

**Community Planning & Economic Development
Planning Division**
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City of Minneapolis
*Department of Community Planning
& Economic Development - CPED*

MEMORANDUM

TO: Heritage Preservation Commission
FROM: Brian Schaffer, Senior City Planner 612.673.2670
DATE: September 7, 2010
RE: East Bank Mills Update

Previous Applications and Approvals

Certificates of Appropriateness

On January 10, 2006 the Minneapolis Heritage Preservation Commission (HPC) reviewed and acted upon eleven Certificates of Appropriateness applications for rehabilitation of seven buildings, the demolition of three buildings, and the new construction of six buildings on the site of the Pillsbury “A” Mill Complex.

The rehabilitation applications included the rehabilitation of:

- The Pillsbury “A” Mill,
- The South Mill (including Warehouse I and the Cleaning House),
- The Red Tile Elevator
- The Warehouse II
- The Machine Shop

The demolition applications included the demolition of:

- The Concrete Grain Elevators (for the construction of new Buildings B & C)
- The Hydroprocessing Building (for the construction of Building D)
- The Research and Development Annex (for the construction of Building E)

The new construction applications included the construction of:

- Building B: a 12-story, 145 ft tall building measured from 2nd Street SE
- Building C: a 10-story, 145 ft tall building measured from 2nd Street SE
- Building D: a 15-story, 186 ft tall building
- Building E: a 27-story, 318.5 ft tall building
- Building F: a 24-story, 285.5 ft tall building
- Building G: a 20-story, 239.5 ft tall building

The HPC approved, with conditions, the Certificates of Appropriateness for the rehabilitation of the seven buildings, the demolition of the Concrete Grain Elevators, and the new construction of

buildings B and C. The HPC denied Certificates of Appropriateness for the new construction of buildings D, E, F, and G. The Applicant appealed the HPC's decision to deny the new construction of buildings D, E, F, and G. The Zoning and Planning Committee of the City Council heard the appeal on February 16, 2006 and February 24, 2006 the Minneapolis City Council granted the appeal to allow for the height of the proposed buildings with conditions that design for the buildings is approved by the HPC.

EAW and EIS

The mandatory Environmental Assessment Worksheet (EAW), required for the demolition of a National Register listed property, was completed in January of 2004. The National Park Service comments on the EAW noted that "the EAW needs to be more adequate in three key areas. First, the EAW does not identify a large enough area of potential effects. Second, the EAW does not assess the effects of the project on the Pillsbury A Mill and the other six historic structures associated with it. Third, the EAW does not discuss any potential actions to avoid and/or mitigate any adverse effects to the A Mill and the other historic buildings." On July 2, 2004, the Minneapolis City Council concluded the EAW and related documentation did not address all of the issues and determined the EAW was not adequate and therefore ordered the preparation of an Environmental Impact Statement (EIS). The EIS was submitted to the City on February 14, 2005. The Final EIS was published on May 27, 2005. It can be found under the FEIS heading at the following link. <http://www.ci.minneapolis.mn.us/cped/a-mill.asp>

Recent Activity

Community Planning and Economic Development (CPED) has been collaborating with Mill Development, LLC to find public and private funding sources to help accomplish the mutual goal of long term preservation of the Pillsbury "A" Mill complex through adaptive re-use.

In late 2009 CPED partnered with Mill Development, LLC on two Arts and Cultural Heritage Fund "Legacy" grants applications. One of the grant applications was for a large grant (over \$50,000) to fund roof stabilization of the A-Mill and the Warehouse II buildings and a window survey of all the building in the complex. The second grant application was for a small 'fast track' grant (under \$7,000) for the scoping an assessment for the reuse of the Energy Center. CPED and Mill Development, LLC received the fast track grant for the scoping for the energy center in the Pillsbury 'A' Mill Complex. The work for this project is currently underway.

CPED has also provided a \$30,000 loan to Mill Development, LLC for a study of the Energy Center. In addition to this loan Mill Development, LLC also received a \$30,000 grant from the St. Anthony Falls Heritage Board to photograph the tunnels and mill traces and create a computer model of these resources.

Mill Development, LLC has begun the application process for the National Historic Preservation Tax Credit. On August 10, 2010 Mill Development, LLC received approval of the Part 1 – Historic Preservation Certification- portion of their application.

On June 8, 2010 the HPC held a business meeting onsite at the Pillsbury 'A' Mill Complex. Representatives from Mill Development, LLC/Schafer Richardson provided a tour of the complex and an update of various components of the project.

