts (“makes one banjo sound like four”), Lemaire & Dawson (“Blackville’s Kings of Comedy”), Silber & North (“in a laugh-building digression”), the La Scala Sextette (“Grand Opera Stars in Grand Opera”), a short “popular pictorial” entitled “A Lass of the Lumberlands,” Stirling & Marguerite (“High Class Singing Athletes”) and the extraordinary Winston’s Water Lions and Diving Nymphs (“Vaudevilles’s Supreme Sensation!”).

The history of this splendid theatre is typical of those built in the early years of the twentieth century. Entrepreneurs like Alexander Pantages, who created an empire around the motto, “popular theatre at popular prices,” built lavish theatres decorated with beautifully carved and painted interiors in Italian Renaissance, Spanish and Moorish revival styles as well as the Art Deco style used for Pantages’ masterpiece, the Hollywood Pantages, built in 1929. Unfortunately, movies supplanted



1920 view along Hennepin Avenue of original Pantages Theatre marquee, blade sign and storefronts of Stimson Building. (Photo courtesy of Minnesota Historical Society, Charles J. Hibbard Photograph Collection)

Cove ceiling of main auditorium during construction. Except for one corner, the cove ceiling and artglass monitor were largely intact and undamaged. (HGA photo)

vaudeville in the thirties and forties and many of the fine old theatres were “updated” to follow the current tastes in entertainment. In 1946–1947, the lobby and mezzanine of the Pantages, now called the RKO-Pan Theatre, were redesigned and the mezzanine was walled off from the auditorium. In 1961, the RKO-Pan became the Mann Theatre and underwent major architectural changes. Once again, the lobbies were redesigned. In 1984 Ted Mann closed his theatre and for eighteen years let it deteriorate. His plan to demolish the theatre, and the building next to it, caught the attention of the Minneapolis Community Development Agency (MCDA), the development arm of the City of Minneapolis, which was actively involved in saving and restoring three other historic theatres: the State, Orpheum and Shubert theatres. In 1999, the MCDA purchased the Pantages property from Ted Mann, thus insuring the survival of the historic theatre and adding yet another jewel to the Hennepin Avenue Theatre District in Downtown Minneapolis.



▼ A Determined Entrepreneur

Pantages was born in 1864 or 1865 on the Greek island of Andros. Early in his life he changed his name from Pericles to Alexander after hearing about the exploits of Alexander the Great. At age nine, he shipped out on a schooner as a cabin boy, eventually ending up in Panama, where for two years he worked on the initial French effort to build the Panama Canal. After contracting malaria twice, Pantages shipped out to Seattle, where he promptly fell overboard, and later claimed that the cold water had cured him of the disease. He finally settled in San Francisco around 1885 and worked as a waiter, eventually speaking approximately six languages.

After a brief bout as a boxer (he was five and a half feet tall and 144 pounds), Pantages boarded a boat in San Francisco in 1898 and headed north for the Yukon gold rush. After working as a waiter in Skagway and a bartender in Dawson at \$45 per day, he met Kate Rockwell, also known as “Klondike Kate, Queen of the Yukon” or the “Flame of the Yukon.” Kate was Alaska’s favorite dancing girl and bar hostess, and is said to have earned \$40,000 in a good year.

View of restored original auditorium cove ceiling and reconstructed frieze, architrave and cartouche of proscenium opening below. (HGA photo)

Pantages had an affair with Kate and it was she, and some other entertainers, who helped him buy his first theatre, the Orpheum in Nome, Alaska, where the cost of a ticket was \$12.50. Pantages did far better than his investors. In 1902, as the gold rush faded, Pantages sold the Orpheum, discarded Kate and moved to Seattle, where he bought a storefront and turned it into the Crystal Theatre. Tickets were ten cents, and Pantages was the manager, booking agent, ticket taker, projectionist and janitor. When Pantages married in 1905, Klondike Kate sued and won a \$25,000 settlement for breach of promise.

His second and third theatres in Seattle quickly followed in 1904 and 1907. He realized that he had an uncanny knack for what audiences wanted. A typical Pantages show had seven to ten acts, including musical performers, gymnasts, comedians and other skits. Competition for acts was vicious among the various vaudeville circuits, yet by the end of World War I, Pantages had the strongest vaudeville circuit in the country.

By 1909, Pantages was wealthy and owned mansions in Seattle and Los Angeles, eventually acquiring a net worth of approximately twenty-five million dollars. He was a brilliant man with a shrewd sense for both business and people, yet he was more or less illiterate. Pantages almost never sent letters; his telegrams always went collect. By 1926, Pantages owned thirty theatres and controlled forty-two others; the largest independently owned vaudeville and movie circuit in the U.S. Alexander Pantages died in 1936, five years after being declared innocent of raping a young woman in the Hollywood Pantages Theatre.

▼ An Architectural and Decorative Legacy

Pantages, the immigrant theatre entrepreneur, was fortunate to make the acquaintance of two other talented immigrants. The first was the Scottish architect Benjamin Marcus Priteca. Pantages met him in Seattle in 1911 when Priteca was twenty-two years old. The other immigrant was the Dutch artist and decorative painter Anthony B. Heinsbergen. Priteca and Heinsbergen never formally signed a contract with Pantages for any of his projects; for his part, Pantages never asked what the fee would be.

Pantages also had an in-house staff of professional engineers and consultants who were specialists in theatre design. Remarkably, B. Marcus Priteca was only twenty-seven years old when he designed the Minneapolis Pantages in 1916. Six years later in 1922, Priteca and the young Heinsbergen worked together, possibly for the first time, when they thoroughly remodeled the interior finishes of the theatre. Priteca and Heinsbergen eventually designed and decorated a total of eighteen theatres for Alexander Pantages.

Benjamin Marcus Priteca (1889–1971) was born in Glasgow, Scotland, in 1889 to a prominent Jewish family. He was tutored at home with a special emphasis on art. At age fourteen, he began a five-year apprenticeship to an architect, and graduated from Edinburgh University in 1907.

Traveling to the U.S. on a scholarship in 1909, Priteca visited Seattle to tour the Alaska-Yukon-Pacific Exposition. He stayed on, and quickly started his own office doing architectural research and rendering. While delivering a drawing in 1910, Priteca accidentally encountered Pantages and quickly developed a rapport with him.

Priteca's chance encounter led to a commission for the San Francisco Pantages Theatre in 1911, at age twenty-one. Priteca soon became the primary architect for the Pantages circuit, eventually designing twenty-two theatres between 1911 and 1929. His early theatres were designed in the "Greek Pantages Style." Priteca worked in this style for about thirteen years. A typical Greek Pantages theatre had the following characteristics:

- Greek Ionic columns flanking a traditional proscenium opening;
- a coved auditorium ceiling with two bands of recessed perimeter light coves;
- an artglass light monitor in the middle of the cove ceiling;
- a separate mezzanine balcony overlooking an "acoustical arch" on the main floor;
- stairways for quick and easy access to the loge and upper balcony areas;
- perfect sightlines and excellent acoustics.

Priteca's legacy is that he designed approximately sixty major theatres and ninety other theatres for four different theatre chains. He is generally regarded as one of America's greatest theatre architects, and ranks with the likes of Thomas W. Lamb, John Eberson and Rapp & Rapp.

Priteca liked to describe himself "as an old vaudeville architect." To local Seattle architects, many of whom he mentored, he was known as "Mr. Architect" or "Uncle Benny." "Seeing is hearing" was his explanation of good theatre acoustics.

Anthony B. Heinsbergen (1894–1981) was born in the Netherlands in 1894. As a nine-year-old child, he was apprenticed to a painter who restored paintings of the old masters. After his family emigrated to Los Angeles in 1906, Tony apprenticed himself to a decorative painting contractor on his thirteenth birthday. As a young man, he traveled throughout the U.S. and Canada decorating theatres.

After the sudden death of his employer, he began to work closely with Pantages and his architect, B. Marcus Priteca. His redecoration of the Minneapolis Pantages Theatre in 1922 may have been his first theatre project for Pantages. He went on to decorate a total of eighteen theatres for the Pantages circuit, culminating in the decoration of the Art Deco Hollywood Pantages Theatre in 1929.

Heinsbergen's painting and decorating firm eventually employed over 185 artists. His son carried on Heinsbergen's work after his retirement, and on several occasions worked on restorations of his father's work. Together, the two Heinsbergens have decorated over 750 theatres, nationwide.

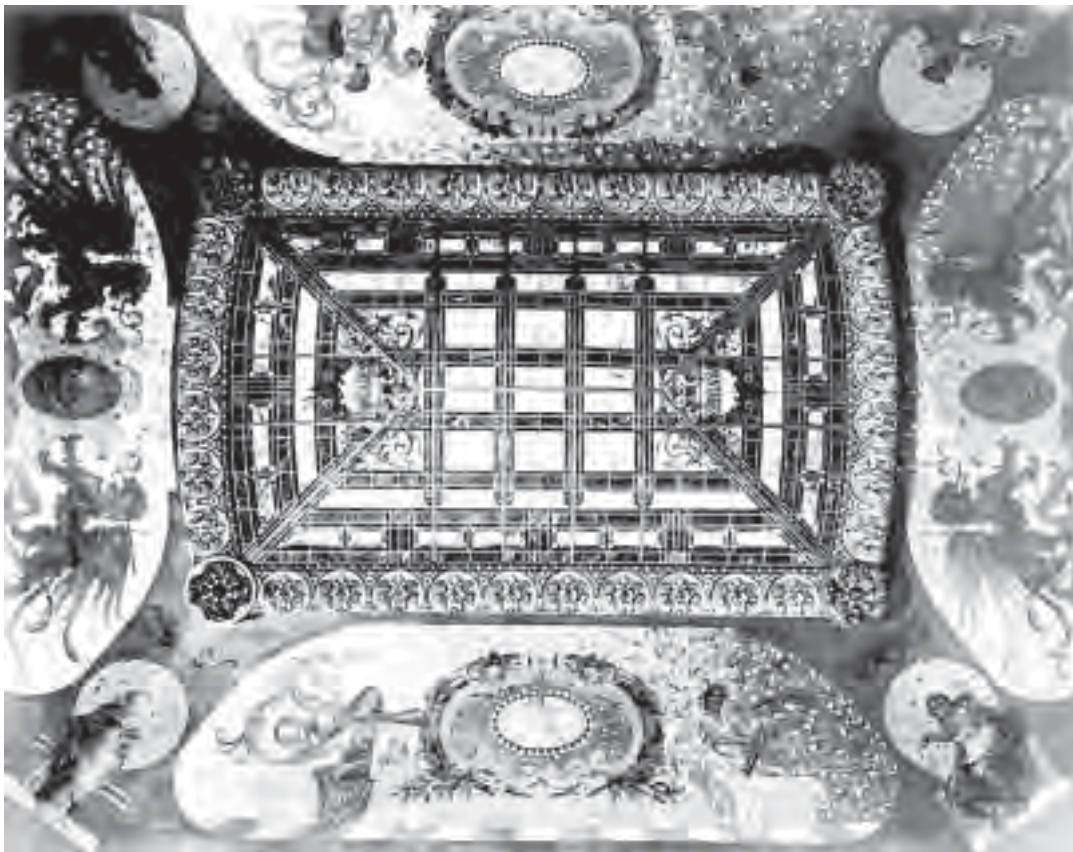
▼ Restoring an Historic Theatre to Its Former Glory

