



3609 14TH Ave. South, Minneapolis, MN 55407
www.preserveminneapolis.org

October 21, 2009

Minneapolis Heritage Preservation Commission
c/o Jack Byers
300 Public Service Center
250 South Fourth Street
Minneapolis, MN 55415

SUBJECT: Minneapolis Warehouse District Designation

Dear Commissioners:

On behalf of Preserve Minneapolis, a nonprofit established to support historic preservation in Minneapolis, I am writing to support the findings in the "Minneapolis Warehouse District Designation Study," and the approval of the new boundaries for the local Minneapolis Warehouse District.

The Minneapolis warehouse/distribution industry played a critical part in the growth and success of the city, and the proposed district includes many important resources tied to that history. Designation of the expanded district will afford these resources the protection they merit.

Sincerely,

A handwritten signature in black ink, appearing to read "John Stark", written in a cursive style.

John Stark
President



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

Minneapolis City Council and Heritage Preservation
Attention: Jack Byers, Planning Manager
CED Planning Division – Preservation and Design Section
250 South 4th Street, Room 110
Minneapolis, MN 55415-1385

October 30, 2009

Dear Mr. Byers:

As a Historical Architect for the National Park Service and a reviewer of projects in Minnesota for the Federal Historic Preservation Tax Incentives Program, I am aware that an effort is underway to realign the locally designated Minneapolis Warehouse Historic District with the federally-designated Minneapolis Warehouse Historic District (listed in the National Register of Historic Places). I am particularly familiar with this area through the buildings that were successfully rehabilitated with the use of federal credits, or are in the process of being rehabilitated. This section of the city demonstrates how investing in historic buildings makes good economic sense and is an excellent tool for community revitalization.

Minneapolis's warehouse and wholesaling district, which contains many fine examples of intact commercial and industrial structures, came into being in 1867, when a railroad bridge was constructed across the Mississippi River. In the present day, the evolution and revival of this area bring with them new challenges. The National Park Service has long recognized the great value of locally designated historic districts as principal tools by which localities can carefully plan. Through this type of preparation, historic and modern structures can live harmoniously as this new chapter in the city's rich historic unfolds.

We are pleased the City of Minneapolis is considering refinements to the locally designated historic district as it contemplates a vibrant future for this historically significant area. If we can be of any assistance in that effort, please do not hesitate to let me know

Sincerely,

Audrey T. Tepper
Historical Architect
National Park Service
Technical Preservation Services Branch
Washington, DC

Schafer, Brian C.

From: Rick Bronson [Rick_Bronson@ellerbebecket.com]
Sent: Tuesday, November 03, 2009 4:45 PM
To: Schafer, Brian C.
Subject: Corrections/clarifications for Mpls Warehouse District Designation Study

Attachments: Warehouse District Designation Report corrections.doc



Warehouse District
Designation...

Dear Brian,

I would like to suggest some corrections for the Warehouse District Designation Report, which I found on the HPC's website yesterday. Most are corrections of architects' names, and some are recent findings I've made.

Please find the attached MS Word Document; the numbering refers to the Building ID numbers found in the study. I can provide documentation in the form of building permits and newspaper articles for the newly found architects; the spelling corrections come from city directories, newspaper articles and other sources.

Kind regards,

Rick Bronson

AECOM Ellerbe Becket Architects

612.376.2114

(See attached file: Warehouse District Designation Report corrections.doc)

- 1) Architect: Hellmuth, Obata & Kassabaum
- 10) Architect: William H. Dennis
- 18) Architect: Lindstrom & Almars
- 23) Architect: Lemuel E. Jepson
- 27) Architect: Frank B. Hart
- 28) Architect: Etalo J. Becchetti
- 38) Architect: Frederick A. Clarke
- 42) Architect: Frank B. Hart
- 47) Architect: Oertel Architects
- 50) Architect: C.M. Neuhausen
- 59) Architect: Frank B. Hart
- 60) Architect: Oertel Architects
- 61) Architect: William D. Kimball
- 64) Architect: Oertel Architects
- 68) Historic Name: S.G. Cook Company; Architect: Frederick A. Clarke
- 69) Architect: Frederick A. Clarke
- 70) Ditto
- 74) Architect: Edwins & Halden
- 80) Architect: J.E. Cooke
- 85) Architect: Joseph E. Nason
- 86) Architect: Frederick A. Clarke
- 90) Architect: James A. Burner
- 93) Ditto
- 94) Year Built: 1875
- 105) Architect: Ernest J. Kennedy
- 111) Architect: Ernest C. Haley
- 116) Architect: William D. Price (of International Harvester Co.)
- 124) The 1892 building was destroyed by fire...Downs & Eads' building of 1922 incorporated 1892's foundation walls, but the rest of the structure was new (concrete-framed)
- 129) Architect: Long & Haglin; brick addition to south: C.C. Yost, 1892
- 140) Architect: Edward S. Stebbins
- 146) Architect: Edwin H. Hewitt
- 149) Architect: Edward S. Stebbins
- 152) Architect: Adam Lansing Dorr
- 153) Architect: Frank E. Davidson
- 159) Architect: Warren H. Hayes
- 170) Charles L. Pillsbury Company was a mechanical engineering company, not an architecture firm
- 171) Architect: Long & Thorshov
- 176) Architect: J.C. Llewellyn & Associates
- 182) Architect: Victor F.V. de Brauwere
- 185) Architect: Wendelin Muther
- 188) Architect: Joseph E. Nason
- 193) Architect: H.P. Henschien



4 November 2009

Heritage Preservation Commission:

Mr. Chad Larsen, Mr. John Crippen, Ms. Denita Lemmon, Ms. Kathleen Anderson, Ms. Meghan Elliott, Ms. Christina Harrison, Mr. Kevin Kelley, Ms. Ginny Lackovic, Ms. Linda Mack, Ms. Deborah Morse-Kahn

Ref: Proposed Historic District Merger

Dear Commissioners,

The Heritage Preservation Commission plays a seminal role in identifying and preserving assets that create the identity of a neighborhood and our city. 2010 Partners recognizes the value of historic preservation and the important role it plays in city building. We first weighed in on the proposed merger of historic districts at HPC's first public hearing in January. The focus of 2010 Partners has been the tremendous development opportunities around Target Field, particularly the initiation of a world-class Transportation Interchange.

The Transportation Interchange will be a 21st century civic amenity that will reshape our city and provide a foundation for future development. This project, which will take years to realize, is not simply a free-standing station but a highly complex interconnected set of transportation modes spread over a number of blocks and on multiple levels. The project requires considerable attention to how old elements and new construction are connected and woven together to create a new urban place that not only functions as a hub but also supports social interaction and economic transactions. There are few, if any, historical precedents for this undertaking. In the case of the Transportation Interchange, we cannot afford to let the past inhibit the future.

2010 Partners supports best practices that reflect a comprehensive, integrated approach to city building. We urge HPC to follow best practices in its deliberations, which include:

- Coordination of all planning efforts currently underway in the area.
- Collaboration between planning agencies and private stakeholders.
- Design expertise in creating guidelines that reflect an understanding of the scope, requirements and complexity of the transportation interchange.
- Testing, through case studies, the potential impact of the designation and guidelines

2010 Partners encourages the HPC to endorse best practices and support city and county staff working together collaboratively, and with 2010 Partners and its stakeholders, to ensure that the proposed designation and guidelines promote development of a Transportation Interchange that reflects our collective aspirations.