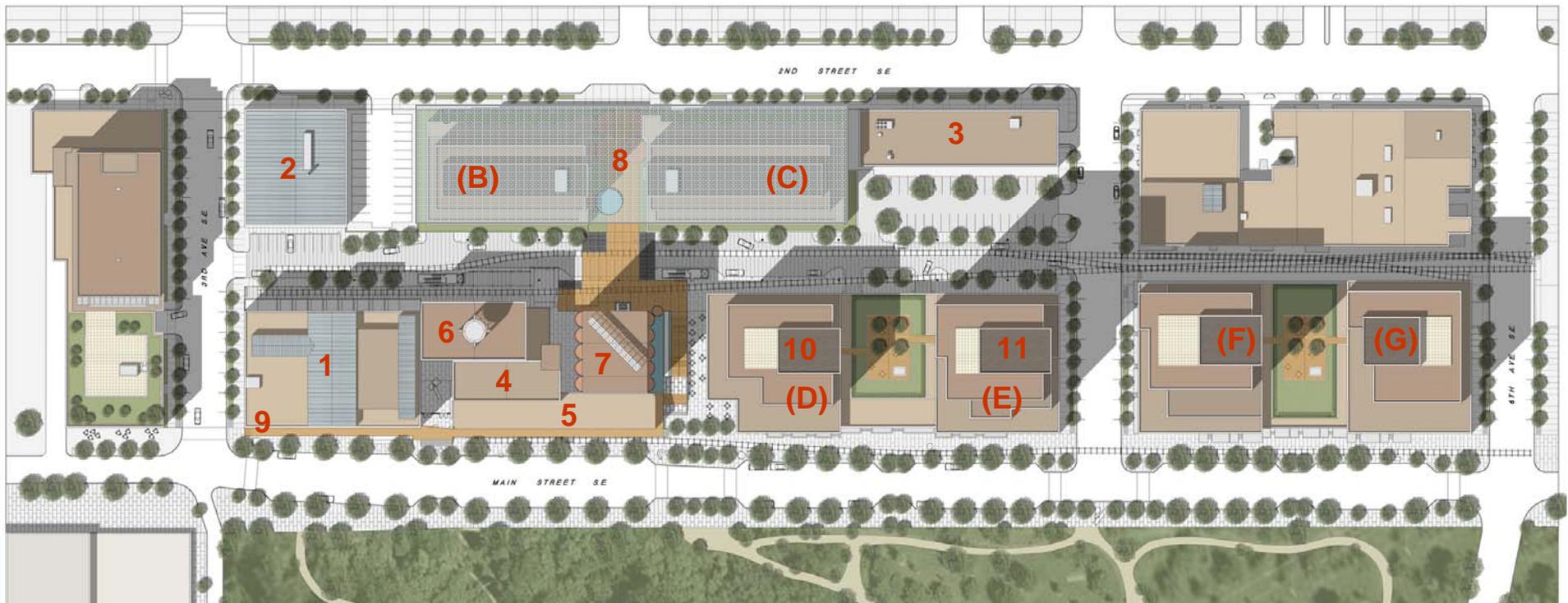
Discussion and Input

A detailed summary of the existing resources and components of the previously approved project is included in Attachment B. Please use this attachment to further familiarize yourself with the project. On September 7, 2010 CPED Staff and Representatives from Mill Development, LLC/Schafer Richardson will provide an overview of each component of the project and solicit input and comments from the HPC. The intent of this informational item is to continue the discussion of the history of the complex and the various components of the project. Input on the overall project and each component of the project will be sought as well as input on the phasing of this project.

Attachments

- Attachment A: Overview Map of Site
- Attachment B: Summary of Existing Resources and Proposed New Construction for the East Bank Mills project.

Attachment A: Overview Map of Site



Existing Buildings

1. The Pillsbury A Mill
2. The Machine Shop
3. Warehouse 2
4. The South Mill
5. Warehouse 1
6. The Cleaning House
7. Red Tile Elevator
8. White Concrete Elevators
9. The A Mill Water Power System Infrastructure
10. Hydroprocessing Building
11. Research and Development Annex Building

New Construction

- (B) Building B
- (C) Building C
- (D) Building D
- (E) Building E
- (F) Building F
- (G) Building G

Attachment B: Summary of Existing Resources and Proposed New Construction for the East Bank Mills Project

The following summary is organized into four sections: Below ground structures, Landscape features, Existing buildings, and Proposed buildings.

Existing Buildings

The Pillsbury “A” Mill complex consists of ten buildings, eight of which are contributing buildings and two of which have been determined to be noncontributing buildings to the St. Anthony Falls Historic District.

- Pillsbury “A” Mill
- Machine Shop
- Warehouse II
- South Mill
- Warehouse I
- Cleaning House
- Red Tile Elevator
- Concrete Elevators
- Hydroprocessing Building (non-contributing)
- Research & Development Annex Building (non-contributing)

The Pillsbury “A” Mill

Property Address: 301 Main Street SE, Minneapolis, MN 55414

Description of Physical Appearance:

The Pillsbury “A” Mill is an eight level building, including the main six-story limestone structure, plus a full basement and a wood-frame, metal sheathed penthouse structure on the roof of the limestone portion of the building. The exterior wall thickness varies from 8’-3” in the basement to approximately 2’-0” feet at the parapet of the building.

The interior of the building includes metal flour bins that were added in the center bay of the building from floors 3 through 6. There are also two Humphrey belt and frame man lifts in the main building, one of which runs from the basement to the sixth floor and the other which runs from the basement to the attic level. The first Humphrey man lift ever built was designed and constructed by Mr. Seth Humphrey for Mr. Charles Pillsbury and installed in the Pillsbury A Mill in 1887. That original wood-frame man lift was replaced by the two newer steel channel-frame lifts in the building today.

Overall the “A” Mill structure is in very poor condition because of dry rot in the original heavy timber columns, the number and size of openings cut through every level of the structural wood floor decking, and vibrations from the milling operations that were discovered in the early 1900’s

to be contributing to the failure of the building's frame and exterior load-bearing limestone walls. According to an article in the August 1914 "Engineering Record", the wooden beams and columns were replaced over a period of about fourteen years. The west, or Main Street, wall tilted inwardly approximately 22" and was badly cracked. Mr. C.A.P. Turner, Structural Engineer, devised a scheme consisting of reinforced concrete buttresses on the east wall, a concrete liner on the inside face of the west wall, structural steel tie-beams in the east-west direction, and the continued replacement of the timber beams and columns with steel beams and columns. The majority of this work was completed in 1913 and 1914 (Wheeler & Tillitt, Inc., Structural Survey, Pillsbury A Mill). Over the intervening years, as the wood floor decking was penetrated more and more often to accommodate newer and larger equipment (primarily pneumatic flour transporting and dust collecting machinery and ductwork), the wood floors were covered with metal wire mesh and an asphalt topping, thus eliminating the structural diaphragm action that the floors had been providing in the original Buffington design. Today, the exterior west wall is approximately 32" out of vertical plumb. In the early 1970's, steel cables were attached to steel beams at the east wall and to vertical steel walers on the exterior of the west wall to prevent the outward movement of the west wall between levels two and three (Wheeler & Tillitt). A steel tower frame and stair was installed on the interior of the northwest corner in an effort to slow down the obvious cracking and movement of the exterior wall in that area.

As noted in the National Register Nomination Form of 1975, "in 1975 the "A" Mill was being phased out of operation. Constant vibration from its machinery had weakened the structure badly. The river side of the building was badly bowed and was being shored up with steel cables and buttresses" (Lissandrello, 2).

Date of Construction: 1880-1881

Date(s) of Alteration(s): There are many doors and windows which have been bricked in and a number of modified openings.

Significance:

This is the only remaining giant flour mill that made Minneapolis the milling capital of the world from 1880 until about 1930. The Pillsbury "A" Mill was the largest, most advanced mill in the world at its completion in 1881. It was a "masterpiece of industrial design, a standard from which all other mills of its time were measured" (Lissandrello,3).

The Pillsbury "A" Mill was designated as a National Historic Landmark in 1966. The period of significance as noted on the National Register for the Pillsbury "A" Mill is 1875-1899.

2006 Approved Alterations:

1. The limestone exterior will be cleaned and tuckpointed.
2. The train shed on the north (rear) elevation will be removed and a new more open structure will be constructed to "reinterpret" the train shed; shed outline will follow same placement as the original shed. The HABS Survey (HABS NO. MN-29-5 of 1987) describes this shed as the train washing shed. The train tracks within this shed will be removed. The two levels of

windows behind the shed will be opened; doors will be installed in the openings and spiral stairs will lead down to the ground level. The applicant notes that two types of metal cladding are proposed throughout the building; a smooth gray aluminum panel will clad existing metal structures and a textured gray aluminum panel will clad new metal structures. Drawings do not clearly note which materials will be used in which location. Materials for the shed roof and side walls are unclear. Detailed drawings of the shed were not provided. Specifications of the spiral stair were not provided.