In 2000, the Mann Theatre, soon to have its name and beauty restored, had been closed and not used in any manner since 1984. Portions of the theatre's roof system appeared to be the original built-up roof with galvanized metal base and counterflashing. Much of the base flashing was totally rusted through at the roof and parapet wall intersection. Years of leakage at this location had caused major freeze-thaw damage to the lime-sand brick masonry on the opposite side of the wall. All parapet wall copings were of glazed terra cotta.

The most obvious damage to the exterior had been done by the backing-up of the main roof drains directly above the theatre auditorium. The theatre had not been heated during the winter months for eighteen years. The freezing of the interior roof drains had caused rain water and melting snow to back-up and pool on the roof, eventually spilling down the side walls through the two sidewall roof scuppers. Because the base flashing was not intact, the water also had cascaded down the interior plaster walls of the theatre as well as down the theatre's exterior walls. Years of repeated freeze-thaw cycles had damaged a considerable area of the exterior masonry directly below each scupper.

The last owner of the theatre had done a major interior renovation in 1961. Until that time, the main auditorium had retained most of its original architectural integrity. The only major loss had been the removal of the side box seating from both the main floor and balcony levels, perhaps undertaken during the 1946-1947 renovation.

The 1961 renovation work, designed by the local theatre architectural firm of Liebenberg & Kaplan, resulted in the outright destruction of much of the theatre's ornamental plaster on its sidewalls and proscenium. The new design called for the installation of heavy drapery around the entire perimeter of the theatre. A steel framework was installed from which to hang the drapery, and anything in its way was pried off or demolished.



View from 1922 of Heinsbergen's allegorical murals surrounding artglass monitor. This artwork used gold, copper and aluminum paints to illuminate images of Greek mythology. The paintings were executed on canvas and then adhered to the ceiling plaster. (Photo courtesy of Theatre Historical Society of America, Inc)

At the upper side box area, the projecting ornamental plaster flower vases had their outer extremities hacked away to make room for the drapery supports. Both proscenium flanking columns, each almost four feet in diameter and approximately thirty-six feet high, were demolished. The central proscenium cartouche and torch, symbolic of a Pantages theatre, also were demolished. In order to install a movie screen one foot wider at each side, the heavily ornamented jambs and architrave of the proscenium opening were almost completely removed.

Below the balcony, the large perforated ornamental plaster ceiling was sawn out and removed. Still used as the source for conditioned air dropping from the original air supply ducts above, the new ceiling was a combination of 2' x 4' suspended ceiling panels and diffusers. Luckily, the wide decorative moulding at the perimeter of the ceiling was not touched or altered.

On a more positive note, the main auditorium cove ceiling and artglass monitor were spared any "improvements." These areas received several fresh coats of a battleship-gray paint to cut down on any annoying reflections from the movie screen or the projection booth.

Because the theatre had been closed, it had been unheated and not maintained. The leaking roofs and backed-up roof drains caused much damage to the plaster sidewall areas directly below. An open relief air vent above the upper balcony caused a portion of that plaster ceiling to end up in the seats below.

The stage area was not affected by the 1961 renovation. Much of the original rigging and lighting equipment remained in place, including the original footlights and the original marble lighting control panel at stage right. The marble lighting control panel was almost seven feet square and contained knife switches that were clearly marked with brass name plates for the theatre areas that they illuminated. The panel was removed

View of under-balcony ceiling during construction. The wide perimeter decorative plaster band is from the original construction. The interlocking central element was recreated using the Tacoma Pantages as a starting point for interpretation. (HGA photo)



during the 2002 renovation and is now the centerpiece of the Lower Lobby, where it resides in a new display case, along with other theatre artifacts and historic information.

▼ Historical Research

Very few primary sources for the Pantages Theatre are extant. Fortunately, two drawings from an original set of Priteca blueprint drawings were located and were acquired from two different individuals. The first sheet was a Longitudinal Section/Elevation through the entire building. The second sheet was a Transverse Section/Elevation cut through the side

box area, and looking toward the proscenium. No other original or current floor plans or elevation drawings of the theatre survive.

Assorted drawings, many of them structural drawings, from the Pantages theatres in Tacoma (1918) and Memphis (1919) were found at the archives of the University of Washington Library in Seattle. The Historic Theatre Archive in Evanston, Illinois, provided the most useful information from one source. They were able to find a 1922 photograph of the artglass monitor ceiling area which clearly shows Tony Heinsbergen's original allegorical decorative painting design. They also provided articles from theatre trade publications describing the renovation work done in 1946–1947 and 1961.

The Northwest Architectural Archive at the University of Minnesota yielded an assortment of drawings done by Liebenberg & Kaplan for the 1961 renovation. Also included in this set were assorted field notes and sketches documenting the floor plan of the main lobby and inner foyer in the 1930s.

Many interesting streetscape photographs were found at the Minnesota Historical Society, as were microfilm copies of newspaper articles during critical theatre dates. National Register Nomination Forms for other Priteca theatres were helpful in identifying information about Pantages and Priteca, and noting bibliographic sources. The Minneapolis

Public Library actually had a newspaper clipping file for the Pantages Theatre that helped to fill-in several gaps in the historical time-line.

▼ Building Research

Concurrently with the historical research, technical staff documented the existing condition of the building by preparing measured drawings. Other architects examined the sidewalls using raking lights to locate the ghost outlines of missing ornamental plaster panels and overdoor pediments above the egress doors. In this manner, we were able to reconstruct the original design of the sidewalls.

Mechanical engineers analyzed the existing HVAC system to understand how it originally functioned and to determine what portions of the system could be reused or modified as part of the new HVAC system. Once selective demolition began, it was possible to see more clearly where all of the ductwork was located, and what function each performed.

The inaccessible main auditorium ceiling was documented using a proprietary laser imaging system. Once all of our documentation was complete, it was gratifying to confirm that our two original Priteca drawings matched our measured drawings within a range of several inches.

▼ Structural System

The theatre's structural system consists of a riveted structural steel frame enclosed by non-load bearing brick masonry walls. The roof slab of the auditorium is carried by three 7'-deep steel trusses, which are in turn picked-up by one 14'-deep steel truss spanning from sidewall to sidewall, or approximately 72 feet. All walls and ceilings within the theatre are three-coat plaster on metal lath. The entire cove ceiling over the auditorium is hung from the concrete roof slab with 1/2" diameter rods spaced roughly 2'-6" o.c.

The primary floors typically consist of a concrete slab poured over a flat-arch structural clay tile system. The clay tile floors are supported by 15"-deep steel I-beams spanning to built-up structural steel columns. The full floor system is approximately 18" thick. All structural steel components are fully encased with either structural clay tile on the inside walls, or lime-sand brick on the exterior walls.

▼ Structural Analysis

Selected steel columns and beams were exposed by cutting through plaster and masonry to visually examine their existing condition. Samples, or coupons, were also taken for laboratory analysis with regard to alloy composition (to determine weldability), tensile strength, and modulus of elasticity. The steel was found to be in excellent condition, even in surrounding masonry walls that had suffered serious damage from freeze-thaw cycles due to decades of lack of maintenance. Later on in the design process, ground penetrating radar was used to locate footings and caisson caps in an exterior exit court so a new elevator location could be accurately placed.

Original structural drawings for the Tacoma Pantages were discovered in the archives of the University of Washington in Seattle. Because of the many similarities in the size and design of the Tacoma and Minneapolis theatres, our structural engineer found it quite useful to review the framing diagrams and steel sizes for the Tacoma theatre. Our forensic engineers confirmed individual steel member sizes and condition at the site.

View of main auditorium near completion of construction. Proscenium columns are replicated. The original artglass monitor is back-lit from the attic area. Missing glass was replaced with matching material from Kokomo Glass, which supplied the glass in 1916. (HGA photo)



▼ Structural Deficiencies

The structural analysis determined that the structural steel framing has sufficient capacity to carry current code-required loads. However, the 3½"-thick concrete roof slab over the auditorium was under-strength to carry the code-required 40 psf snow load with drifts. Steel tubes were added above the existing roof slab, bearing through the slab to the steel trusses below. Holes were drilled through the slab at two-foot intervals and eyebolts were bolted to the new steel tubes, causing the existing roof to hang from them. The eyebolts also offered an attachment point for all plaster ceiling hangers that were interrupted by new catwalks installed within the attic space.

▼ Code Analysis

A vaudeville program from 1917 proudly reassured patrons that the fire-proof Pantages Theatre "could be completely evacuated in an emergency in less than three minutes." Nevertheless, a thorough building code and life safety analysis was undertaken to evaluate egress routes, egress capacities, sprinkler requirements and the concerns of the Minneapolis Fire Department. Because the auditorium had been designated as an historic interior space by the city, some latitude was allowed in evaluating the egress and life safety requirements of the building. Since there would be no change in the use of the building, the renovated theatre was not required to obtain a new Certificate of Occupancy.