Sincerely,

Chuck Leer, Chair

Steering Committee Members:

Council President Barb Johnson

Commissioner Peter McLaughlin

Erika Carter, Target

Dave St. Peter, Minnesota Twins

Dan Kenney, Minnesota Ballpark Authority

David Frank, North Loop Neighborhood Association

Joanne Kaufman, Warehouse District Business Association

November 5, 2009

Minneapolis Heritage Preservation Commission
c/o Jack Byers, Planning Manager
Minneapolis Community Planning and Economic Development
Department
Planning Division - Preservation and Design Section
250 South 4th Street, Room 300
Minneapolis, MN 55415-1385

**NATIONAL
TRUST
FOR
HISTORIC
PRESERVATION®**

**Midwest
OFFICE**

Re: Proposed Local Designation of Minneapolis Warehouse Historic District

Dear Members of the Heritage Preservation Commission,

Thank you for considering our comments regarding the proposed local landmark designation of the Warehouse Historic District. We are greatly encouraged by this proposed designation to expand the boundaries of the 1978 local historic district to coincide with the extent of the existing 1989 Minneapolis Warehouse National Historic District. This clearly signals the Commission's and the City's commitment to the identification and preservation of Minneapolis' nineteenth and twentieth century heritage. On behalf of the National Trust for Historic Preservation, I would like to express our strong support for the local landmark designation of the Warehouse District.

The National Trust is a private, nonprofit membership organization dedicated to protecting the irreplaceable. As the nation's largest non-profit organization devoted to the preservation of historic sites and structures, we are strong advocates for increased recognition and protection of our nation's early industrial and commercial architectural heritage, which formed the foundation of many city's early economic success. Too often these "gritty" resources are overlooked and underappreciated for their intrinsic historical and architectural value, but also for their potential as revitalized neighborhoods that can be a source of new energy and economic activity in metropolitan areas.

The local designation of the NRHP Minneapolis Warehouse Historic District will bring over 250 important historic properties within the district under local review of the Commission and staff, thereby ensuring the continued integrity of those features and structures that make the Warehouse District an architecturally distinct and desirable location. The existing National Register Designation--while a significant honorary designation--provides no mechanism for local review of proposed projects and demolition. As a locally designated district, the Warehouse District properties will receive greater protection from demolition and inappropriate changes that could greatly alter and irreparable compromise the character of the district. This level of review can result in a number of benefits and long-term positive effects, including:

- **Creating a stable and improved public environment for those who live in, work in, and visit the neighborhood.** The success of the neighborhood is in large part due to forward-thinking, urban-minded "pioneers" who were attracted to the uniqueness of the place as a

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F 312.939.5651
E mwro@nthp.org
Serving: IA, IL, IN, MI, MN, MO, OH & WI

National Office

1785 Massachusetts Avenue, NW
Washington, DC 20036
P 202.588.6000
F 202.588.6038
E info@nthp.org
www.PreservationNation.org

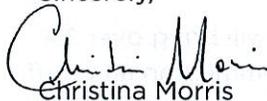
home and/or a place to work. The desirability of the location and the resulting increase in population suggests that is now time to develop a plan that is sensitive to the historic fabric of the Warehouse District, while also accommodating the needs of contemporary life.

- **Protecting private investments that have been made in the neighborhood and encouraging continued investment.** Local designation and review allows the city and potential investors/developers to make smart choices about where and how they develop property within the district. Inappropriate projects that compromise the character of the district or that require the demolition of historic structures threaten the value of all properties in the neighborhood by removing those very features that make the neighborhood desirable and give it such high market value. New construction can be guided to appropriate infill sites, such as parking lots and other vacant sites, while encouraging the preservation and rehabilitation of historic structures, sites, and landscapes.
- **Facilitating the development of key projects in the District.** Merging the two districts is an important step that will ensure clarity in the process of governmental review for planning of major projects at the local and state level, specifically Section 106 review and 4(f) review by the State Historic Preservation Office that will be triggered with the use of Federal funds and funding allocated through the Federal Transportation Authority. This is particularly critical for projects like the Multi-Modal Station that has been proposed for the district, which will be a key project for downtown Minneapolis over the next 50 years.

For these reasons, the National Trust for Historic Preservation encourages the Heritage Preservation Commission to follow the staff recommendations and **approve** the local designation of the Minneapolis Warehouse Historic District to the Zoning & Planning Committee of the City Council as proposed.

Thank you for consideration of our comments in making your decision. Please do not hesitate to contact me if you have any questions.

Sincerely,



Christina Morris

Minnesota Program Officer, Midwest Office

Cc: Brian Schaffer, Minneapolis Community Planning and Economic Development Department
Erin Hanafin Berg, Preservation Alliance of Minnesota



November 5, 2009

Chuck Ballentine, Senior Administrative Manager
Hennepin County Housing, Transit, and Community Works
417 North Fifth Street, Suite 320
Minneapolis, MN 55401

**Community Planning &
Economic Development**

Planning Division

250 South 4th Street – Room 110
Minneapolis MN 55415

Office 612 673-2597
Fax 612 673-2728
TTY 612 673-2157

Re: Designation of Minneapolis Warehouse District

Dear Mr. Ballentine:

As follow-up to our conversation earlier this week and in response to the request you received from the chair of the Hennepin County Board, I am writing to you on the matter of the local designation of the Minneapolis Warehouse District. As you know, the proposed local district would be expanded to encompass the properties within the boundaries of the existing National Register of Historic Places historic district. This designation will include lands for which Hennepin County is pursuing development of an intermodal passenger rail station that will be known as Interchange Station.

The Minneapolis Department of Community Planning and Economic Development (CPED) and the Minneapolis Heritage Preservation Commission (HPC) recognize the public purpose of this project and the objectives of the policies adopted by the Minneapolis City Council that support the development of a passenger rail facility and associated air rights development on this site.

We appreciate Hennepin County's recognition that enlarging the local designation to coincide with the boundaries of the National Register District will be useful toward developing a consistent framework through which federal, state, and local historic reviews can be undertaken for this very important project. Furthermore, both CPED and the HPC look forward to continued cooperation and collaboration in working with our colleagues at Hennepin County in developing design guidelines that will recognize the flexibility needed in working through practical, logistical considerations for the station while also ensuring the final building project is respectful of the historic fabric on, and adjacent to, this site. To that end, we invite you and your colleagues to attend and participate in the upcoming working session with the HPC on developing guidelines for adoption.

Sincerely,

Jack Byers, Planning Manager
CPED-Planning, Preservation and Design Section

Chad Larsen, Chair
Minneapolis Heritage Preservation Commission

cc. Commissioner Michael Opat, Chair, Hennepin County Board
Commissioner Peter McLaughlin, Hennepin County Board
Barbara Johnson, President, Minneapolis City Council
Lisa Goodman, Minneapolis City Council
Mike Christensen, CPED, Executive Director
Barbara Sporlein, CPED, Planning Director
Brian Schaffer, CPED, Senior Planner