3. The second set of tracks closer to the Machine Shop walls will also be removed. The HPC required a mitigation plan for the rehabilitation and removal of the train tracks on the entire site as a condition of approval.
4. The seven metal whalers (vertical structural bars) on the south (river facing) elevation will be removed.
5. The non-contributing, loading dock shed on the south (river facing) elevation will be removed. A steel loading dock will be constructed along the face of the south façade; dock will have metal mesh railings and a steel ramp. A wooden loading platform existed at this location in the 1987 HABS drawings.
6. The metal monitor on the roof is original. The applicant is proposing to open the monitor with windows and doors and add an additional elevator penthouse. The proposed penthouse will be located in the center of the monitor section and measures 9' by 21' and will rise 4' above the monitor roof. The monitor will have new gray aluminum cladding with a new aluminum window/door system. A guardrail is proposed, but not detailed or noted in plan.
7. The original windows do not exist on the building. The HABS drawings indicate that six-over-six double-hung windows were originally on the building. The applicant is proposing to replace all windows with six-over-six, aluminum, operable, double-hung windows; muntin will be applied to exterior glass. All windows will be dark gray in color. Basement/below grade windows are proposed in the original locations with new window wells.
8. Seven new double aluminum doors will be placed on the south (river facing) elevation to access the loading dock; doors will be located in the original door openings that have been blocked for many years. The 12' by 11' opening in the south wall left by the non-contributing loading shed will be replaced with an aluminum storefront opening.
9. Windows between the concrete buttresses on the north (rear) elevation will be converted into doors. The size of the windows will not change. Projecting balconies will be placed between each buttress at each door. The balconies will not project outside the edges of the buttress walls. Detailed drawings of the balconies and the proposed materials were not provided.
10. The ground floor loading dock doors on the west elevation will be replaced with paired aluminum windows. The ground floor doors next to the loading dock doors will be replaced with double aluminum doors.

The Machine Shop- (Contributing Resource)

Property Address: 300 2nd Street SE, Minneapolis MN 55414

Description of Physical Appearance:

Located at the southeast corner of 3rd Avenue SE and 2nd Street SE, the Machine Shop is two stories tall on Southeast 2nd Street, and increases to three stories at the rear (south) of the sloping lot. The building structure includes exterior load-bearing masonry and cast-in-place concrete walls with a combination of cast-in-place concrete column and slab for the lowest level, with heavy timber, wood and steel framing on the two upper levels, and a wood joist and wood deck roof. The foundation is 16” of concrete reinforced with 8”x16” steel pillars with an inner layer of 4” common brick. Total thickness of the foundation wall is 20”. Next to the east wall is a buttress structure of load bearing steel “I” beams (HABS MN-29-5C, 3).

The Machine Shop has pier to pier window openings in the north and south masonry walls filled with three sets of double-hung wood sashes, except on the west elevation where the building was originally attached to the older Bran House. The Bran House was destroyed by fire in 1990 and the south wall of the Machine Shop, instead of being completely open, is now closed in with a metal “barn siding” over a new steel frame. At the second floor of the north elevation, there is an existing 8’ long hoist beam extending from the exterior of the building above a freight door.

There are two vehicular doors on the west, first floor elevation with metal door panels. There are two doors on the first floor constructed of steel (not original) that are located on the northeast corner on the south elevation and the northwest corner, west elevation. There is one doorway in the basement exiting to the sidewalk along 3rd Avenue SE. All of these doorways were altered during Pillsbury’s ownership of the property.

The building has a low-pitched gabled roof with partial masonry parapet walls on the north and south facades with exterior metal scuppers and downspouts. The roof is rubber membrane. The exterior walls consist of beige bricks except for the south wall at the basement level which is composed of 20” thick rubble limestone.

The Machine Shop was built attached to the west wall of the much older and then-existing heavy timber frame and masonry Pillsbury Bran House. When the Bran House burned and was demolished in 1990, an industrial style metal exterior siding system was placed over the west wall of the Machine Shop to provide a weather closure. There is some exposed rubble limestone wall remaining from the 1881 built Bran House at the lowest level of this south building face of the Machine Shop, which is also visible in the interior lowest level.

The interior of the structure is whitewashed, and several of the previously used overhead cranes and tracks still installed; the largest overhead crane is still operational. On the north side of the building the first floor is open to the roof and a large crane is in place over this area, where tractor trailers were once loaded. The south side of the building is more traditional in its two story structure with wood floors on the second level and a series of party walls dividing up office spaces (not original to the building). The west side interior at the first and second floors, where the Bran House was previously located, is essentially one large opening which was filled with metal siding at the time of the Bran House fire in 1990. There are no visible evidence of any individual openings that existed between the Machine Shop and Bran House prior to the fire. The first floor is poured concrete, as is the entire basement structure.

Date of Construction: 1916

Date(s) of Alteration(s): A non-historic corrugated metal exterior wall was added to east elevation in 1990 when the connected Bran House was destroyed by fire. Additionally, the windows on the south, first floor elevation were filled in with concrete blocks at an unknown time. Various interior enclosures and alterations have taken place at unknown dates. These include a brick enclosure at west end of basement used as employee lounge/lunchroom, brick enclosure on first floor to contain documents, and the original Minnesota White Pine wood-block floor was replaced with concrete to accommodate stress loads when the building was in use by Pillsbury. Finally, on the second floor in the southern area of the building a non-historic wood frame enclosure was built to house offices. Many of these non-historic alterations were done after Pillsbury vacated the building and leased it to multiple tenants, and then in 1991 sold the property to Archer Daniels Midland.

Significance:

The Machine Shop was constructed by Pillsbury to provide a location to fabricate tools and equipment for its milling operations. It was built as part of Pillsbury's Modernization Era. It is significant because of the role it played in maintaining the equipment for the entire milling operation at the site. The Machine Shop functioned to keep the milling complex equipped and running at a record pace that exceeded all other flour production. Without the Pillsbury milling complex Minneapolis would not have become the milling capital of the world.

2006 HPC Approved Alterations:

1. All existing window openings will be retained. The historic windows remain and they are double-hung windows with six over six lights. The replacement windows will be black aluminum windows with six over six lights.
2. The rooftop mechanical system will measure 37' by 8' and will be 8' tall. The system will be centered in the roof of the building.
3. The exterior masonry will be cleaned and tuckpointed.

North Elevation (facing 2nd St.):

4. The two large garage doors will be altered into storefront entrances. The centered entrance will have a new metal ramp.
5. The hoist door will be replaced with double-doors and a Juliet balcony. The hoist will remain.