▼ Fire Curtain

When the original fire curtain was lowered for inspection, we were all surprised to discover that it had been painted, probably by Twin Cities Scenic Company of Minneapolis in 1916. The Minneapolis Fire Department allowed this fire curtain to be used, as long as the existing rigging and fire release mechanisms were replaced. However, for the safety of all theatre users, the MCDA decided to encapsulate the asbestos curtain with a water-based encasement system. Art conservation experts were brought in from the Upper Midwest Conservation Association to assess the condition and composition of the painted surface. Prior to installing the encasement system, the curtain was cleaned with a HEPA-equipped vacuum, then patched and reinforced. A clear sealer was applied to the painted surface. A much thicker white product was applied to the stage side of the curtain. All work was done inside of a temporary negative-air-pressure enclosure.

▼ Seating Capacity

The theatre was originally designed to seat 838 patrons on the main floor, 507 in the balcony, 44 in the loge boxes and approximately 48 in the side box areas for a total capacity of about 1,437. The 2002 renovation program reduced the total seating capacity to approximately 1,000. The reduced seating capacity allowed the theatre to fall into a less rigorous building code building type category.

▼ Stage Size and Equipment

The stage is of modest size, being 72 feet from side wall to side wall and 28 feet deep from the edge of the stage to the back wall. From the face of the original asbestos fire curtain to the back wall, the distance is approximately 25 feet. The traditional proscenium opening is 30 feet high and 36 wide. The renovated stage rigging contains 35 line sets.

The grid iron is located approximately 67 feet above the stage. As originally constructed, the gridiron framing was parallel to the proscenium, instead of parallel to the sidewalls. The decision was made to live with the incorrect gridiron orientation. However, the original gridiron had only three line-set wells spaced at approximately 15' o.c., which is not acceptable for contemporary theatre use. The solution was to cut four additional line-set wells, spaced 11'-6" o.c., into the gridiron. Existing steel purlins were used where possible and new steel purlins were added where needed. The existing loft-block beam at the stage centerline was reinforced, and four new loft-block beams were added over the new wells.

Other work at the stage included a new headblock beam, new smoke hatch framing, miscellaneous steel for a roof hatch, ladder openings and a spot well. A new loading gallery, equipment gallery and two pinrail galleries were also designed. All steel was field-welded to existing steel framing, and was flown into the stagehouse through one double-hung window at the gridiron level.

The cross-over stairs were very tightly placed at the two upstage corners. The cutting of a new egress exit at upstage stage right, coupled with the location of the existing cross-over stair, and the adjacent placement of access ladders to the gridiron, created a conflict for available space. This issue was resolved through the use of mule-blocks for the last three line-sets along the back wall of the stage.

▼ Secrets Revealed During Construction

Selective demolition revealed a previously unknown 1916 coffered ceiling in the original foyer area of the main lobby. It also revealed stenciled walls in previously enclosed dead spaces in the stairs from the mezzanine to the upper balcony. These areas may have been sealed off during the 1946–1947 renovation.

The most exciting and valuable discovery took place approximately four months into the construction. While cleaning out the attic space above the main auditorium ceiling, the general contractor discovered a veritable treasure trove of original 1916 drawings and artifacts including:

- full-size ornamental plaster shop drawings, complete for almost all major spaces;
- steel fabrication drawings for portions of the structural frame;
- cardstock seating plans for the main floor, boxes and balcony;
- drawings for sidebox and foyer lambrequins;
- full-size light fixture shop drawings, complete, including exit signs;
- drawing of pin-rail on stage as well as all other railings;
- full-size details of the box office, marquee and foot-light trough;
- plan of the entry lobby marble mosaic floor design;
- elevation of the original marquee blade sign;
- vaudeville contracts, cancelled checks and pay-stub account ledgers from 1916-1926;
- tickets, telegrams, postcards, programs and promotional items;
- two sidewalk signs advertising vaudeville seat prices; and
- two cast iron seat standards from the balcony.

The discovery of the ornamental plaster shop drawings allowed us to replicate all of our missing plaster elements, including the proscenium columns, bases and capitals, the sidewall overdoor pediments, the under-balcony perforated ceiling, the proscenium cartouche and torch and several major sidewall decorative elements that had changed between the completion of the architectural drawings and the production of the shop drawings. Some of the shop drawings were approximately 14 feet long and 7 feet wide when aligned with match lines. The integrity of Pretica's original design could once again be realized.

▼ Importance of the Pantages Theatre

Research indicates that the Minneapolis Pantages is the oldest surviving U.S. example of a Pantages theatre designed by B. Marcus Pretica still used as a theatre. It was part of the largest independently owned vaudeville circuit in the U.S. Pretica was one of America's most famous theatre architects, responsible for sixty major theatres and ninety other commissions. The famed theatre artist and decorative painter, A. B. Heinsbergen, worked on the Minneapolis Pantages in what may have been his first collaboration with Pretica. They eventually worked together on eighteen theatres. Heinsbergen is recognized as one of the most famous and prolific theatre artists and decorative painters. He and his son are responsible for painting approximately 750 theatres, nationwide.

The Pantages Theatre in Minneapolis often served as the starting point for the western portion of the Pantages circuit. Pantages had a special relationship with Jack Quinlan, his theatre manager in Minneapolis, who assembled each show, played it for a week and then sent it westward into the Pantages circuit.

Almost all of the surviving Pretica-designed theatres are listed on the National Register of Historic Places. The list includes the Capitol Theatre in Yakima, Washington, the Broadway Center for the Performing Arts in Tacoma, the Warnors Theatre in Fresno, the Hollywood Pantages in Los Angeles and the Washoe Theatre in Anaconda, Montana.

Today, the Pantages is a live, off-Broadway production venue, and, in the spirit of its vaudeville roots, it also welcomes a variety of music concerts and corporate events.

The owner of the Pantages Theatre is the Minneapolis Community Development Agency. Daily management and operations are provided by the Historic Theatre Group, Inc. The following companies comprise the design and construction team for this 11-million-dollar renovation project:

- *Architects and Engineers*—Hammel, Green and Abrahamson, Inc., Minneapolis;
- *Stage Rigging and Lighting Consultant*—Schuler & Shook, Inc., Minneapolis;
- *Elevator Consultant*—Lerch Bates & Associates, Inc. Minneapolis;
- *Decorative Painting Consultant*—Tony Heinsbergen, Los Angeles;
- *Forensic Engineers*—American Engineering & Testing, Inc., St. Paul; and
- *General Contractor*—Penn-Co Construction, Eagan, Minnesota. ♦

John Hecker was the project architect for Hammel, Green and Abrahamson, Inc (HGA) during the design and construction of the Pantages Theatre. HGA is a full-service architectural and engineering firm headquartered in Minneapolis. Other HGA offices are in Rochester, Minn., Milwaukee, Sacramento, Los Angeles and San Francisco.

DUPLEX, 1237-1239 PENN AVENUE NORTH (HE-MPC-7580)



Photo 163. 1237-39 Penn Ave N



Photo 164. 1237-39 Penn Ave N

Significance

This duplex residence stands south of Plymouth Avenue on the west side of Penn Avenue North. The Tudor Revival style frame structure is clad in stucco. It has a side-gable roof with a large gable wall dormer. A one-story porch with tall round-arch openings stands on the south elevation. It was previously evaluated and found to be a contributing element in the NRHP-eligible Homewood Historic District (HE-MPC-12101). At the time of a 2002 survey, the house was found to be ineligible for individual listing. It was noted that, individually, the property does not meet the criteria for local designation or NRHP listing. Overall, the residence retains good historic integrity: the design is intact, original materials and workmanship are evident; and it retains its original location and historic feeling, association, and setting.

The proposed Homewood Historic District was identified and inventoried in 2002 and was last evaluated in 2012 as part of the Bottineau Transitway survey. The Homewood Historic District encompasses a “large, rectangular shaped 80-acre hill area that is eight blocks by two blocks in size, and bounded by Plymouth Avenue on the North, Penn Avenue North on the east, Tenth Avenue North (now Oak Park Avenue) on the south, and Xerxes Avenue North on the west” (106 Group 2012a).

The residence retains integrity and is recommended as a contributing element to the proposed Homewood Historic District. The district is eligible for listing in the NRHP under Criterion A, in the area of community planning and development as a significant early planned subdivision and in the area of social history for the role it played in the development of a second Jewish community settlement in North Minneapolis (106 Group 2012a).

No Section 4(f) impacts are anticipated on this property. The property is within the project’s APE but outside of anticipated station construction limits.

Assessment of Effects

This property is eligible for listing in the NRHP as a contributing property to the proposed Homewood Residential Historic District. The house is located on the west side of Penn Avenue North and south of Plymouth Avenue North near the northeast corner of the historic district, which is bounded by Penn Avenue, Plymouth Avenue, Xerxes Avenue, Oak Park Avenue. The proposed historic district is significant as the first planned neighborhood development in Minneapolis. The setting of the proposed district is early twentieth century houses along tree-lined city streets. In the northeast corner of the proposed district a paved parking lot encompasses the two parcels to the north of the house. In addition, a paved parking lot encompasses the adjacent northernmost parcels on Queen Avenue. A mix of residential, commercial, and institutional properties are located along Penn and Plymouth Avenues on the edges of the proposed district. Existing bus stops at the intersection of Penn and Plymouth Avenues include: a northbound stop with a shelter just south of Plymouth Avenue; a southbound stop without a shelter just north of Plymouth Avenue; an eastbound stop with a shelter just west of Penn Avenue; and a westbound stop without a shelter just east of Penn Avenue.