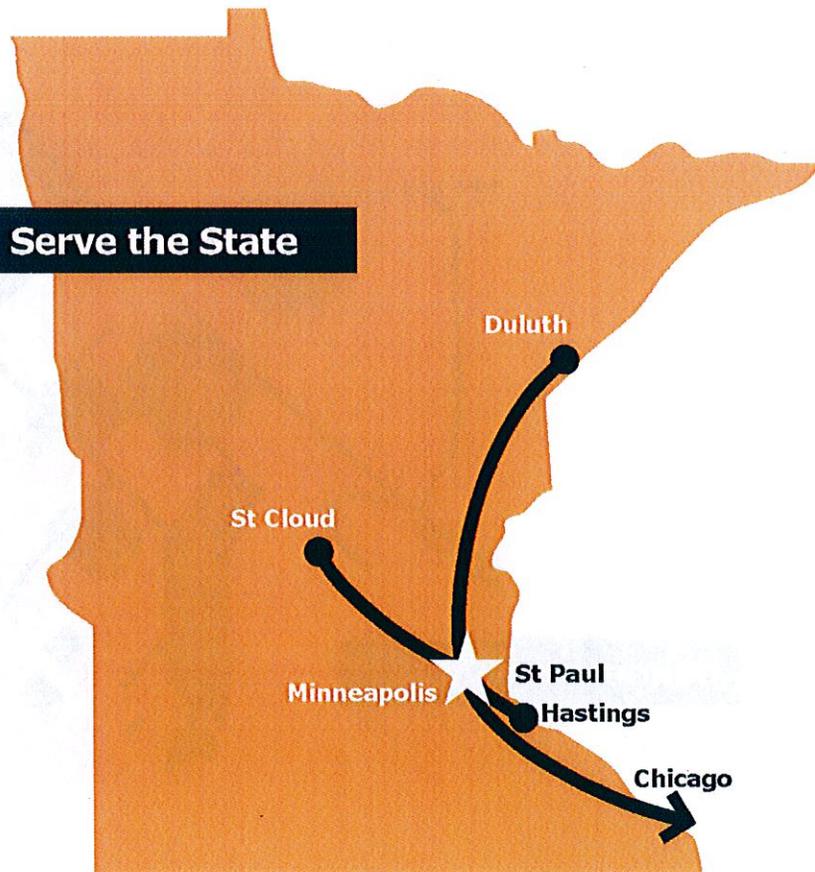


Creating a New Transportation Interchange

*Building on our assets,
creating connections*

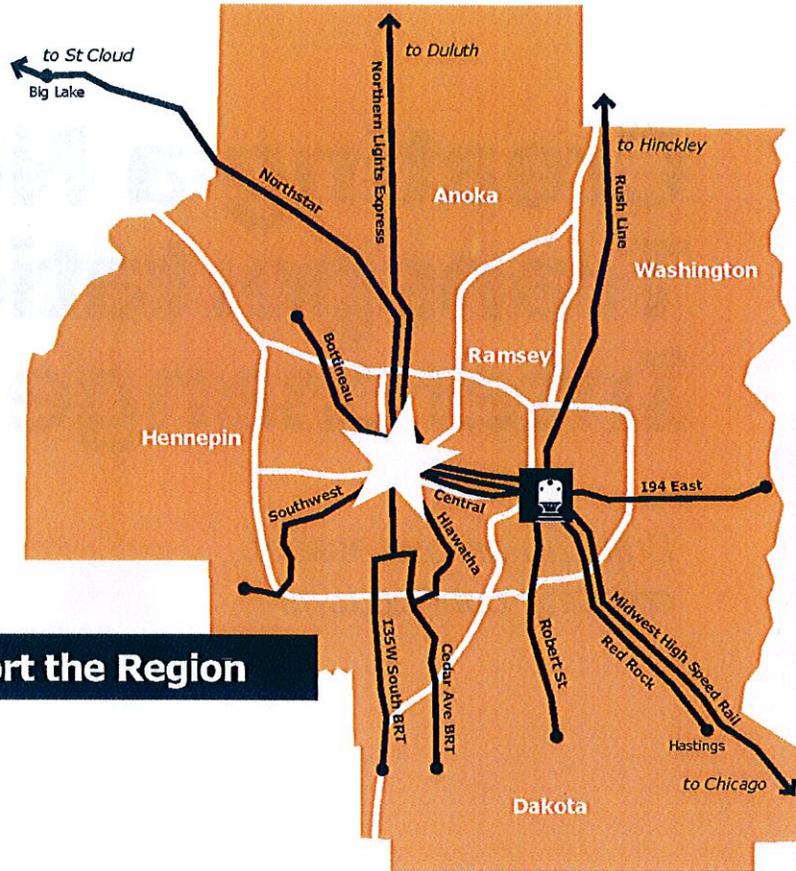


Serve the State



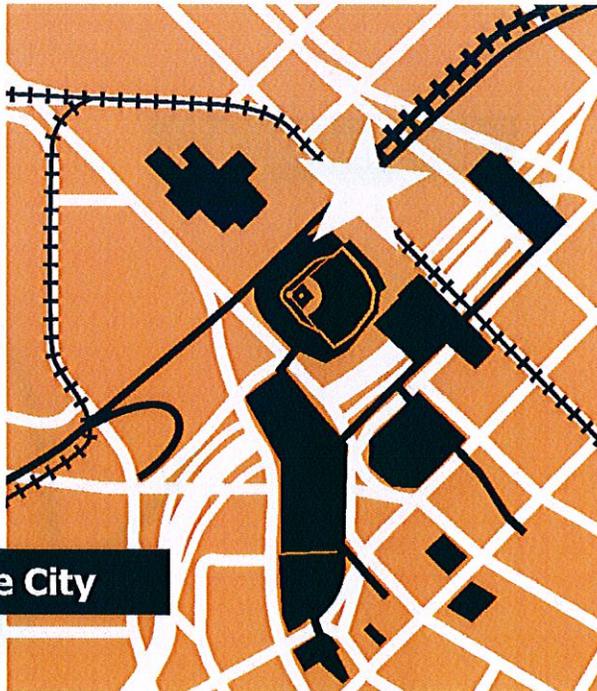
Transportation Interchange

Support the Region



Transportation Interchange

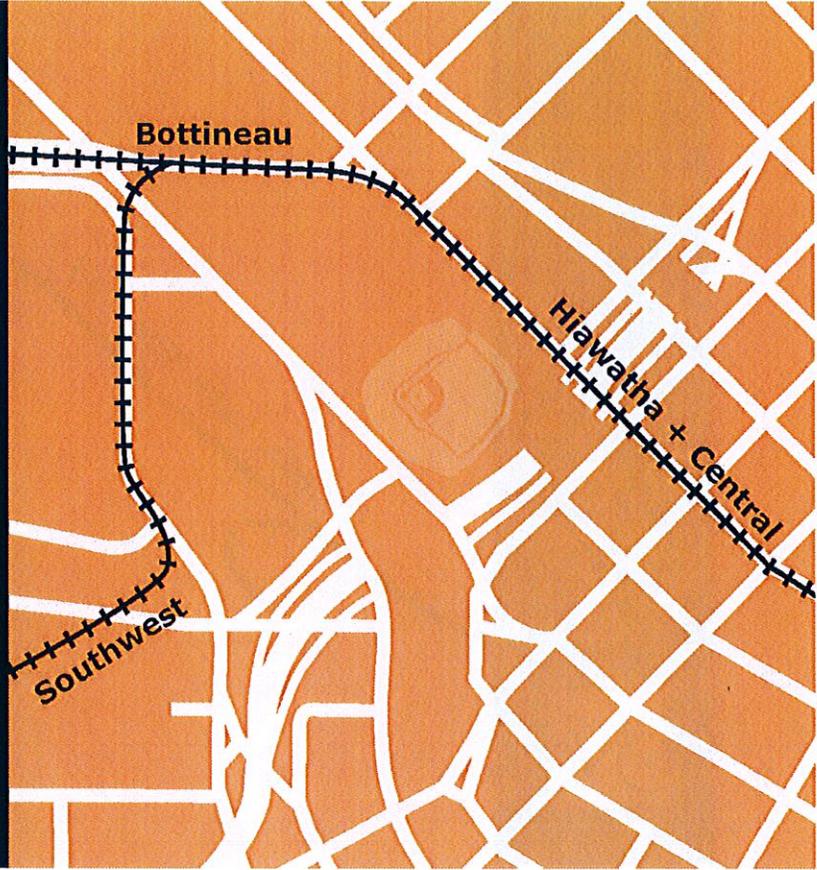
Connect the City



Transportation Interchange



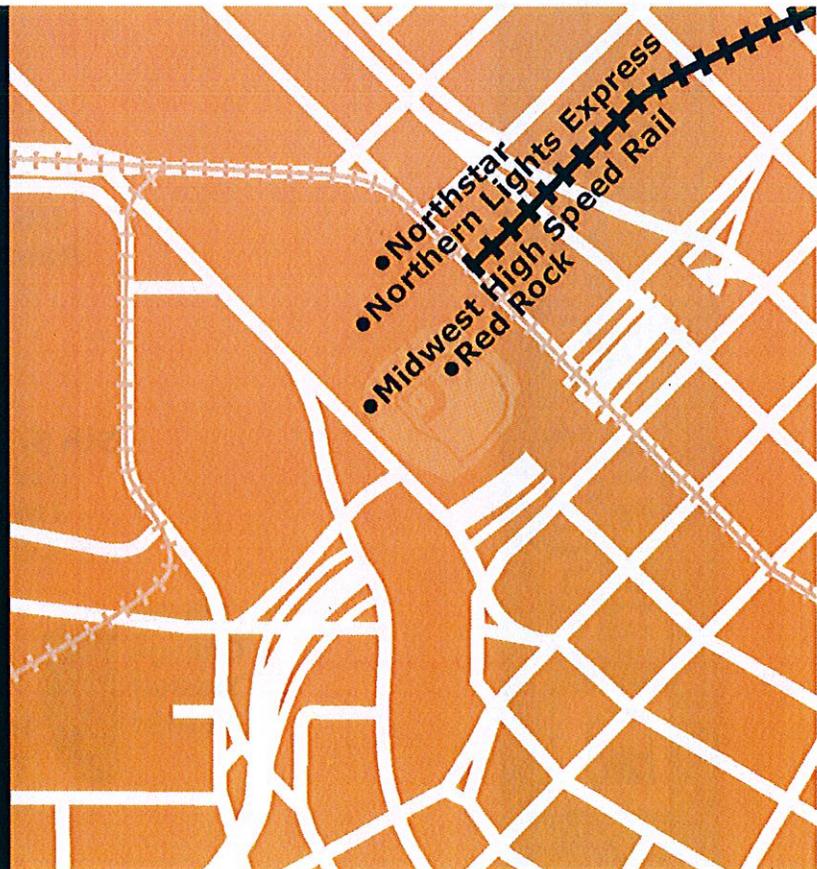
LRT Lines



Transportation Interchange



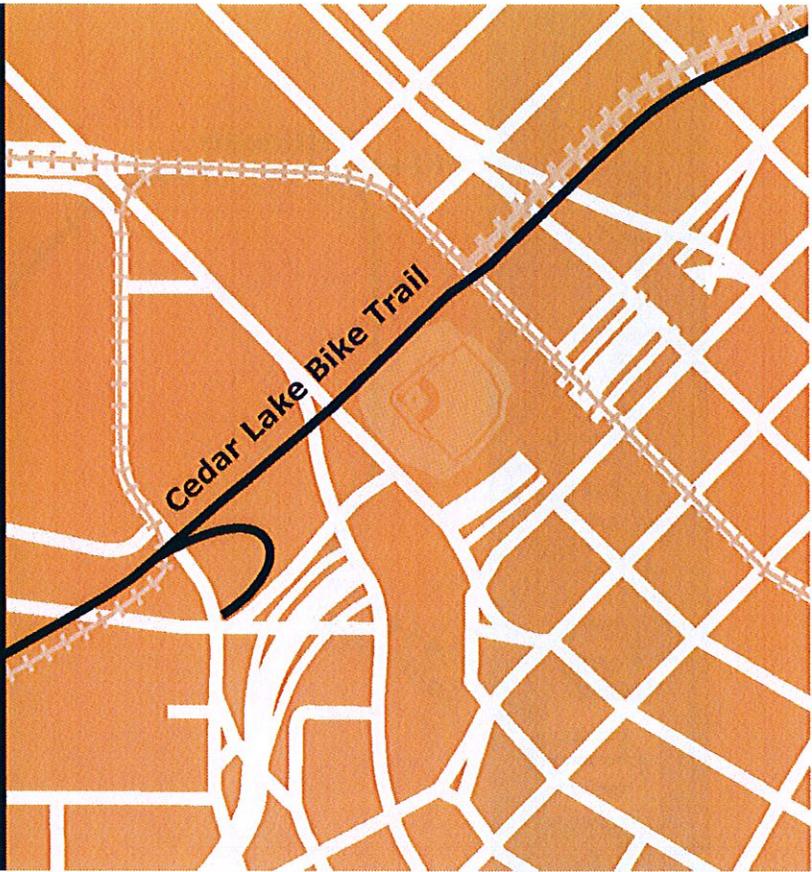
Commuter and
Innercity Rail



Transportation Interchange



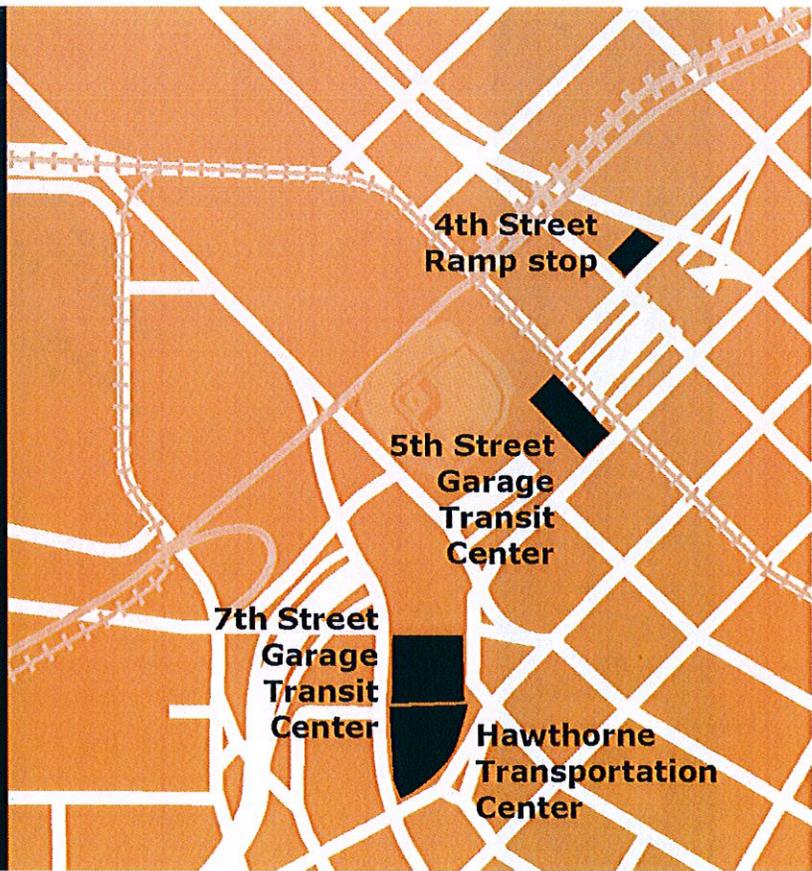
Bicycle



Transportation Interchange



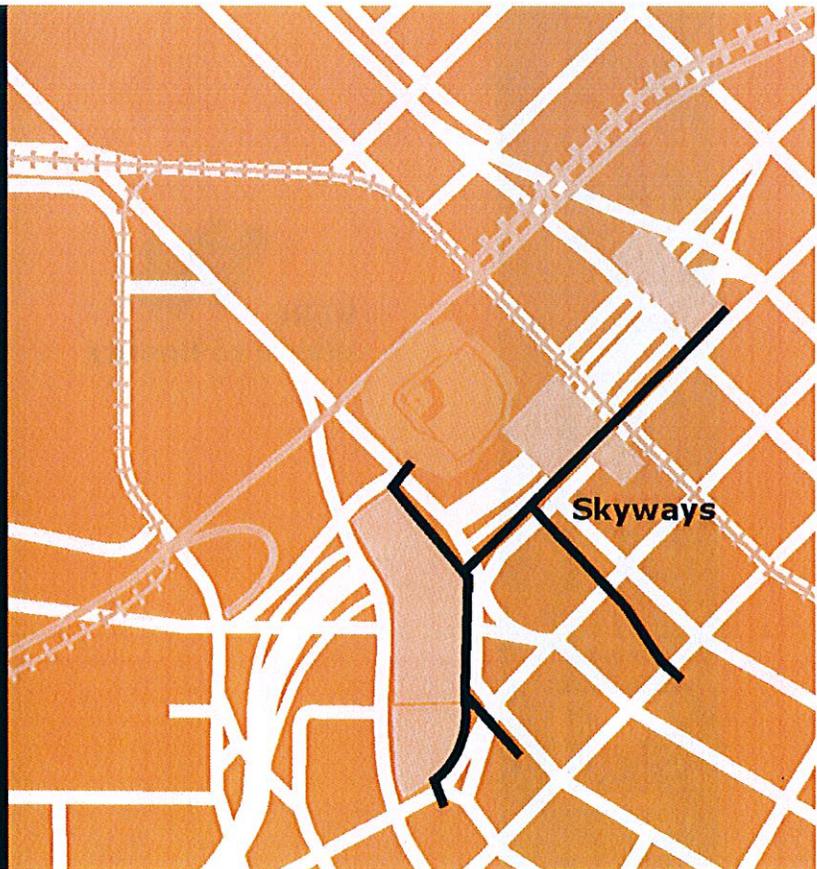