West Elevation (facing 3rd Ave SE):

6. One bay of basement level windows will be added to match the others on that level.

East Elevation:

7. The historic ground floor openings have been blocked and the applicant proposes to open all seven bays. These new windows will be similar to others on the building. Brick will be patched to match.

South Elevation:

8. The Bran House was originally placed against this elevation and shared the wall. After the Bran House was demolished a corrugated metal wall was installed. The applicant proposes to remove the metal wall and construct a glass and aluminum curtain wall.
9. The stone foundation will be repaired and the most deteriorated section will be replaced with a concrete retaining wall. The retaining wall is necessary for the support of the surface parking lot along the east elevation.
10. Four square windows measuring 5' by 5' will be installed in the stone foundation wall to allow for light into the basement.
11. A deck will be constructed along the wall at the first floor. The deck will project 15'. The west 67' of the deck will be supported by five steel tube piers that allow for visibility of the stone foundation wall. The remaining 27' of the deck will be supported by the concrete retaining wall.

Warehouse 2- (Contributing Resource)

Property Address: 129 5th Avenue SE, Minneapolis, MN 55414

Description of Physical Appearance:

Warehouse 2 was constructed in many phases by Pillsbury to accommodate the storage needs of its milling operations. Located at the southwest corner of 5th Avenue SE and 2nd Street SE, Warehouse 2 is a load-bearing masonry structure of four stories with heavy timber (Minnesota white pine) interior framing and floor decking. The sloping grade of the site allows for a full four story exposure of the warehouse on 5th Avenue SE, diminishing to 3 stories above grade at the northeast end of the building. A concrete loading platform projects along a portion of the north 2nd Street SE facade of Warehouse 2; its canopy has been removed. The building was originally a one-story barn structure built prior to 1918 that was planned to be reconfigured, with a second story added in August 1918. However, an additional permit was granted for a 2 story addition two months after construction began in September of 1918 and the building was four full stories by its completion.

The building has a regular series of sliding wood dock doors on the west façade which provided direct access to the concrete loading dock. The regularly-spaced punched-opening windows have industrial steel sash and sloped row-lock brick sills (HABS No. MN-29-5H, 7). There is a double wood door and opening and a steel hoist beam projecting on the south, or 5th Avenue SE facade at the top level of the building.

A newer overhead drive-in metal garage door has been installed in an older masonry opening at the lower level, at grade, on the south facade. What appears to be an original wood entry door with a small canopy roof is located just to the north of the drive-in door on the south façade. A newer one story masonry and wood frame loading shed on the east side of the warehouse has an adjacent covered loading dock on its 5th Avenue SE facade.

The building is a cream colored brick in the common bond with ornamental brick cornice work and round arch brick openings for the roof drains or scuppers. The single story loading facilities do not contain the ornamental features of the four story portion of the building.

The loading facility portion of the building is 139'8" long by 49' wide with an attached covered loading dock on the east side measuring 29' wide and 22' deep and a storage shed of 56' long by 12' wide. The four story portion of the building is 199'4" long by 56' wide.

The roof on the four story building is flat composed of wood covered with tar and gravel. The roof on the loading dock addition is also flat and composed of wood covered with tar and gravel. The roof over the 1957 loading dock is corrugated steel, as is the storage shed that flanks the dock area. The brick parapet walls are topped with a tile cap.

The interior of the building is open with rough structural wood floor decking, exposed brick, and exposed heavy timber columns, beams, and purlins.

Date of Construction: 1918-1919

Date(s) of Alteration(s): Several. Platform and canopy added to the south in 1936. Loading dock added to storage shed after the period of significance in 1957, Single story loading area re-roofed and parapet along south wall modified 1972-1987, Additional storage shed added and south platform and canopy removed at an undetermined date. Some window and loading door openings have been totally or partially bricked in or destroyed at unknown dates.

Significance:

Warehouse No. 2 was erected and expanded during Pillsbury's Modernization Era. Warehouse No. 2 is a contributing building in the St. Anthony Falls Historic District located in the subarea defined as the East Side Milling District.

Warehouse 2 is the last warehouse of this vintage and general character left on the original Pillsbury milling complex site.

2006 HPC Approved Alterations:

1. The rooftop mechanic building measures 16" by 8" and is 5' tall. Materials were not provided.
2. The applicant is proposing to lower the sills of all windows, but did not provide the measurements in the drawings. It is unclear how much larger each opening will be. The original windows exist and they are 6 over 3 lights. The proposed windows are 9 over 6 lights or 9 over 3 lights.
3. All balcony railings will be black metal mesh.
4. A single centered light will be over each balcony/door entrance.

North elevation (Second Street):

5. The sills of the first floor will be lowered 1'10". The windows of the second floor windows will be lowered 3'3" and will have a door added in every other bay.
6. Every other bay will have a door to access the projecting balconies. Balconies on the second floor will measure 11' wide and will project 5'. Balconies on the third floor will measure 7' wide and will project 5'.
7. The existing loading dock will be removed. A new concrete dock will be rebuilt at the same location but will extend further along the building.
8. Five loading dock entrances exist and two additional entrances have been blocked. The applicant is proposing to add three additional loading dock doors.

South elevation (facing river):

9. The applicant proposes demolition of the two-story brick contributing (1918) addition. The demolition will allow for a 35 space surface parking lot.
10. The sills of the second floor will be lowered 1'10" and will have a balcony/door in every other bay. The windows of the third floor windows will be lowered 3'3" and will have a balcony/door in every other bay. The sills of the fourth floor will be lowered 1'10" and will have a balcony/door in every other bay.
11. A new retaining wall and stairs are proposed along the ground floor.
12. Twelve new openings will be created on the first floor at the location of the demolished addition.
13. Balconies are proposed at every other bay. The balconies will be 10.5' wide and will project 5'.

East elevation:

14. All windows on the east elevation are being enlarged. The first floor single window opening will be enlarged 3' to fit two paired windows. The second floor window sills will be lowered 1'10". The third floor window sills will be lowered 3'3". The fourth floor window sills will be lowered 1'10" below the decorative brick corbelling.
15. A Juliet balcony will be installed at the fourth floor loading door.
16. The central ground floor garage door will be a fixed door and will no longer provide vehicular access.
17. The ground floor entrance on this elevation will have a canopy addition and act as the main entrance.

West elevation:

18. This elevation is against the Concrete Grain Elevators. All new windows are proposed for this elevation which would be newly exposed. Windows match others on building in type, size, and materials.