The Penn & Plymouth Station within the C Line project will shift the Penn Avenue bus stops to north of Plymouth for the northbound and south of Plymouth for the southbound. Proposed amenities at each of these bus stops include curb extensions, shelters (small or medium, to be determined), pylon signage, fare collection equipment, and street furniture (see Appendix B: Station Locations). Bus service associated with the C Line will continue on Olson and Penn with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

There are no expected changes in traffic patterns or noise levels as a result of the C Line. The southbound Penn & Plymouth Station would be located within the boundaries of the proposed Homewood Residential Historic District. This proposed station will be situated on the sidewalk with a curb extension into the street. The existing bus stop on Plymouth Avenue is similarly situated on the sidewalk with a shelter. Although the proposed station would be located within the recommended boundaries of the proposed historic district, previous evaluations have not assigned contributing status to the streets, sidewalks, parking lots, or other infrastructure within the recommended boundaries. Therefore, the portion of Penn Avenue and sidewalk within the construction area of the proposed station are within the proposed district but are not contributing elements. Therefore, construction of the station enhancements will not have a direct effect on the proposed district.

A slight visual change to the proposed Homewood Residential Historic District will result from the station enhancements, primarily from the southbound station. Although the curb extension would extend south to the edge of 1237-1239 Penn Avenue, the most visible features of the station enhancements, the shelter and pylon-type sign, would be located approximately 50 feet north of the contributing property. The view toward the station from the contributing property currently includes non-historic elements, such as the existing bus stop shelters, the modern commercial/office buildings at the Penn and Plymouth intersection, and the parking lot in the northeast corner of the proposed district. Although the station enhancements would represent a slight change in the setting of the proposed district, the new elements mainly would perpetuate the existing conditions of the setting and would not diminish the historic qualities of the

proposed district. For these reasons, it is recommended that the C Line would have No Adverse Effect on the proposed Homewood Residential Historic District.

MINNESOTA ARCHITECTURE HISTORY INVENTORY FORM

Location Information

Address	Olson Memorial Highway near Penn Avenue N				SHPO #	HE-MPC-9013		
Current Name	Floyd Olson Memorial Statue							
Historic Name								
City	Minneapolis			County	Hennepin			
TWP	29	Range	24	Section	21	Quarters	NWNWSW	
USGS	Minneapolis South			UTM	15N	Datum	NAD 1983	
PIN	NA			Easting	475767.0025		Northing	4981226.0812999997
Property Category	Statue						Date Built	
Property Type	Statue						1940	
Historic Context	Roadside Development on Minnesota Trunk Highways, 1920-1960."						Eligibility	
Style							Eligible	
Architect/Builder	Brioschi Minuti							
First Owner	City of Minneapolis							

Description, Historical Background, and Evaluation

The property, located at the south side of Olson Memorial Highway between Penn Avenue North and Oliver Avenue North, was evaluated for NRHP eligibility in 1998 (Granger et al 1998). It was recommended that the property meets Criterion C, within the "Roadside Development on Minnesota Trunk Highways, 1920-1960" historic context. The statue was re-evaluated in 2012 (106 Group 2012) under Criteria Consideration B because it was a moved property, in conjunction with the narrowing of the highway median and the installation of a turn lane at Penn Avenue North, and under Criterion C in the area of art as the work of master sculptor Carlo Brioschi. No specific boundary recommendation was made in 2012.

The cast-bronze statue is set on a granite pedestal and granite base, set within a concrete plaza with two granite benches near the northern edge of the plaza facing the front of the statue. The plaza is surrounded by hedges arranged in a circular pattern. When it was located in the median, the statue faced east and the benches also faced the front of the statue. The rectilinear median terrace was smaller than the present plaza. The new location of the statue is on the south side of Olson Highway and east of the original location. This location was assessed as a setting compatible with the historic property. Because it is located in a roadside setting on the same highway, the property still conveys its significance as an important outdoor freestanding sculpture by master sculptor Carlo Brioschi and its association with the highway. The property previously was recommended as eligible for NRHP listing under Criterion C, and SHPO staff concurred. The integrity of the property has not been changed since the recommendation was made, and it remains eligible for NRHP listing in this location. In 2016, as part of on-going the Section 106 consultation for the proposed Bottineau Transitway, FTA determined that the historic property is the statue itself and the boundary is the base of the statue.

USGS Topo Map



Olson Memorial
Highway near
Penn Avenue N

Facing WSW



Olson Memorial
Highway near
Penn Avenue N

Facing NE



FLOYD B. OLSON MEMORIAL STATUE (HE-MPC-9013)



Photo 205. south side of Olson Memorial Highway east of Penn Ave N



Photo 206. south side of Olson Memorial Highway east of Penn Ave N

The property, located at the south side of Olson Memorial Highway between Penn Avenue North and Oliver Avenue North, was evaluated for NRHP eligibility in 1998 (Granger et al 1998). It was recommended that the property meets Criterion C, within the “Roadside Development on Minnesota Trunk Highways, 1920-1960” historic context. The statue was re-evaluated in 2012 (106 Group 2012) under Criteria Consideration B because it was a moved property, in conjunction with the narrowing of the highway median and the installation of a turn lane at Penn Avenue North, and under Criterion C in the area of art as the work of master sculptor Carlo Brioschi. No specific boundary recommendation was made in 2012.

The cast-bronze statue is set on a granite pedestal and granite base, set within a concrete plaza with two granite benches near the northern edge of the plaza facing the front of the statue. The plaza is surrounded by hedges arranged in a circular pattern. When it was located in the median, the statue faced east and the benches also faced the front of the statue. The rectilinear median terrace was smaller than the present plaza. The new location of the statue is on the south side of Olson Highway and east of the original location. This location was assessed as a setting compatible with the historic property. Because it is located in a roadside setting on the same highway, the property still conveys its significance as an important outdoor freestanding sculpture by master sculptor Carlo Brioschi and its association with the highway. The property previously was recommended as eligible for NRHP listing under Criterion C, and SHPO staff concurred. The integrity of the property has not been changed since the recommendation was made, and it remains eligible for NRHP listing in this location. In 2016, as part of on-going the Section 106 consultation for the proposed Bottineau Transitway, FTA determined that the historic property is the statue itself and the boundary is the base of the statue. (see Appendix C: Architectural History Survey Results, Olson and Penn Station).

Floyd B. Olson Memorial Statue (Olson & Penn Station)

Revised Assessment of Effects

This property is located at the south side of Olson Memorial Highway between Penn Avenue North and Oliver Avenue North. The immediate setting of the historic property is parkway greenspace and trees fronting on the Olson Memorial Highway to the north. The highway consists of three travel lanes in each direction flanked by sidewalks and with a center median planted with grass and trees. Nearby the APE, the setting consists of single-family residential properties and Penn Avenue North, which is a minor arterial street. There are existing bus stops on the south (southbound) and north (northbound) sides of the highway just east of Penn Avenue North. Currently, there are existing shelters at these bus stops. Other features at the stops include sidewalks, street signs, and trash receptacles.

Permanent construction of stations on Olson Memorial Highway (Olson & Penn, Olson & Humboldt, and Olson & Bryant) is anticipated to occur in conjunction with the METRO Blue Line Extension (Blue Line) project to reduce construction impacts on the surrounding community. Olson Memorial Highway stations (including the Olson & Penn station) are planned to utilize temporary station improvements at existing bus stops to support pre-Blue Line BRT service. These improvements will be designed to be easily moved when displaced by anticipated LRT construction. Under the temporary condition, existing shelter structures, boarding areas, and curb lines will remain in place at the Olson & Penn station WB/SB platform. Additional temporary equipment will be installed (a ticket vending machine and fare card validator) to support C Line service prior to Blue Line construction. Permanent station improvements, planned in conjunction with the Blue Line project, will include a new BRT-style shelter, pylon sign with real-time sign, platform tactile strip and charcoal-colored pavement, ticket vending machines, fare card validator, lighting, bench, trash receptacle, and bicycle rack. The permanent station will be built within existing ROW in the same location as existing bus stop (see Appendix B: Station Locations). Bus service associated with the C Line will continue on Olson and Penn with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

There are no expected changes in traffic patterns or noise levels as a result of the C Line. Because the boundaries of the Floyd B. Olson Memorial Statue are limited to the statue itself, there would not be a direct effect on the statue. The southbound Penn & Olson Station will be situated at approximately the same location as the existing bus stop and shelter. Although the proposed station will have a different footprint than the existing stop and will include additional signage, this minor visual change would not alter the user's experience of the statue in a way that is inconsistent with the existing condition, which includes the existing bus stop and the reconstructed and expanded highway. The proposed station enhancements, although different in appearance from the existing shelters, will perpetuate the existing conditions of the setting. For these reasons, construction of the C Line would not diminish the characteristics that qualify the statue for listing in the NRHP. Therefore, it is recommended that the C Line will have No Adverse Effect on the Floyd B. Olson Memorial Statue.

Unanticipated Discoveries Plan

C Line Bus Rapid Transit Project, City of Brooklyn Center & City of Minneapolis, Hennepin County, Minnesota

I. Introduction

The Federal Transit Administration (FTA), in coordination with Metro Transit, has initiated the environmental review process for the C Line Bus Rapid Transit Project (project) located in Hennepin County, Minnesota.

The C Line is an 8.4-mile corridor bus improvement project in Brooklyn Center, north Minneapolis, and downtown Minneapolis. The C Line will travel between the Brooklyn Center Transit Center and downtown Minneapolis primarily on Brooklyn Boulevard/Osseo Road, Penn Avenue North, Olson Memorial Highway, and 7th/8th Streets. Buses will travel using existing lanes in a mixed traffic operation, making limited stops at improved stations roughly every half mile. The project will not construct any dedicated busway lanes. Station amenities include shelters, signage, off-board fare collection equipment, benches, and bicycle racks. Final station design and amenities at all locations are subject to site-specific conditions.

The purpose of the C Line project is to provide faster, more reliable, and more attractive transit service in the corridor without expanding the roadway's footprint. The need for the project is summarized by two key challenges: slow transit speeds and inadequate passenger facilities that keep transit from competing with single-occupant vehicles for most of the traveling public.

As a result, the FTA has initiated consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR Part 800). Because the proposed project occurs primarily within existing right-of-way and areas already disturbed, no archaeological field investigations were conducted. Instead, the FTA recommends the inclusion of an Unanticipated Discoveries Plan for use during the construction of the project. This approach was coordinated with the Minnesota Historic Preservation Office (HPO) and the Section 106 consulting parties as part of the Section 106 process.