**Bus Transit
Centers and Stops**



Transportation Interchange



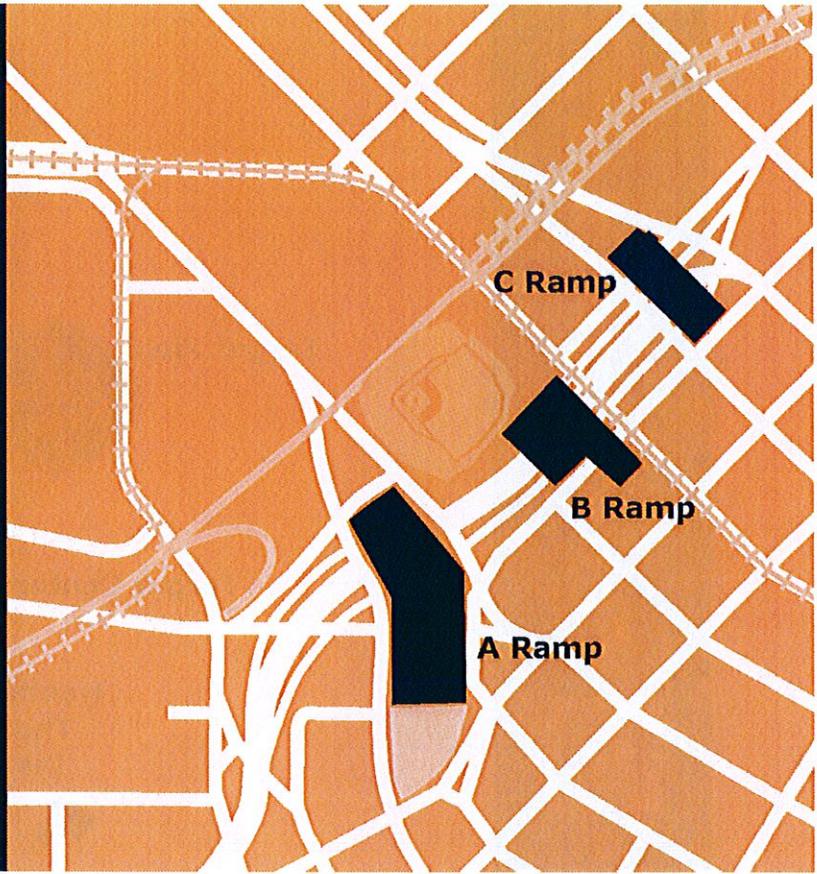
Skyways



Transportation Interchange



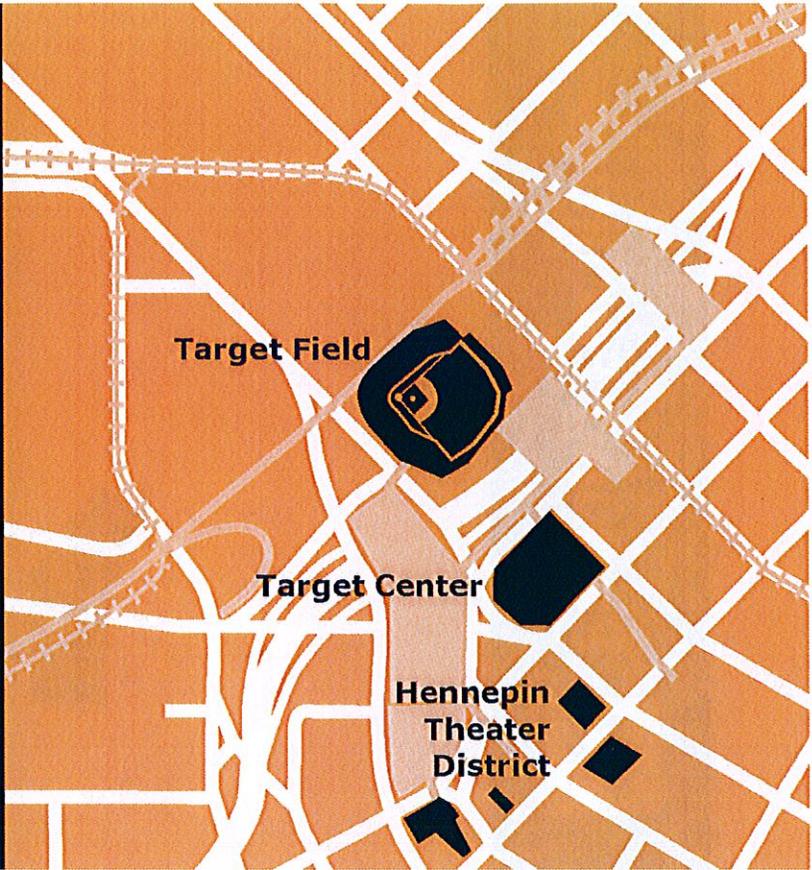
Parking Facilities



Transportation Interchange



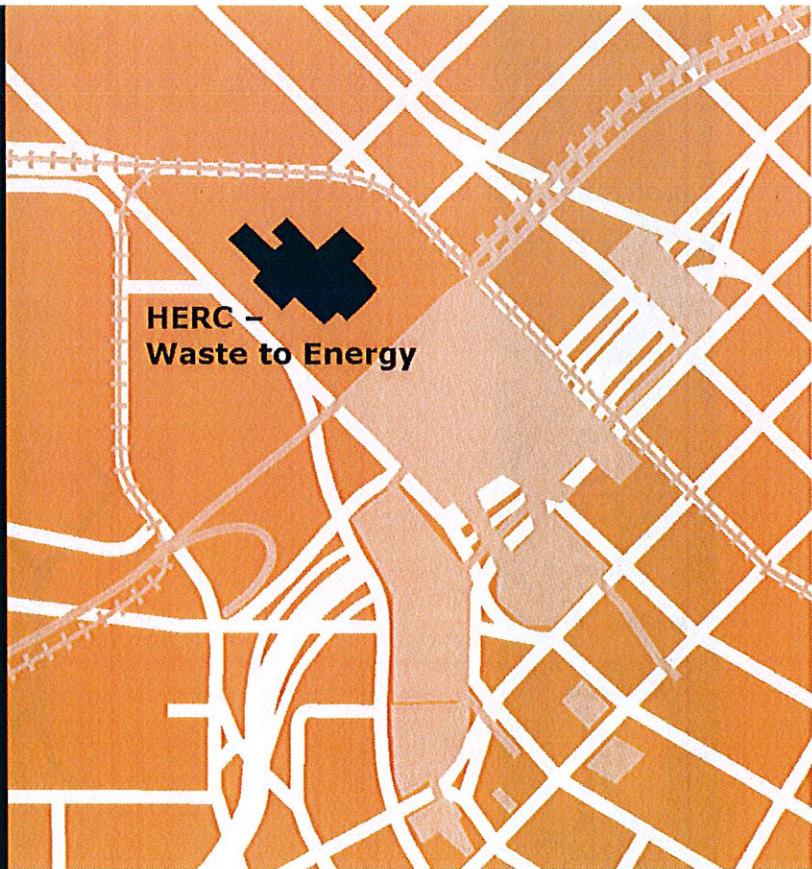
Entertainment

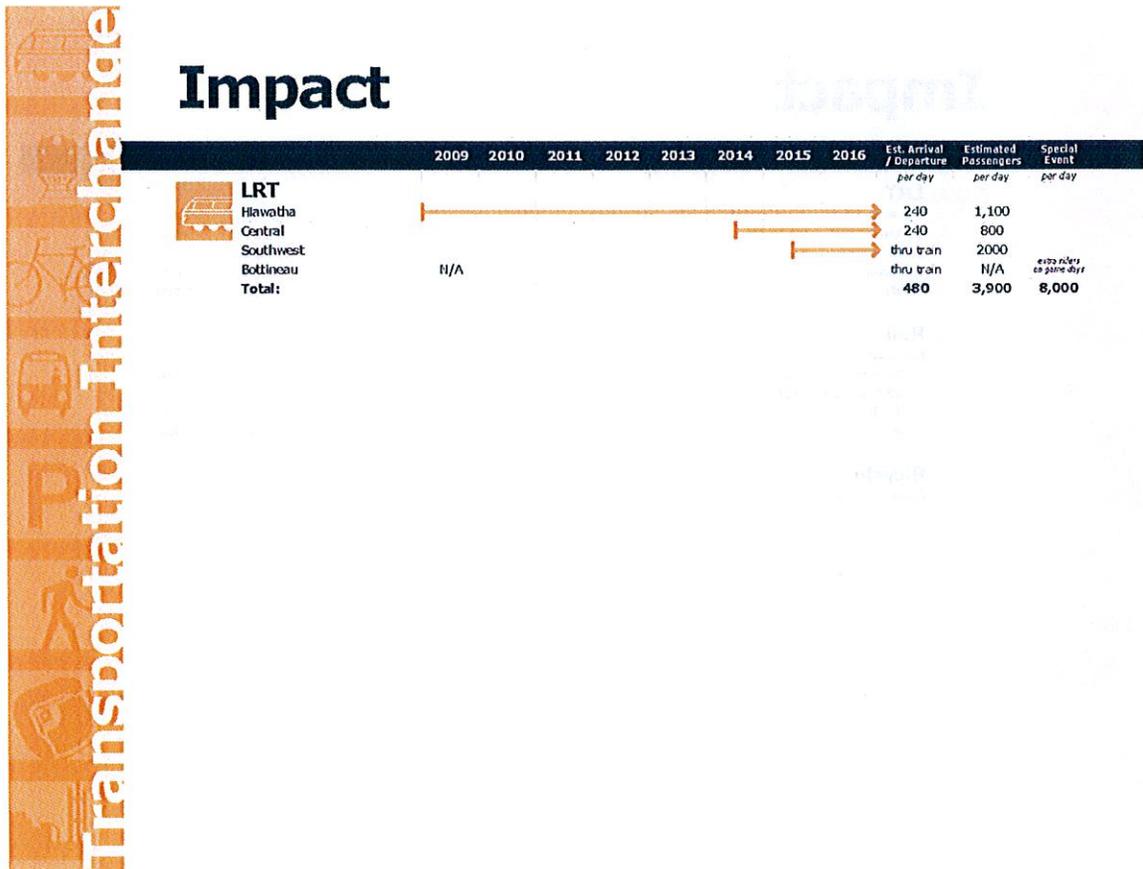


Transportation Interchange



Energy





Impact

	2009	2010	2011	2012	2013	2014	2015	2016	Est. Arrival / Departure per day	Estimated Passengers per day	Special Event per day
LRT											
Hiawatha									240	1,100	
Central									240	800	
Southwest									thru tran	2000	
Bollineau									thru tran	N/A	extra riders on game days
Total:									480	3,900	8,000
Rail											