The South Mill- (Contributing Resource)

Property Address: 335 Main Street SE, Minneapolis, MN 55414

Description of Physical Appearance:

The South Mill is a nine story building, plus basement and sub-basement levels, constructed using a cast-in-place reinforced-concrete column, beam and slab frame with non-load bearing infill exterior masonry walls. The window openings on the east façade and the upper parts of the north and south façades are punched into the masonry walls. The openings on the east façade are placed symmetrically between projecting pilaster wythes and all window openings were in-filled with glass block and Kalwall after the period of significance. The lower three levels on the south facade are concealed by Warehouse 1, while the west façade is connected to the Cleaning House on all levels.

The building is clad with a medium grey brick. The only architectural details are the top ten courses of brick on the building which project out flush with pilaster face, the next four courses create a stepped in horizontal band across each bay (a corbel detailing) and rest above the last window forming the window lintel (HABS MN-29-5G, 5).

Date of Construction: 1916-1917

Date(s) of Alteration(s): A metal awning was attached to the lower front façade in 1918 then later replaced with another corrugated metal awning. After the awning replacement the lower window openings were changed to overhead door openings for truck trailers to enter the building. The exterior remained unchanged until after 1941; at undetermined dates after the period of significance of the St. Anthony Falls Waterpower Area (which ends in 1941) all original glass and metal frame windows were changed to glass block and all original front docks and doors were bricked in. Three metal overhead loading doors and three metal passage doors were added to the structure. In the 1960's when a new boiler was installed the front lower façade, which was previously open, was closed in with concrete block (HABS MN-29-5G, 3).

Significance:

This building is considered to be an addition to the National Landmark Pillsbury "A" Mill (Hess and Kudzia, Section 7, 27), along with the Cleaning House and Warehouse 1. The South Mill, Cleaning House, and Warehouse 1 were constructed by Pillsbury to accommodate its growing milling operations when the "A" Mill building proved to be inadequate and had shown early signs of structural collapse. The South Mill had a capacity of 3,000 barrels per day and machinery was powered by a rope drive connected to the waterpower turbines within the "A" Mill building (Hess and Kudzia, Section 7, 28). These three structures are the primary infill buildings of the "A" Mill complex, located between the "A" Mill building and the Red Tile elevator. Built after the "A" Mill and the Red Tile Elevator, these basic industrial concrete mill buildings provide the backbone for the historic complex. The Pillsbury milling complex is an architectural symbol of an industry which brought Minneapolis international recognition as the milling capital of the world between 1900 and 1920.

2006 HPC Approved Alterations (Includes Warehouse I and the Cleaning House):

1. The water tower will be cleaned, repaired and painted.
2. The non-contributing metal HVAC shed on the roof of the three-story building will be removed.

3. The non-contributing 1980s metal paneled dock on the east elevation will be removed.
4. The non-contributing metal paneled warehouse (constructed in 1985) will be removed.

South elevation:

5. The existing 10' wide, concrete loading dock (wraps around the east elevation also) will be widened with a 6' steel addition. A new guardrail will be installed. The 1987 HABS drawings indicate that this loading dock is not original.
6. A new entrance for the entire "A" Mill complex was proposed for the south elevation. The proposed entrance will remove three floors of the brick wall and install an aluminum and glass curtain wall measuring 28' wide and 40' tall. The ground floor of the entrance will have four sets of black, aluminum, double-doors on the ground floor. The HPC did not approve the proposed entrance, they asked the applicant to return to the HPC with a simplified entrance design that preserves more historic fabric
7. Twelve black, aluminum, double-doors with sidelights will be installed in the blocked openings on the ground floor. The HPC previously approved this door sample type in the temporary sales office.
8. All windows on the south elevation will have lowered sills. The second floor windows will be lowered approximately 2'. The third floor windows will be lowered 2'. Windows on floors 4-9 will be lowered 1'. Replacement windows will be double-hung windows grouped in threes. Windows in the three-story section will vary in the number of panes. Windows in the nine-story section will have 12 over 6 lights. The HABS survey notes that the original windows on the three-story section were 9 over 3 lights and the original windows on the nine-story section were 12 over 5 lights.
9. Doors will be added in each of the third floor window openings to allow access to the rooftop patio. A guardrail will be added across the roof of the three-story building. Details and plans of the guardrail were not provided.
10. Doors will also be added to the windows bays in two rows of the building in floors 4-9. Projecting balconies will be added in these two bays in floors 4-9.
11. The shed roof over the loading dock will be removed and reconstructed at a lower level. The 1987 HABS drawings indicate that this shed roof is not original and may have been added in the 1960s.

North elevation:

12. The train shed of the "A" Mill continues along this elevation; the proposed design for the South Mill train shed is the same as that of the "A" Mill. The tracks will be removed. The original train shed will be removed and a new more open structure will be reconstructed to "reinterpret" the train shed; shed walls will follow same placement as the original shed. A new rear entrance will be constructed in gray aluminum panels within the train shed. A mechanical section will be built into the train shed. The HPC required that a mitigation plan for the removal and rehabilitation of the train tracks be submitted.
13. A new stair tower will be constructed within the wellhouse. The stair tower will run the full height of the building and into a penthouse unit on the roof. The stair tower will be re clad with a gray, smooth aluminum panel.

14. All windows on the north elevation will be changed. Most windows are paired single-hung windows and a few are square openings. The applicant is proposing to consistently open all windows to measure approximately 8' by 8'. Each sill will be lowered approximately 16" and will have three bays. Windows will have 9 over 6 lights with an awning opening; every window opening will have a door to access the balcony. All openings will have balconies that measure 12' and will project 5'. The single windows next to the stair tower will be opened to doors and will have Juliet balconies.
15. Seven slit windows measuring 2' by 6' will be added in the fifth floor; these windows will allow light into the grain bins.

East elevation (facing Red Tile Elevator):

16. All existing windows in the first bay of this elevation will be lowered 16". Recessed balconies will be added to the central bay. These recessed bays will enlarge the openings to 12' wide by 10' tall. The small square windows will be opened to large openings that match those of the first bay.
17. The east elevation of the three-story building will open into windows within one central Juliet balcony.

West elevation (facing "A" Mill):

18. The sills of the windows will be lowered approximately 16".
19. One bay will have recessed balconies measuring 12' wide by 10' tall.
20. The large openings on the ninth floor will be replaced with a glass and aluminum window system.

Warehouse 1- (Contributing Resource)

Property Address: 335 Main Street SE, Minneapolis, MN 55414

Description of Physical Appearance:

Warehouse 1 is a long, shallow, three-story, plus basement and sub-basement levels, warehouse built in 1917. This building is sometimes also considered part of the South Mill building. The building is constructed of cast-in-place reinforced concrete column, beam, and slab construction. The exterior non-load bearing masonry walls are a light buff brick with punched window openings which have been in-filled after the period of significance with new glazing, glass block and Kalwall on the upper two levels. On the east and south facades, there is a 10' wide concrete rail loading dock with a projecting metal canopy roof above covering the dock. At the dock, or first, level on the east façade there is a series of regularly spaced dock door openings between brick pilasters with small window openings on either side of each door opening; in most cases the door and window openings have been in-filled with masonry or plywood. Three of the door and window openings have been in-filled with a non-historic aluminum store front system to provide entry to a sales and selection center constructed by the current owner of the property.