The project area has been substantially disturbed, making it unlikely that intact archaeological resources are present in the project area. Should, however, the unanticipated discovery of archaeological resources, human remains, or potential burial sites occur during the course of demolition or construction for the project, the following procedures will be used to comply with federal and state mandates, such as the Section 106 requirements, (36 CFR 800, including 800.13 - Post-Review Discoveries), the NHPA as amended (16 USC Ch. 1A, Subch. II, Sect. 470 et seq.), the Native American Graves Protection

and Repatriation Act (NAGPRA, 25 USC Ch. 32), the Minnesota Field Archaeology Act (MS 138.31-138.42), and the Minnesota Private Cemeteries Act (MS 307.08).

II. Unanticipated Discovery – General Information and Best Management Practices (BMPs)

Construction activities involving ground disturbance have the potential to uncover previously unknown archaeological sites and/or human skeletal remains, as well as other types of cultural remains. The following provides an example list of the types of material remains that may be found on site:

- Pre-Contact Artifacts and Features
 - Stone implements (e.g., axes, gouges)
 - Lithic workshops (e.g., chipping debris, projectile points)
 - Burial pits (e.g., darkened soil, textile, shell-lined) and/or human remains
 - Post molds and post holes, indicative of dwellings
- Historic Artifacts and Features
 - Pottery shards
 - Stone (e.g., fieldstone, cut granite, rubble) walls and flooring – with and without mortar or other adhesive materials
 - Brick walls and flooring – with and without mortar or other adhesive materials
 - Concrete walls and flooring
 - Privies, cisterns, wells, or trash pits – dense layers of bottles, dishes, animal bones, and other household items in dark, greasy organic soil, with or without stone/brick/concrete lining
 - Iron or other metal objects, including farm implements (e.g., pieces of hoes, rakes, or plows)
 - Transportation-related objects, such as wooden planking
 - Non-human skeletal remains/features
 - Human remains

The construction contractor (Contractor) will use the following best management practices (BMPs) during construction of the proposed project:

- The Contractor will hold a pre-construction meeting to notify workers of the potential to locate material finds of a historic nature. The Contractor will provide example photographs of historic and prehistoric artifacts that are typical of this geographic region. The archaeological monitor and Metro Transit construction project manager will also participate in this meeting.
- The Contractor will notify on-site construction personnel of the procedures for alerting the appropriate technical personnel of any potential unanticipated discoveries.
- The Contractor will properly define construction areas, especially in locations near cemeteries or previously defined site locations.
- The Contractor will keep a copy of the notification requirements for the discovery of human remains on-site throughout the duration of construction.

III. Unanticipated Discovery – Human Remains/Potential Burial Sites

For the purposes of this document, potential burial sites are defined as areas containing evidence that points to a high probability of the former or current presence of human remains as a burial, cremation, or otherwise. Such evidence may include defined burial pit or grave shaft outlines, coffin fragments, or bone that is not readily identifiable as either human or animal. In the event that human remains or potential burial sites are encountered during the course of construction for the project:

- A) The Contractor will immediately cease all activity in the vicinity of the discovery. The Contractor will take measures to protect the discovery (e.g., flagging or fencing off a buffer of at least 25 feet around the find to signify it as a protected zone) and prevent further disturbance to the remains or the physical context (e.g., soils, coffin) in which they are found.
- B) The Contractor will immediately notify the Metro Transit Project Manager.

In the case of a potential burial site, the Metro Transit Project Manager will contact the Archaeological Consultant for their professional judgment of the already exposed evidence. The Metro Transit Project Manager will also notify the State Archaeologist, and FTA of a potential burial site.

The Metro Transit Project Manager will immediately notify the Local Law Enforcement Agency, who will determine whether the potential burial site/human remains represent a crime scene and/or are of a recent (less than 50 years old) nature. If the site/remains are determined to represent a crime scene and/or are less

than 50 years in age, their further treatment will fall under the jurisdiction of the Local Law Enforcement Agency.

- C) If the site/remains are determined not to represent a crime scene and are 50 years in age or older, once clearance to do so has been granted by the Local Law Enforcement Agency, the Metro Transit Project Manager will immediately notify the State Archaeologist, who will authenticate the burial/remains. The authentication will establish the presence of or high potential of human burials or human skeletal remains being located in a discrete area, delimit the boundaries of human burial grounds or graves, and attempt to determine the ethnic, cultural, or religious affiliation of individuals interred. No further excavation will be conducted without agreement by the Local Law Enforcement Agency and State Archaeologist.
- D) If the site/remains are determined to be American Indian, the State Archaeologist will initiate consultation with the Minnesota Indian Affairs Council and other representatives of Minnesota's tribal communities to determine appropriate measures for treatment of the remains.
- E) If the site/remains are determined to be non-American Indian or if their ethnic affiliation cannot be ascertained, appropriate measures for their treatment will be determined by the State Archaeologist.
- F) No further excavation will be conducted without agreement by the local law enforcement agency and State Archaeologist.

IV. Unanticipated Discovery – Archaeological Resources

For the purposes of this document, archaeological resources are defined as *in situ* subsurface artifacts, features (e.g., trash pits, privy shafts, hearths, other items identified in section II), and structural remains (e.g., foundation walls) 50 years or older in age. In the event that apparent archaeological resources are encountered during the course of demolition or construction for the project:

- A) Construction personnel will be responsible for notifying the construction supervisor (e.g., superintendent or foreperson). The Contractor will immediately cease all activity in the vicinity of the discovery. The Contractor will flag the site to signify it as a protected zone until an assessment is made. The Contractor will set a buffer of at least 25 feet around the location of the find in such a manner that will not cause further disturbance to the remains or the physical context in which they are found.
- B) The Contractor will immediately notify the Metro Transit Project Manager.

- C) The Metro Transit Project Manager will contact the Archaeological Consultant who will conduct an onsite preliminary assessment of the discovery, including determination of the boundaries of the discovery location. The protected zone markings will be adjusted as appropriate.
- D) If the Archaeological Consultant determines that the find is less than 50 years in age and not potentially significant, the consultant will notify the Metro Transit Project Manager that construction may proceed.
- E) The Archaeological Consultant will determine if the find is more than 50 years in age or potentially significant, and make a more detailed examination of the discovery. If this examination finds that the discovery either lacks significance or integrity (i.e., is not intact), the Archaeological Consultant will notify the Metro Transit Project Manager that demolition or construction activities may proceed and will submit a brief letter report documenting the find via Metro Transit to the Minnesota Historic Preservation Office (HPO), FTA and the State Archaeologist.
- F) If the Archaeological Consultant finds that the discovery is potentially significant and appears to retain integrity, protocol will be followed consistent with 36 CFR 800.13:
 - i. The Metro Transit Project Manager will notify the HPO, State Archaeologist, and FTA of the find, and will notify any other interested parties such as Native Americans as directed by the HPO, State Archaeologist, and FTA.
 - ii. If further demolition or construction activities cannot avoid impacting the discovery, the Metro Transit Project Manager and the Archaeological Consultant will consult with the HPO, State Archaeologist, and FTA to obtain recommendations for appropriate measures for treatment of the discovered resource. Such measures will include but are not limited to:
 - a) Determination of the National Register of Historic Places (NRHP) eligibility of the site.
 - b) A recommendation by the Archaeological Consultant for site avoidance or a data recovery plan for HPO and FTA concurrence if the Archaeological Consultant determines that the site is potentially NRHP-eligible. Site avoidance or data recovery plan preparation will occur under the provisions of 36 CFR 800. Construction in the vicinity of the discovery will not resume until HPO, in coordination with FTA, concurs with the proposed plan, and the specific actions contained in the

proposed plan are implemented to enact mitigation or complete data recovery. FTA, in coordination with HPO, will make the final determination on whether construction may resume.

- c) Completion of a technical report by the Archaeological Consultant documenting the findings of any required investigations. The technical report will be submitted to HPO and FTA for review.
- d) The return of any artifacts uncovered as part of the recovery effort by the Archaeological Consultant to the landowner.

iii. As treatment measures are completed, the Metro Transit Project Manager will consult with the HPO, State Archaeologist, and FTA to determine the need for further treatment measures, or if no additional measures are required, to obtain approval to resume excavation, demolition or construction.

V. Contact List

Metro Transit Project Manager

Name: Katie Roth
Email: katie.roth@metrotransit.org
Phone Number: 612.349.7772
Address: 560 6th Ave. N., Minneapolis, MN 55411

Archaeological Consultant

Name: TBD
Email: TBD
Phone Number: TBD
Address: TBD

Local Law Enforcement Agency

Name: Hennepin County Sheriff's office
Email: sheriff@hennepin.us
Phone Number: 612.348.3744
Address: 350 S. 5th St., Rm 6, Minneapolis, MN 55415

Office of the State Archaeologist

Name: Amanda Gronhovd, State Archaeologist
Email: amanda.gronhovd@state.mn.us
Phone Number: 612.725.2411
Address: Fort Snelling History Center, 200 Tower Ave., Saint Paul, MN 55111

Historic Preservation Office

Name: Sarah Beimers

Email: sarah.beimers@mnhs.org
Phone Number: 651.259.3456
Address: 345 Kellogg Blvd. W., Saint Paul, MN 55102

Federal Transit Administration

Name: Reggie Arkell
Email: reginald.arkell@dot.gov
Phone Number: 312.886.3704
Address: 200 W. Adams St., Suite 320, Chicago, IL 60606

MINNESOTA HISTORIC PRESERVATION OFFICE

July 8, 2016

Marisol Simon
Federal Transit Administration
Region V
200 West Adams St, Suite 320
Chicago, IL 60608

RE: C-Line Rapid Bus Transit Project
Brooklyn Center and Minneapolis, Hennepin County
SHPO Number: 2015-0320

Dear Ms. Simon:

Thank you for continuing consultation on the above project. Information received in our office on 7 June 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

We have completed our review of your correspondence dated 1 June 2016, a submittal which also included the following documents:

- *C Line Section 106 Consultation: Additional Information Package* (May 2016) which includes project plans and renderings in the vicinity of identified historic properties in support of your agency's "no adverse effect" determination;
- Revised *Minnesota Architecture History Inventory Form* for Crystal Lake Cemetery Chapel (HE-MPC-8242);
- Revised *Minnesota Architecture History Inventory Form* including additional information for the Stimson Building/Pantages Theater/Ted Mann Theater/RKO Pan Theater (HE-MPC-16555);
- Revised architectural survey and assessment of effects for the historic property at 1237-1239 Penn Avenue (HE-MPC-7580) which is located within the NRHP-listed Homewood Residential Historic District.