Northstar									12	3,264	
Northern Lights Express									16	2,778	
Midwest High Speed Rail									12	1,273	
Red Rock									10	980	
Total:									50	8,967	

Impact

	2009	2010	2011	2012	2013	2014	2015	2016	Est. Arrival / Departure per day	Estimated Passengers per day	Special Event per day
LRT											
Hiawatha									240	1,100	
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Northern Lights Express									16	2,778	
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Red Rock									10	980	
Total:									50	8,967	

	2009	2010	2011	2012	2013	2014	2015	2016	Est. Arrival / Departure per day	Estimated Passengers per day	Special Event per day
Bicycle											
Cedar Lake Bike Trail									2,000	2,000	

Impact

	2009	2010	2011	2012	2013	2014	2015	2016	Est. Arrival / Departure per day	Estimated Passengers per day	Special Event per day
LRT											
Hiawatha									240	1,100	
Central									240	800	
Southwest									thru tran	2000	
Bottineau									thru tran	N/A	extra riders on game days
Total:									480	3,900	8,000
Rail											
Northstar									12	3,264	
Northern Lights Express									16	2,778	
Midwest High Speed Rail									12	1,273	
Red Rock									10	980	
Total:									50	8,967	
Bicycle											
Cedar Lake Bike Trail									2,000	2,000	
Bus											
7th St Garage Transit Ctr									858	N/A	
5th St Garage Transit Ctr									866	N/A	
4th St Ramp Stop									408	N/A	
Total:									2,132		