The only architectural detail is that the top ten courses of brick on the building which project out flush with pilaster face; the next four courses create a stepped in horizontal band across each bay

(a corbel detailing) and rest above the last window forming the window lintel (HABS MN-29-5G, 5).

Date of Construction: 1917

Date(s) of Alteration(s): A loading platform was added to the Main street façade shortly after original construction four feet above grade to serve rail cars (HABS MN-29-5G). Other changes occurred after the period of significance. In the early 1980s a small closed in non-historic corrugated metal lean-to structure with a compression dumpster was added to the south side of the building closing off one drive-in door (HABS MN-29-5G, 3). In the 1960's the angled west end of the warehouse was filled with concrete block, This section (approx 30 feet wide) was originally open on the ground floor level allowing access to the rope drive operating the water wheel pulling, which powered the facility (Kudzia, South A, 1). Also in the 1960's, a corrugated metal enclosure was built on the roof deck to protect newly installed dust collecting equipment. Glass block was placed in the windows after the period of significance for the St. Anthony Falls Waterpower Area (which ends in 1941) in the 1950's and the new aluminum store-front system for the sales center was installed by the current owner in 2006.

Significance:

This building is considered to be an addition to the National Landmark Pillsbury "A" Mill (Hess and Kudzia, Section 7, 27). The South Mill, Cleaning House, and Warehouse 1 were constructed by Pillsbury to accommodate its growing milling operations when the "A" Mill building proved to be inadequate and had shown early signs of structural collapse. Warehouse 1 increased the "A" Mill capacity by providing additional storage to the complex. These three structures are the primary infill buildings of the "A" Mill complex, located between the "A" Mill building and the Red Tile elevator. Built after the "A" Mill and the Red Tile Elevator, these basic industrial concrete mill buildings provide the backbone for the historic complex. The Pillsbury milling complex is an architectural symbol of an industry which brought Minneapolis international recognition as the milling capital of the world between 1900 and 1920.

2006 HPC Approved Alterations:

See South Mill

The Cleaning House- (Contributing Resource)

Property Address: 315-355 Main Street SE, Minneapolis MN 55414

Description of Physical Appearance:

The Cleaning House is a nine story, plus basement and sub-basement levels, cast-in-place reinforced concrete column, beam, and slab structure. Non-load bearing, infill masonry walls of brick are terminated with corbelling at the top of the bays and hold pairs of window openings, many of which were filled in with masonry or Kalwall after the period of significance. On the slightly sloped concrete roof deck is a 50,000 gallon metal water storage tank. The first four

levels of the building consist of vertical cast-in-place concrete storage silos which are open through funnel chutes into the basement level of the structure and capped at the top by the concrete floor slab of the fifth level. These silos present a blank vertical exterior concrete wall for the first four levels of the east façade (Bradley, 16). The east façade is a secondary elevation, not visible from the street. The building is 233 feet across the front, 150 feet deep and 146 feet high (HABS MN-29-5F, 3).

Originally 30 window openings adorned the east façade along the top five stories. These were blocked in with glass block after the period of significance for the St. Anthony Falls Waterpower Area (which ends in 1941) in 1954 to replace transom windows. Two have been blocked in with concrete, three have glass block and one has plate glass. The south elevation has a combination of large glass block (installed after the period of significance) and small openings. The small openings are divided by a brick mullion. The south elevation has window openings on the top two stories.

Date of Construction: 1914-1917

Date(s) of Alteration(s): Glass block windows installed after the period of significance for the St. Anthony Falls Waterpower Area (which ends in 1941) in 1954 in place of original transom windows. On March 18, 1955 an explosion and a series of fires damaged the building. The impact blew out brick walls separating sections of the building (HABS MN-29-5F, 2).

Significance:

This building is considered to be an addition to the National Landmark Pillsbury “A” Mill (Hess and Kudzia, Section 7, 27), along with the South Mill and Warehouse 1. The South Mill, Cleaning House, and Warehouse 1 were constructed by Pillsbury to accommodate its growing milling operations when the “A” Mill building proved to be inadequate and had shown early signs of structural collapse. The addition of the Cleaning House building to the complex allowed relocation of grain cleaning machinery from the “A” Mill building, increasing the “A” Mill building’s capacity by 1,000 barrels per day. Built after the “A” Mill and the Red Tile Elevator, these basic industrial concrete mill buildings provide the backbone for the historic complex. The Pillsbury milling complex is an architectural symbol of an industry which brought Minneapolis international recognition as the milling capital of the world between 1900 and 1920.

The Cleaning House was erected in 1916 during Pillsbury’s Modernization Era. Grain stored in the adjacent Red Tile Elevator entered the Cleaning House through a system of augers, elevator legs, and belts. Foreign materials were removed and wheat kernels were scoured, washed, dried, and tempered before being sent on to the mill. The operations located in the Cleaning House freed space in the “A” Mill building for the milling process (Bradley, 17).

2006 HPC Approved Alterations:

See South Mill

Red Tile Elevator- (Contributing Resource)

Property Address: 401 Main Street SE

Description of Physical Appearance:

The Red Tile Elevator was constructed by Pillsbury in 1910 to accommodate its growing milling operations and it replaced an earlier set of storage bins located closer to the “A” Mill. It forms the south end of the historic “A” Mill Complex, and is also recognizable as the structure upon which the distinctive 23’ tall neon “Pillsbury’s Best Flour” sign is attached. It sits approximately in the middle of vacated Fourth Avenue, SE.

The Red Tile Elevator structure is nearly 190 feet tall and consists of two parts. The lower section is a block of 25 storage silos, 100 feet tall, constructed of fired red hollow tiles on the exterior face and solid radial concrete tiles on the interior. There are 16 interstitial voids between the tanks that were also used for grain storage. A five story steel frame headhouse rests on a steel frame mat structure bearing directly on the tanks and is also clad with the same concrete tiles and red clay tiles.

The existing stair and person elevator tower on the west elevation is the full height of the building and is 16’ feet wide by 9’ deep (Bradley, 14).

Three conveyor bridges exist; one connecting the Cleaning House to the Red Tile Elevator, and the other two connecting an adjacent and newer set of concrete silos to the Red Tile Elevator. There is also a smaller mechanical bridge for steam piping connecting the Red Tile Elevator and the South Mill.