Our comments are provided below.

Identification of Historic Properties

Based upon additional evaluative information submitted regarding the **Stimson Building/Pantages Theater/Ted Mann Theater/RKO Pan Theater (HE-MPC-16555)** we concur with your agency's determination that the property is **not eligible** for listing in the National Register of Historic Places (NRHP) due to compromised historic integrity. We appreciate the fact that the project applicant and your agency completed this additional evaluation work for our review.

The FINAL Phase I and II report will still need to be submitted to our office in hard copy and bound, as required by our survey and inventory guidelines. Also, we suggest a second edit of all the inventory forms and the report for consistency of nomenclature (e.g. Theatre/Theater, Centre/Center, St. Olaf/St. Olaf's, Floyd Olson/Floyd B. Olson). The historic names of the properties should be consistent throughout the inventory forms and with citations found in the report. All FINAL inventory forms should be submitted to our office *unbound* along with the final report as required by our survey and inventory guidelines.

In summary, the following identified historic properties are located within the area of potential effect for the proposed project:

- St. Olaf Catholic Church (HE-MPC-0490) NRHP Eligible
- Minneapolis Club (HE-MPC-7254) NRHP Eligible
- Norwest Center Tower (HE-MPC-16697) NRHP Eligible
- IDS Center (HE-MPC-9857) NRHP Eligible
- Dayton's Department Store (HE-MPC-5099) NRHP Eligible
- Floyd B. Olson Memorial Statue (HE-MPC-9013) NRHP Eligible
- Homewood Residential Historic District (HE-MPC-12101) NRHP Eligible

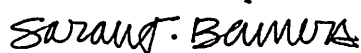
Findings of Effect

Based upon information submitted to our office at this time, we agree with your agency's determination that the undertaking, as currently proposed, will not adversely affect the majority of historic properties within the APE with the exception of the proposed southbound Penn & Plymouth Station. It is our opinion that the proposed station improvements at this location - within the boundaries of the NRHP-eligible Homewood Residential Historic District - have not been designed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) and therefore the undertaking has the potential to adversely affect the integrity of this historic property.

We recommend consideration of alternative station design options including, but not limited to, the smallest possible shelter and non-lighted pylon signage, which will bring the proposed station into conformance with the Standards, specifically the Standards and Guidelines for *Rehabilitation* which address new construction within historic districts.

We look forward to continuing consultation on this project. Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by phone at 651-259-3456 or e-mail at sarah.beimers@mnhs.org.

Sincerely,



Sarah J. Beimers, Manager
Government Programs & Compliance

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit



U.S. Department
of Transportation
**Federal Transit
Administration**

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312-353-2789
312-886-0351 (fax)

August 2, 2016

Sarah J. Beimers, Manager
Minnesota Historical Society
Minnesota Historic Preservation Office
Government Programs and Compliance
345 Kellogg Boulevard West
St. Paul, Minnesota 55102

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

Dear Ms. Beimers,

The Federal Transit Administration (FTA) is responding to the Minnesota Historic Preservation Office (MnHPO) letter to us dated July 8, 2016 concerning the proposed Metropolitan Council, Metro Transit C Line Project (Project). Your correspondence replied to FTA's June 1, 2016 response to MnHPO's March 31, 2016 letter expressing concerns regarding FTA's initial Section 106 Determination of Effects letter of February 24, 2016. Materials provided by FTA in the June 1, 2016 correspondence included seven documents:

- C Line Bus Rapid Transit – Project Overview
- C Line March Section 106 Consultation Meeting – Additional Project Information Package, May 2016
- Minnesota Architecture-History Inventory Form, Crystal Lake Cemetery Chapel (HE-MPC-8242)
- Minnesota Architecture-History Inventory Form, and associated materials, Stimson Building/Pantages Theater/Ted Mann Theater/RKO Pan Theater (HE-MPC-16555)
- Revised Architectural Survey and Assessment of Effects, 1237-1239 Penn Avenue (HE-MPC-7580)
- Minnesota Architecture History Inventory Form and Revised Assessment of Effects, Floyd B. Olson Memorial Statue (HE-MPC-9013)
- Unanticipated Discoveries Plan

Below are itemized responses to comments expressed in your July 8, 2016 correspondence.

- Final Phase I and II reports for the proposed Project will be submitted to your office in hard copy and bound. Final inventory forms will be submitted to your office unbound. The final report and inventory forms will maintain consistent nomenclature for property references. Final materials will be submitted upon conclusion of National Register of Historic Places (NRHP)-eligibility and effects consultation for all properties. The NRHP-eligible proposed Homewood Historic District is the proposed Project's final historic resource subject to continued Section 106 consultation.

- Your July 8, 2016 correspondence recommended consideration of alternative station design options for the southbound platform at the intersection of Penn Avenue and Plymouth Avenue including, but not limited to, the smallest possible shelter and non-lighted pylon signage. Your comments expressed the opinion that the proposed station improvements have not been designed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). See attached materials identifying this proposed C Line platform location within the context of the proposed Homewood Historic District boundaries.

The Standards do not provide specific recommendations regarding construction of public infrastructure within a historic district. However, the Standards for Rehabilitation section describes two applicable guidelines as discussed in the attached "Revised Assessment of Effects, 1237-1239 Penn Avenue (HE-MPC-7580):"

- "...related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment." The proposed station will not destroy historic materials, features, or spatial relationships within the proposed district. The shelter and pylon sign will be differentiated from historic properties. Although these elements would not be in keeping with the materials, scale and massing of the houses, it would be generally in keeping with the historical commercial nature of the intersection.
- "...related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired." Construction of the station at Penn & Plymouth would not disturb historic materials or the form of contributing properties within the district, and the station elements could be removed in the future.

In addition, the Minneapolis Historic Preservation Commission (HPC) has developed draft design guidelines for the proposed Homewood Historic District, and although these guidelines do not address public infrastructure, they provide guidance regarding new infill construction and landscaping. Under General Principles, the draft guidelines state that new construction should allow "the historic buildings to be featured." With its small scale and placement in the public right of way in front of non-contributing properties, the proposed station would not disrupt views of contributing properties. Under Material and Details, although the draft guidelines encourage the use of stucco, brick, stone, wood, or concrete, they note that other materials may be used as long as they do not detract from the historic architecture. Under Landscaping, the draft guidelines distinguish between public, semi-public, and private spaces. The sidewalks and streets are defined as public spaces, and guidance is not given for design within the public realm.

The design of the southbound platform at the intersection of Penn Avenue and Plymouth Avenue will consider the presence of the proposed Homewood Historic District to the extent possible. The shelter at this location is anticipated to be of medium size, approximately 27' long. This medium shelter size is recommended due to the number of average daily boardings at this location, almost 150 per day.

RE: Metropolitan Council, Metro C Line Project, Minneapolis and Brooklyn Center, Minnesota
Section 106 Follow-up Determination of Effects Response (SHPO No. 2015-0320)

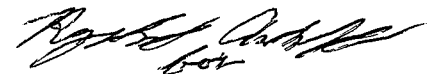
Between 50 and 200 boardings per day warrant a medium sized shelter. Several shelter variables can be adjusted throughout the design process to better accommodate the presence of the NRHP-eligible proposed historic district. The shelter height can be adjusted to the shortest available, about 12'3" in height. The width of the shelter foundation can also be minimized to about 34". This decreases the amount of fritted glass used within the shelter. These considerations will be incorporated into the design process and offer an opportunity to minimize the overall massing of the station facilities within the context of the NRHP-eligible proposed district.

See the attached "Additional Information – SB Penn & Plymouth Platform" for more information about shelter sizing and lighting components. The pylon landmark includes lighting components. To minimize visual impacts to the NRHP-eligible district, the brightness of pylon lighting features can be adjusted to the extent possible to appropriate levels, including the real-time sign screen and accent lighting on the top and side of the pylon.

Although the station enhancements would represent a slight change in the setting and feeling of the proposed district, the proposed elements are not contrary to the Secretary of the Interior's Standards or the Minneapolis HPC draft design guidelines. In conjunction with the aforementioned design considerations, the station would perpetuate the existing conditions of the setting and would not diminish the historic qualities of the proposed district. For these reasons, FTA finds that the proposed Project, particularly the planned southbound Penn & Plymouth Station, would have No Adverse Effect on the proposed Homewood Historic District.

Taking into consideration the supplemental information provided in this submission and previous correspondence for the proposed Project, FTA is seeking MnHPO comments and concurrence on our No Adverse Effect determination on the proposed Homewood Historic District. Subsequent to MnHPO's response, FTA will provide a bound revised Survey Report and Assessment of Effects report to your office, in addition to unbound property inventory forms. FTA requests a response within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Reggie Arkell at 312-886-3704 or reginald.arkell@dot.gov. Thank you for your assistance.