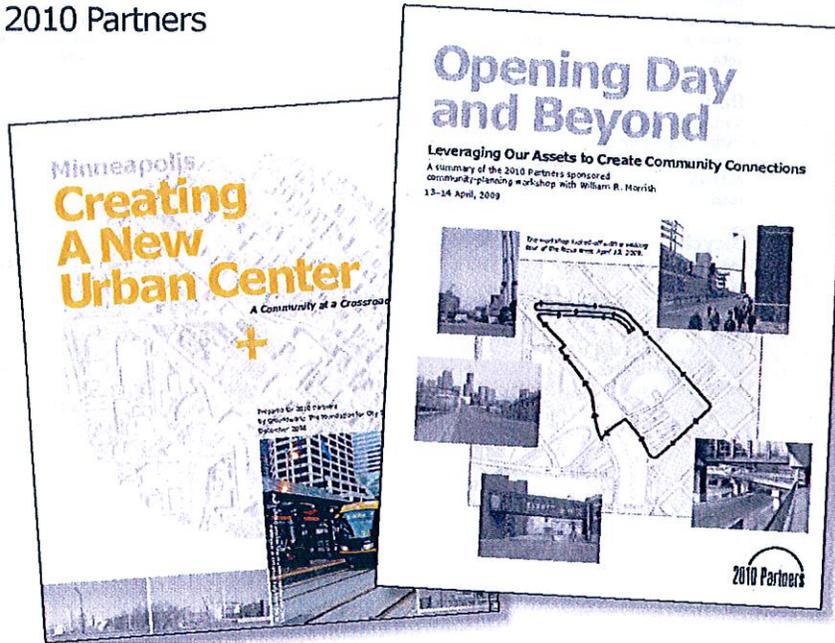
Impact

	2009	2010	2011	2012	2013	2014	2015	2016	Est. Arrival / Departure per day	Estimated Passengers per day	Special Event per day
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Total:									50	8,967	
Bicycle											
Cedar Lake Bike Trail									2,000	2,000	
Bus											
7th St Garage Transit Ctr									858	N/A	
5th St Garage Transit Ctr									866	N/A	
4th St Ramp Stop									408	N/A	
Total:									2,132		
Parking											
A Ramp									3,631	3,921	
B Ramp									1,606	1,734	
C Ramp									1,518	1,639	
Total:									6,755	7,294	
Grand Total:									11,417	22,161	8,000

Action to Date

Public engagement and support

2010 Partners

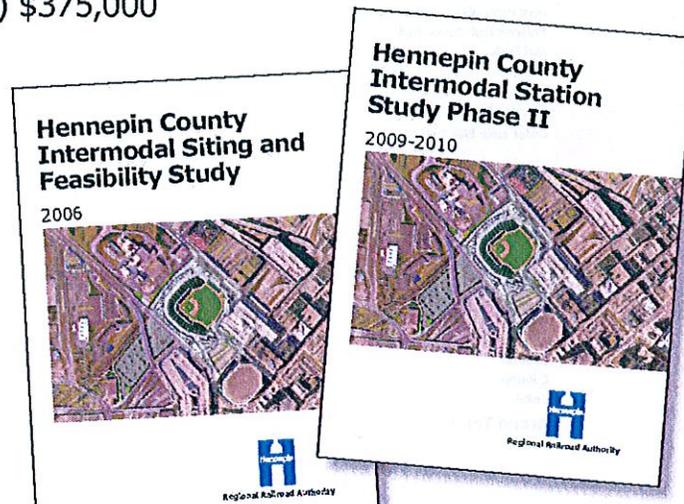


Action to Date

Feasibility Studies

Hennepin County Intermodal Siting and Feasibility Study
(2006) \$420,000

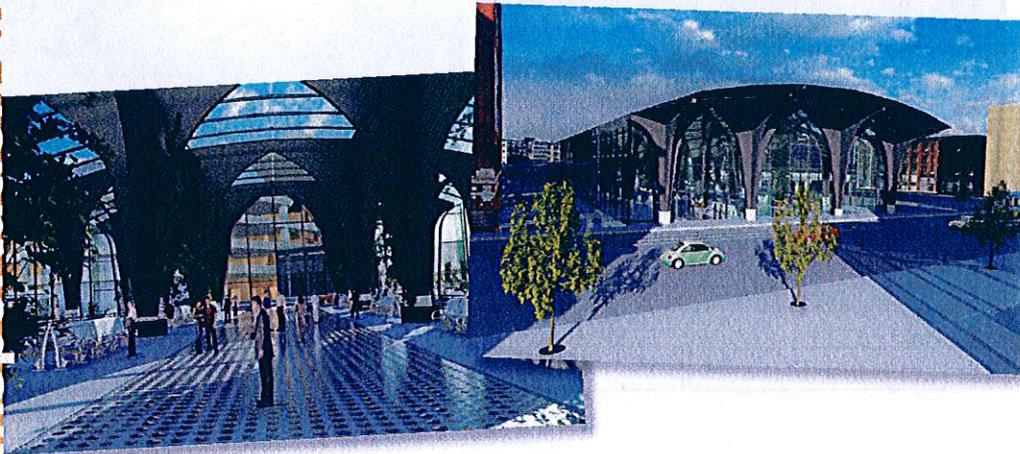
Hennepin County Intermodal Station Study Phase II
(2009 - 2010) \$375,000



Action to Date

Conceptual Plan

HDR led week-long workshop – \$55,000



Current Investment in Public Realm

Minnesota Ballpark Authority* – \$3.7 million

- 7th Street streetscape – \$0.9 m
- 2nd Avenue streetscape from 5th – 7th Street – \$350,000
- 3rd Avenue streetscape from 5th – Washington Ave – \$250,000
- Move the 5th Street bridge abutment to accommodate bike trail – \$2.2 million

Minnesota Twins – \$19 million

- Non-Facility Enhancements such as trees, lighting and benches – \$15 m
- Vertical Circulation from Northstar platform to LRT level – \$4 m

Minnesota Twins/Target Corp – \$9 million

- Enhance base plaza design and extension of plaza to 1st Avenue – \$9 m

Hennepin County – \$1.9 million

- HERC Exterior Improvements – \$1.9 m

City – \$3.3 million

- Pedestrian Improvements such as traffic signage and wayfinding – \$1.6 m
- 3rd Avenue re-construction from 5th – Washington Ave, – \$1.7 m

MnDOT/City – \$15 million

- ABC Ramps improvements include game day pedestrian skyway, charter bus station upgrade, revenue control automation, elevator/escalator upgrade, wayfinding – \$15 m

Federal Stimulus – \$1.2 million

- 3rd Avenue streetscape from 7th – 12th Street – \$1.2 m

Total Investment — \$53.1 million

* Does not include base cost of bridge structures over freeway – \$19 million

* Does not include cost of LRT extension – \$25 million

Example of Public Realm Investment

All architectural elements of the site are scaled to the larger urban context, not the pedestrian.

I-394 has strong visual presence from perimeter of Target Plaza and surrounding pedestrian bridges.



Medians do not visually separate lanes of traffic.

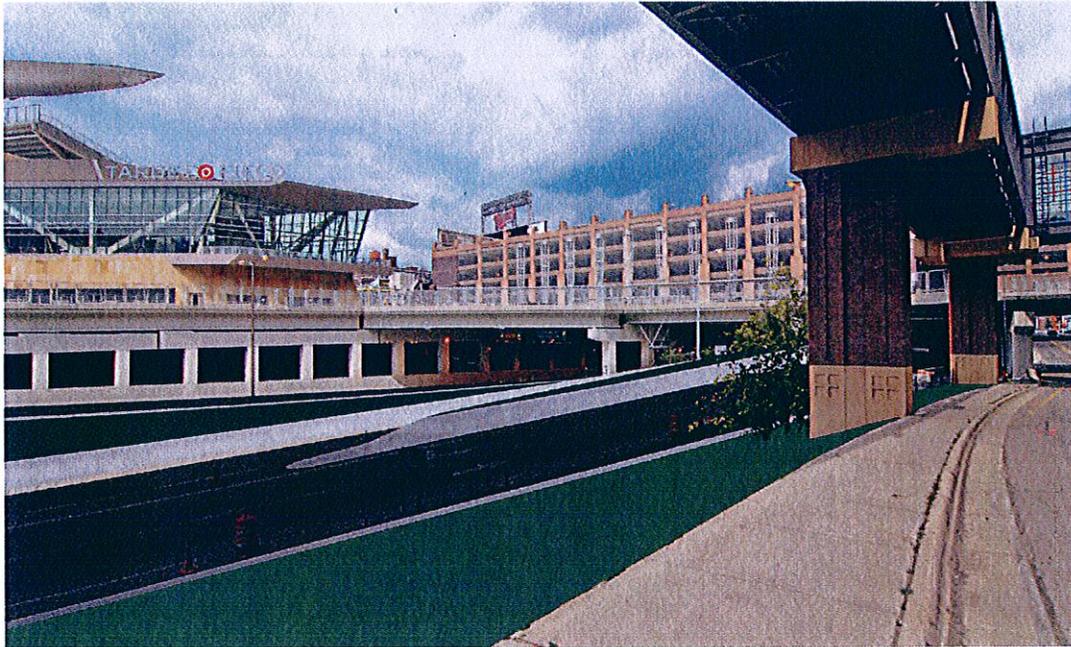
I-394 tunnel becomes focus of attention.