The Red Tile Elevator basement extends to the north under the old rail corridor and contained two auger feeds for grain which was carried by legs to the top of the structure for weighing in distribution into the 25 silos. The Red Tile Elevator basement was not connected to the newer concrete elevators.

There are fifty window openings within the five story headhouse above the storage tanks. (HABS MN-29-5E, 3).

Date of Construction: 1910

Date(s) of Alteration(s): In 1916, with the construction of the White Concrete Elevators, two conveyor bridges were added to connect the two facilities. An unloading shed was also expanded at this time (HABS MN-29-5E). Other various (undated) changes in the openings have been made by Pillsbury and possibly Archer Daniels Midland over the years to accommodate equipment installation, replacement, and repair.

Significance:

The Red Tile Elevator is associated with the successful 1910-1920 period for the Pillsbury Flour Mills Company. The facility replaced an elevator completed in 1884 on the property and

significantly increased storage capacity on the site. This building is considered to be an addition to the National Landmark Pillsbury “A” Mill (Hess and Kudzia, Section 7, 27).

“The use of clay tile for grain elevators was an important step forward from wood and steel construction because it was fireproof and rigid. This method of grain elevator construction was developed and patented by Ernest V. Johnson and James L. Record of the firm of Barnett & Record (builders of many of the Pillsbury “A” Mill complex buildings). ...Robert Frame asserts that the tile elevators were an advancement in the development of a fireproof grain elevator and rare enough that almost any example is significant... The Red Tile Elevator was an important first component of the modernization project initiated in 1910 at the Pillsbury “A” Mill complex. The elevator is a significant resource in the Pillsbury “A” Mill complex for its association with the modernization project” (Bradley, 14).

2006 HPC Approved Alterations:

1. The applicant proposed to remove the two conveyor belts that connect to the Concrete Grain Elevators on the north elevation. The openings left from the removal were proposed to be repaired with salvaged red clay tile. The HPC approved the removal of the conveyor belts to the north only if the demolition of the Concrete Grain Elevators is approved.
2. The existing “Pillsbury Best Flour” sign will be maintained and preserved.
3. The windows in the headhouse are small and blocked. The applicant is proposing larger openings in the headhouse. All windows will be black aluminum fixed windows.

South elevation:

4. Two openings are proposed on each floor of this elevation; windows will be fixed architectural windows with awning openings in the lower frames. One opening will be approximately 26’ wide by 12’ tall. The second opening on each floor will be a recessed balcony; the opening measures 13’ wide by 12’ tall.
5. The fourth level of units will use the roof change for a balcony. A new guardrail is proposed.

North elevation:

6. The train shed will be removed and replaced and a new more open structure will be constructed to “reinterpret” the train shed; shed walls will follow same placement as the original shed. The proposed shed is a continuation of the shed proposed for the “A” Mill and the South Mill. The HPC required that a mitigation plan for the removal and rehabilitation of the train tracks be submitted.
7. A new entrance is proposed in the train shed to access the Red Tile Elevator units. It will be built at the base of the stair tower and will measure 32’ wide and will be 12’ tall. The applicant proposes signage at this location.
8. Each of the windows on this elevation will be opened into vertical units measuring 26’ wide by 12’ tall; they will be fixed architectural windows with awning openings in the bottom frame. Two slit windows measuring 1.5’ by 11.5’ are proposed in the sides of the bins.

9. The existing stair tower will be reclad in translucent fiberglass.

East elevation:

10. All windows will be enlarged. Some windows will be opened into vertical units measuring 3.5' by 11.5'; they will be fixed architectural windows. Five windows will be square openings measuring 11' by 11'; they will be fixed architectural windows with awning openings in the bottom frame.

West elevation (facing South Mill):

11. All windows will be enlarged. Some windows will be opening to vertical units measuring 3.5' by 11.5'; they will be fixed architectural windows. Three windows will be square openings measuring 11' by 11'; they will be fixed architectural windows with awning openings in the bottom frame.

White Concrete Elevator- (Contributing Resource)

Property Address: 400 Second Street SE, Minneapolis, MN 55414

Description of Physical Appearance:

The white concrete elevators parallel Second Street SE on the north side of the Pillsbury Milling complex. They are located in the middle of the site between the Machine Shop and Warehouse 2 buildings.

The concrete elevators were constructed in two stages. The easterly portion was constructed in 1914 and the westerly portion, called the concrete elevator annex, was completed in 1916. "The 1914 portion of the Concrete Elevator has overall dimensions of 104 feet by 260 feet and consists of a block of 30 tanks 26 feet in diameter and 100 feet in height. A head house is located above the western end of the structure and a conveyor monitor surmounts the remainder of the structure. Two conveyor bridges, which cover a distance of 98 feet, connect the headhouse with the Red Tile Elevator. The 1916 portion of the Concrete Elevator has dimensions of 104 feet by 156 feet and consists of 21 storage tanks, also 100 feet in height. Two of the tanks are 20 feet in diameter; the rest are the 26-foot diameter tanks of the first-built portion of the structure. A conveyor monitor or gallery tops this block of tanks. The walls of the storage tanks are 5-inch-thick monolithic reinforced concrete and have shown signs of structural deterioration. Photos show that these silo bins have been patched and repaired by Pillsbury during the years of their ownership. The headhouse and conveyor monitors are framed with reinforced-concrete columns and beams that support reinforced-concrete floor and roof slabs (Bradley, 15).

The original Concrete Elevators had a capacity of 1,800,000 bushels and the Annex had a capacity of 1,100,000 bushels.

Date of Construction: 1914 (eastern portion) and 1916 (western portion).

Date(s) of Alteration(s): Original window sashes in 1914 elevator headhouse have been altered to metal panel and smaller steel sash at unknown date.

Significance:

Although this building is not marked as a contributing resource on the Historic District Resources Inventory Form on file at the State Historic Preservation Office, it is considered to be an addition to the National Landmark Pillsbury “A” Mill (Hess and Kudzia, Section 7, 27) in the St. Anthony Falls Historic District Nomination. The White Concrete Elevators, as an addition to the “A” Mill building, are a contributing building in the St. Anthony Falls Historic District located in the subarea defined as the East Side Milling District because of their industrial use connected to the St. Anthony Falls Waterpower Area defined within the St. Anthony Falls Historic District.

2006 HPC Approved Alterations:

The HPC approved the demolition of the White Concrete Grain Elevators and the construction of buildings B and C. See the descriptions of B and C under the New Construction section of this report.

Hydroprocessing Building- (Non-contributing Resource)

Project Address: 413 Main Street

Description of Physical Appearance: White metal shed structure adjacent to the Red Tile elevator.

Date of Construction: 1974

Date of Alteration(s): Addition constructed in 1980.