Sincerely,



Jay M. Ciavarella

Director, Office of Planning and Program Development

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit
Jim Voll, City of Minneapolis

att: Additional Information – SB Penn & Plymouth Platform
Proposed Homewood Historic District Boundaries
Revised Assessment of Effects, 1237-1239 Penn Avenue (HE-MPC-7580)

C Line Section 106

Additional Information – SB Penn & Plymouth Platform
Follow-up to July 8, 2016 MnHPO Correspondence

Shelter Sizing Guidelines + Corridor Ridership

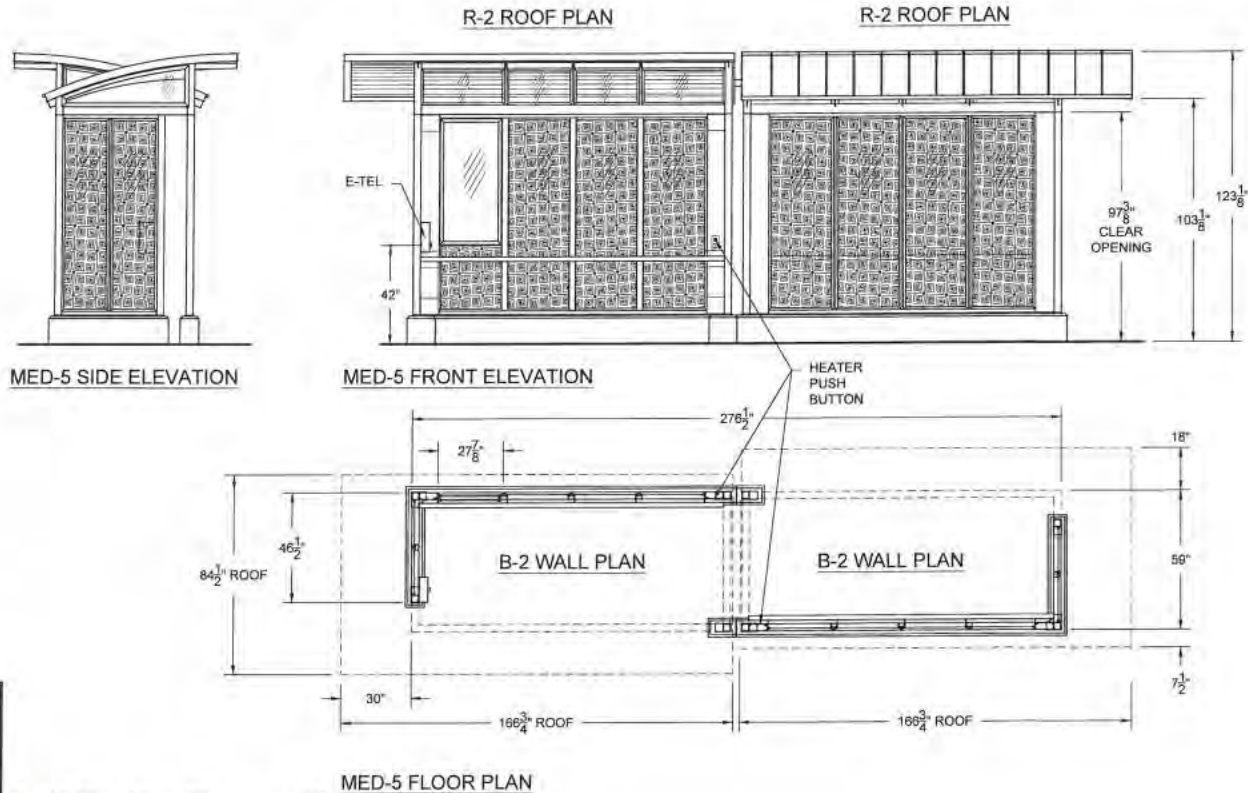
- What size shelter?
 - Small shelter: Fewer than 50 boardings/day
 - Medium shelter: Between 50 and 200 boardings/day
 - Large shelter: More than 200 boardings/day
- Southbound Penn & Plymouth ridership?

SB Bus Stop	Existing Average Daily Boardings (Aug-Dec 2015)
Brooklyn Center Transit Center	399
Penn & Lowry	279
Penn & 36th	169
<u>Penn & Plymouth</u>	<u>146</u>
Penn & Golden Valley	142

Medium shelter (lower impact variation)

Adjustments to:

- Dormer height
- Dormer orientation



JUN 18 2015 JUN 30 2016

REGISTERED ENGINEER

REVISIONS

4-3-15	A: ADD CONTROL JOINT IN CURB	BDI
4-20-15	B: ADD E-TEL AND HEATER BUTTON	BDI



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APPROVAL SIGNATURE

DATE

PROJECT NAME

11475 Metro Council / Metro Transit A-Line BRT Shelters & Pylons

DESCRIPTION

A-LINE BRT SHELTER - SHELTER PLAN AND ELEVATIONS.

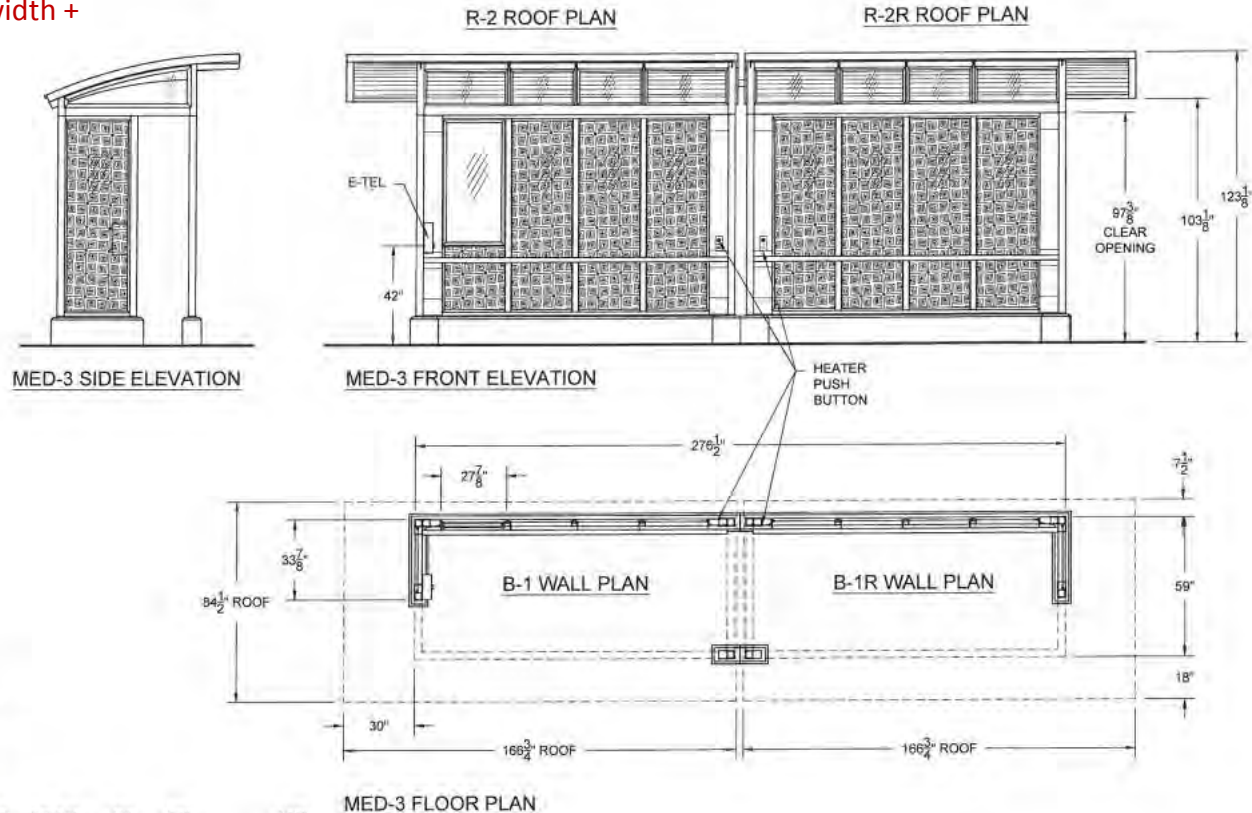
MED-5

PROJECT	DATE	REV	SCALE	DATE	REV	SCALE	DATE	REV	SCALE
BDI	JW	03/16/15	04/10/15	04/20/15	1/4" = 1'-0"	27	35	11475	

Medium shelter (lower impact variation)

Adjustments to:

- Dormer height
- Dormer orientation
- Foundation width + glass sizing



REVISIONS		
4-3-15	A: ADD CONTROL JOINT IN CURB	BDI
4-20-15	B: ADD E-TEL AND HEATER BUTTON	BDI



THIS DRAWING IS PROPRIETARY AND FOR THE SOLE USE OF OUR CUSTOMER AND MAY NOT BE COPIED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT FROM DUO-GARD INDUSTRIES, INC. LEAD TIME BEGINS UPON RECEIPT OF SIGNED SHOP DRAWINGS.