Minimal pedestrian separation from I-394.

Example of Public Realm Investment



Example of Public Realm Investment



VJAA Group of James Associates Architects
415 East Avenue North, Suite 410, Minneapolis, Minnesota 55411

2nd Avenue North: I-394 Medians

City of Minneapolis
Second Avenue North: I-394 Overpass | 10.10.19

Example of Public Realm Investment

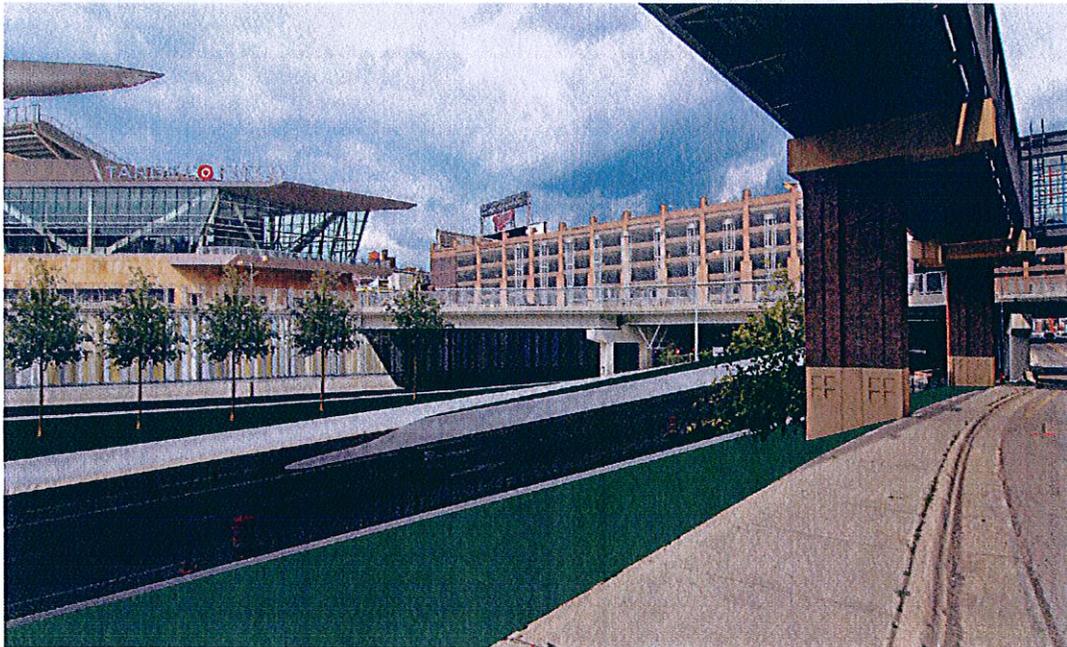


VJAA Group of James Associates Architects
415 East Avenue North, Suite 410, Minneapolis, Minnesota 55411

2nd Avenue North: I-394 Glare Guard - Scam

City of Minneapolis
Second Avenue North: I-394 Overpass | 10.10.19

Example of Public Realm Investment



VJAA Visual and Landscape Architects
435 East Kalma North, Suite 410, Minneapolis, Minnesota 55414

2nd Avenue North: 1394 Trees

City of Minneapolis
Second Avenue North 1394 Trees 11.18.19

Example of Public Realm Investment



VJAA Visual and Landscape Architects
435 East Kalma North, Suite 410, Minneapolis, Minnesota 55414

2nd Avenue North: 1394 Trees

City of Minneapolis
Second Avenue North 1394 Trees 11.18.19

Example of Public Realm Investment



VJAA
Vance Johnson Associates Architects
470 East Avenue North, Suite 410, Minneapolis, Minnesota 55401

2nd Avenue North: 2nd Avenue Paving

City of Minneapolis
Second Avenue North #1524 Corridor | 08.10.19

Example of Public Realm Investment



VJAA
Vance Johnson Associates Architects
470 East Avenue North, Suite 410, Minneapolis, Minnesota 55401

2nd Avenue North: 2nd Avenue Glare Guard - Railing

City of Minneapolis
Second Avenue North #1524 Corridor | 08.10.19

Example of Public Realm Investment



VJAA
Vance Johnson Associates Architects
215 First Avenue North, Suite 410, Minneapolis, Minnesota 55401

2nd Avenue North: Bike Racks

City of Minneapolis
Second Avenue North & 3rd Park Block | 18-03-18

Example of Public Realm Investment

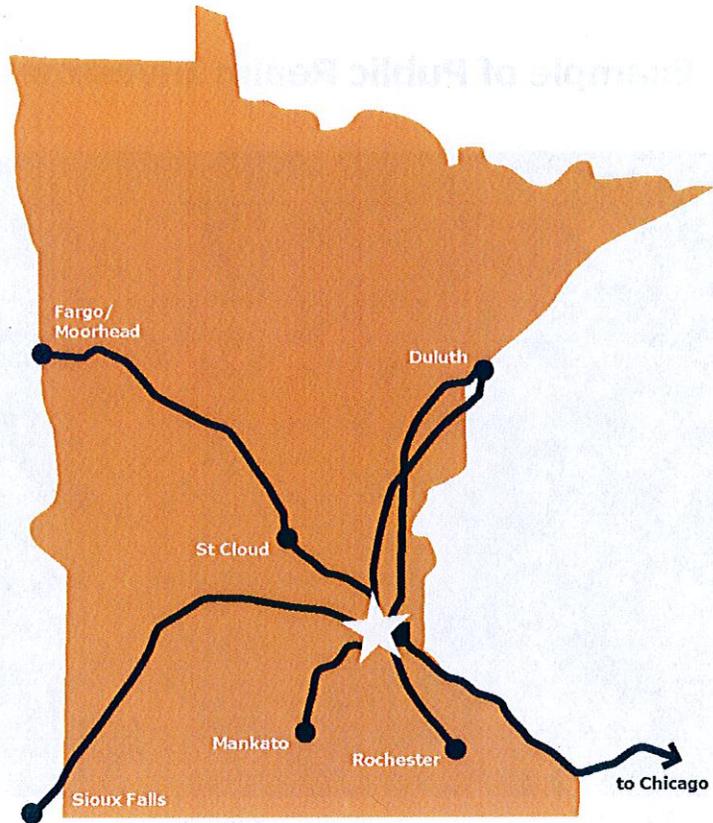


VJAA
Vance Johnson Associates Architects
215 First Avenue North, Suite 410, Minneapolis, Minnesota 55401

2nd Avenue North: Day

City of Minneapolis
Second Avenue North & 3rd Park Block | 18-03-18

Transportation Interchange
Minnesota Future
Passenger Rail Network



Transportation Interchange

**Hennepin County
Regional Rail Authority**

www.hennepin.us/hcrra
hcrra@co.hennepin.mn.us
(612) 348-7726

Commissioner Peter McLaughlin, Chair

(612) 348-3085
peter.mclaughlin@co.hennepin.mn.us