APPROVAL SIGNATURE: _____ DATE: _____

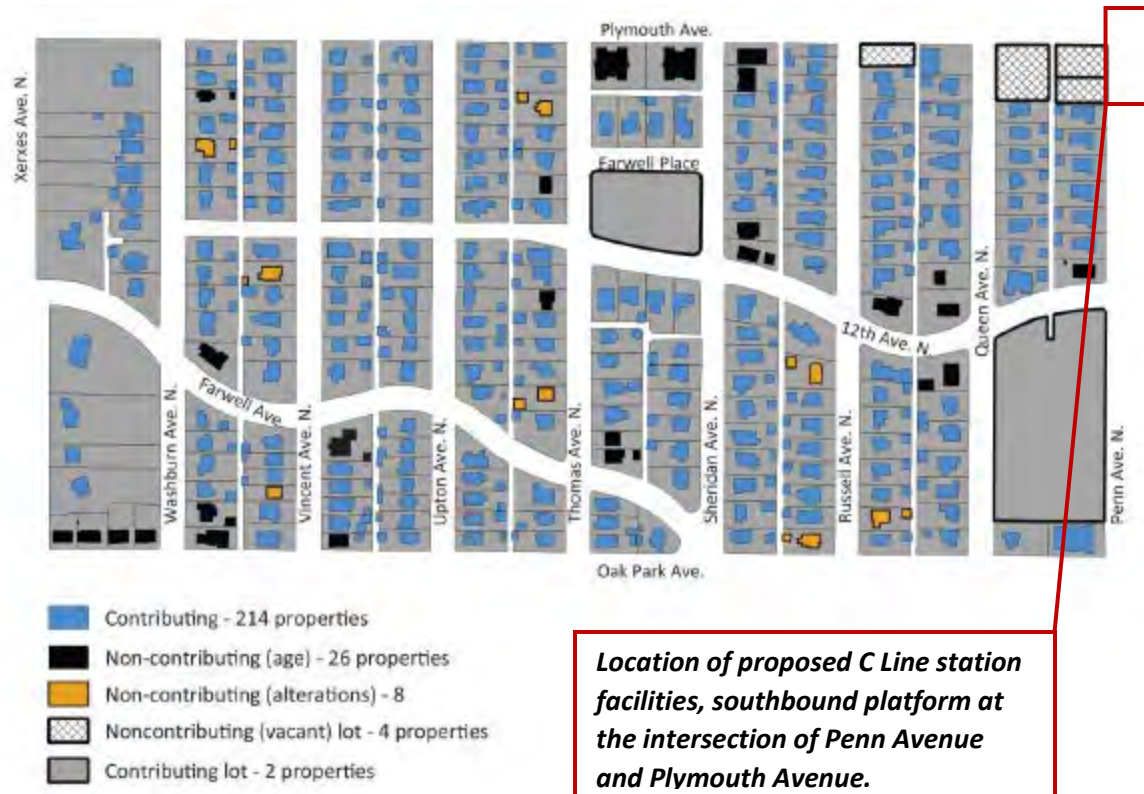
PROJECT NAME: 11475 Metro Council / Metro Transit A-Line BRT Shelters & Pylons									
DESCRIPTION: A-LINE BRT SHELTER - SHELTER PLAN AND ELEVATIONS									
MED-3									
DRAWN BY: BDI	CHECKED BY: JW	DATE: 03/16/15	REV1: 04/10/15	REV2: 04/20/15	SCALE: 1/4" = 1'-0"	SHEET: 25	OF: 35	PROJECT #:	DRAWING #:
								11475	

Rapid bus lighting components (top of pylon)



Rapid bus lighting components (real-time sign)





Figure#1. Homewood Historic District Map

Assessment of Effects

Duplex at 1237-1239 Penn Avenue North (*Plymouth & Penn Station*). This property is eligible for listing in the NRHP as a contributing property to the proposed Homewood Historic District. Because the property contributes to the proposed Homewood Historic District and is not eligible individually, the following assessment of effects focuses on the proposed historic district.

The house at 1237-1239 Penn Avenue North is located on the west side of Penn Avenue North and south of Plymouth Avenue North near the northeast corner of the proposed Homewood Historic District, which is bounded by Penn Avenue, Plymouth Avenue, Xerxes Avenue, and Oak Park Avenue. The proposed Homewood Historic District is significant as the first planned neighborhood development in Minneapolis. The setting is early twentieth century houses along tree-lined city streets. In the northeast corner of the proposed Homewood Historic District a paved parking lot encompasses the two parcels to the north of the house. In addition, a paved parking lot encompasses the adjacent northernmost parcels on Queen Avenue. A mix of residential, commercial, and institutional properties is located along Penn and Plymouth Avenues on the edges of the proposed Homewood Historic District. Existing bus stops at the intersection of Penn and Plymouth Avenues include: a northbound stop with a shelter just south of Plymouth Avenue; a southbound stop without a shelter just north of Plymouth Avenue; an eastbound stop with a shelter just west of Penn Avenue; and a westbound stop without a shelter just east of Penn Avenue.

The Penn & Plymouth Station within the C Line project will shift the Penn Avenue bus stops to north of Plymouth for the northbound and south of Plymouth for the southbound. Proposed amenities at each of these bus stops include curb extensions, medium-size shelters, pylon signage, fare collection equipment, and street furniture (see Appendix B: Station Locations). Bus service associated with the C Line will continue on Penn Avenue with slightly more frequent buses – projected to be approximately eight per hour vs. the current six per hour.

There are no expected changes in traffic patterns or noise levels as a result of the C Line. The southbound Penn & Plymouth Station would be located within the boundaries of the proposed Homewood Historic District. This proposed station will be situated on the sidewalk with a curb extension into the street. The existing bus stop on Plymouth Avenue is similarly situated on the sidewalk with a shelter. Although the proposed station would be located within the recommended boundaries of the proposed Homewood Historic District, previous evaluations have not assigned contributing status to the streets, sidewalks, parking lots, or other infrastructure within the recommended boundaries. Therefore, the portion of Penn Avenue and sidewalk within the construction area of the proposed station is within the proposed Homewood Historic District but are not contributing elements. Construction of the station enhancements will not have a direct effect on the proposed Homewood Historic District.

The potential effect to the proposed Homewood Historic District would be to the setting and feeling, resulting from a slight visual change from the station enhancements, primarily from the southbound station.

Historically, a streetcar line ran along Plymouth Avenue, built in 1891 and extended from Penn Avenue to Sheridan Avenue in 1912 just three years after Homewood was platted. The streetcar

line had some infrastructure, including overhead wires and tracks. Although Homewood was a residential neighborhood of almost entirely single family houses, the Penn-Plymouth intersection was a commercial node. In 1912 the north side of Plymouth Avenue had small commercial buildings on the east and west sides of Penn Avenue, and the lots on the south side were vacant. By 1951, the south side of Plymouth Avenue had a filling station on the west side of Penn Avenue (now the vacant lots) and Homewood Hospital on the east side; the north side was lined with storefront commercial buildings. Currently, the Penn-Plymouth intersection includes a parking lot in the southwest corner, existing bus stops with shelters on both Penn and Plymouth Avenues, and recent commercial/office buildings on the north side of Plymouth.

The Secretary of the Interior's Standards for the Treatment of Historic Properties do not provide specific recommendations regarding construction of public infrastructure within a historic district. The Standards for Rehabilitation, however, offer two applicable guidelines.

- "...related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment." The proposed station will not destroy historic materials, features, or spatial relationships within the proposed Homewood Historic District, particularly due to its small scale and its placement on the edge of the proposed historic district within public right of way. The shelter and pylon sign also will be differentiated from historic properties. Although these elements would not be in keeping with the materials, scale and massing of the houses, it would be generally in keeping with the commercial nature of the Penn-Plymouth intersection, particularly the former one-story filling station on the southwest corner.
- "...related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired." Construction of the Penn & Plymouth Station would not disturb historic materials or the form of contributing properties within the proposed Homewood Historic District, and the station elements could be removed in the future.

In addition the Minneapolis HPC has developed draft design guidelines for the proposed Homewood Historic District, and although these guidelines do not address public infrastructure, they provide guidance regarding new infill construction and landscaping. The new construction guidelines generally relate to infill residential construction rather than smaller infrastructure. Under General Principles, the guidelines state that new construction should allow "the historic buildings to be featured." With its small scale and placement in the public right of way in front of non-contributing properties, the proposed station would not disrupt views of contributing properties. The most visible features of the station enhancements, the shelter and pylon-type sign, would be located approximately 50 feet north of 1237-1239 Penn Avenue, which is the closest contributing property. Under Material and Details, although the guidelines encourage the use of stucco, brick, stone, wood, or concrete, they note that other materials may be used as long as they do not detract from the historic architecture. Under Landscaping, the guidelines distinguish between public, semi-public, and private spaces. The sidewalks and streets are defined as public spaces, and guidance is not given for design within the public realm.

Although the station enhancements would represent a slight change in the setting and feeling of the proposed Homewood Historic District, the proposed elements are not contrary to the Secretary of the Interior's Standards or the Minneapolis HPC draft design guidelines. In addition due to prior changes to the Penn-Plymouth intersection, the station would perpetuate the existing conditions of the setting and would not diminish the historic qualities of the proposed Homewood Historic District. For these reasons, it is recommended that the C Line would have No Adverse Effect on the proposed Homewood Historic District.

MINNESOTA HISTORIC PRESERVATION OFFICE

September 2, 2016

Marisol Simon
Federal Transit Administration
Region V
200 West Adams St, Suite 320
Chicago, IL 60608

RE: C-Line Rapid Bus Transit Project
Brooklyn Center and Minneapolis, Hennepin County
SHPO Number: 2015-0320

Dear Ms. Simon:

Thank you for continuing consultation on the above project. Information received in our office on 4 August 2016 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

We have completed our review of your correspondence dated August 2, 2016, a submittal which also included additional information pertaining to the proposed Southbound Penn & Plymouth Platform, the Homewood Residential Historic District, and a Revised Assessment of Effects for 1237-1239 Penn Avenue.

We appreciate your agency's follow up and clarification in response to concerns expressed in our July 8th letter regarding the proposed Southbound Penn & Plymouth Platform, which is proposed to be constructed within the **Homewood Residential Historic District**, a historic property within the area of potential effect (APE) for this undertaking which has been determined eligible for listing in the National Register of Historic Places.

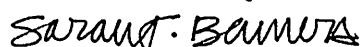
Based upon information provided to our office at this time, including the specified proposed modifications to the Southbound Penn & Plymouth Platform facilities as stated in your August 2nd letter, we concur with your agency's determination that this aspect of the project has been designed in conformance with the Secretary of the Interior's Standards for Rehabilitation and will have **no adverse effect** on the Homewood Residential Historic District.

On July 8th, we provided concurrence with your agency's "no adverse effect" determination pertaining to the other six (6) historic properties within the APE for this undertaking. This finding remains valid.

Finally, as requested also in our July 8th letter, the FINAL Phase I and II survey report has now been submitted to our office in hard copy and bound, and meeting the requirements of our survey and inventory guidelines. Also, all FINAL inventory forms have been revised per our earlier recommendations and have been submitted to our office *unbound* along with the final report as required by our survey and inventory guidelines. These documents were received and accepted by our office on July 22, 2016.

Please feel free to contact me if you have any questions regarding our comment letter. I can be reached by phone at 651-259-3456 or e-mail at sarah.beimers@mnhs.org.

Sincerely,

A handwritten signature in black ink that reads "Sarah J. Beimers". The signature is written in a cursive, slightly stylized font.

Sarah J. Beimers, Manager
Government Programs & Compliance

cc: Reggie Arkell, FTA
Scott Janowiak, Metro Transit
Kay Hong, Metro Transit