Significance: This building falls outside of the period of significance of the St. Anthony Falls Historic District (ending 1941) and “A” Mill complex. This is confirmed by the Minnesota Historic Properties Inventory Form on file at the Minnesota State Historic Preservation Office (Kudzia, Hydroprocessing, 1). This industrial building is non-contributing.

Research and Development Annex Building- (Non-contributing Resource)

Project Address: 425 Main Street SE

Description of Physical Appearance: White metal and concrete structure adjacent to the Hydroprocessing building.

Date of Construction: 1980

Date of Alteration(s):

Significance: This building falls outside of the period of significance of the St. Anthony Falls Historic District (ending 1941) and “A” Mill complex. This industrial building is non-contributing.

New Buildings

The following is a summary of the six new buildings proposed and approved in 2006.

Buildings B & C (site of existing concrete elevators)

2006 Approved Design:

The HPC approved the Certificate of Appropriateness applications for buildings B & C.

Building B

The new building (Building B) will be 12 floors tall and hold 132 for-sale residential units with 531 below grade parking spaces. The building will be organized with a three-story brick base and a setback brick seven-story shaft. The top two levels will be clad in metal. All window and door systems will be Marvin black aluminum. The rooftop elevator/stair shaft measures 20' by 30' and rises 5' above the parapet. In section, the penthouse tower is 12' high. The application describes a penthouse measuring 145' by 62' deep; plans are unclear regarding this large penthouse. The building will be 145' tall from Second Street SE. The main entrance to Building B is on the east and faces the main entrance to Building C. A public plaza will be placed between these two buildings that are set approximately 35' feet apart. The plaza leads to a covered walkway over the train tracks. The walkway connects to the proposed new train shed and around the Red Tile Elevator and South Mill to the riverfront.

Building C

The new building (Building C) will be 10 floors tall and hold 106 for-sale residential units with 154 below grade parking spaces. The building will be organized with a two-story brick base and a setback brick six-story shaft. The top two levels will be clad in metal. All window and door systems will be Marvin black aluminum. The rooftop elevator/stair shaft measures 16' by 23' and rises 5' above the parapet. In section, the penthouse tower is 12' high. The application describes a penthouse measuring 164' by 46' deep; plans are unclear regarding this large penthouse. The building will be 145' tall from Second Street SE. The main entrance to Building C is on the west and faces the main entrance to Building B. A public plaza will be placed between these two buildings that are set approximately 35' feet apart. The plaza leads to a covered walkway over the train tracks. The walkway connects to the proposed new train shed and around the Red Tile Elevator and South Mill to the riverfront. Application notes sign, but does not provide details.

Building D

2006 Approved Design:

The HPC denied the Certificate of Appropriateness application. On appeal, the City Council granted the Certificate of Appropriateness allowing for the proposed height with a condition that the design of all elevations must return to the HPC for approval; the design of the elevations must follow the historic district guidelines for design, materials, color, openings, roof shape, siting, directional emphasis, projections and signage.

Building D is a 15-story, mixed-use building surrounded by a public plaza. The proposed design of the four buildings, D, E, F and G resembles Alternative 1 of the EAW and EIS reports.

Building D will have 75 residential units and 3,300 s.f. of commercial space with 264 below grade parking spaces.

The first three floors of Buildings D and E will be connected on floors 1-3 (shared parking) and then will be separated at the third floor with a terrace on top of the third floor roof. This private terrace will measure 76' by 104'. A public plaza will be designed between the Red Tile Elevator and Building D. The plaza will provide access through the development site. Building D will be setback 51' from the Red Tile Elevator.

The building will have a three-story brick base and a setback metal and glass twelve-story shaft. The building will be 169' at the parapet and 186' at the top of the penthouse. An additional 28' tall (9' wide) pinnacle will rise above the penthouse. Signage for the building will be on this pinnacle. The rooftop elevator/stair shaft measures 20' by 30' and rises 5' above the parapet. The main entrance to Building D is on the south and commercial entrances are on the west. All window and door systems will be gray aluminum.

Building E

2006 Approved Design:

The HPC denied the Certificate of Appropriateness application. On appeal, the City Council granted the Certificate of Appropriateness allowing for the proposed height with a condition that the design of all elevations must return to the HPC for approval; the design of the elevations must follow the historic district guidelines for design, materials, color, openings, roof shape, siting, directional emphasis, projections and signage; a mitigation plan for the rehabilitation and removal of the train tracks on the entire Pillsbury "A" Mill Complex project must be presented to the HPC for approval, and the related Findings be adopted.

Building E is a 27-story, residential building with 167 residential units and 155 parking spaces below grade. The proposed design of the four buildings, D, E, F and G resembles Alternative 1 of the EAW and EIS reports.

The first three floors of Buildings D and E will be connected on floors 1-3 (shared parking) and then will be separated at the third floor with a terrace on top of the third floor roof. This private terrace will measure 76' by 104'. The terrace review is connected to the Building D staff report.

The proposed Building E will have a four-story glass and metal base with green and tan metal accents. The building shaft will rise 20 stories and will be setback from the four-story base. The building will be 318'6" at the top of the penthouse with an additional pinnacle measuring 28' tall (8' wide). Signage for the building will be on this pinnacle. The main entrance to Building E is on the south elevation. All window and door systems will be gray aluminum.

Building F

2006 Approved Design:

The HPC denied the Certificate of Appropriateness application. On appeal, the City Council granted the Certificate of Appropriateness allowing for the proposed height with a condition that the design of all elevations must return to the HPC for approval; the design of the elevations must follow the historic district guidelines for design, materials, color, openings, roof shape, siting, directional emphasis, projections and signage; a mitigation plan for the rehabilitation and removal of the train tracks on the entire Pillsbury “A” Mill Complex project must be presented to the HPC for approval, and the related Findings be adopted.

Building F is a 24-story, residential building with 160 residential units and 217 parking spaces below grade. The proposed design of the four buildings, D, E, F and G resembles Alternative 1 of the EAW and EIS reports.

The first three floors of Buildings F and G will be connected on floors 1-3 (shared parking) and then will be separated at the third floor with a terrace on top of the third floor roof. This private terrace will measure 66’ by 136’.

The proposed Building F will have a five-story glass and metal base with red and gray metal accents. The building shaft will rise 14 stories and setback again for the six-story top. The building will be 285’6” at the top of the penthouse with an additional pinnacle measuring 28’ tall (8’ wide). Signage for the building will be on this pinnacle. The main entrance to Building F is on the south elevation. All window and door systems will be gray aluminum.

Building G

2006 Approved Design:

The HPC denied the Certificate of Appropriateness application. On appeal, the City Council granted the Certificate of Appropriateness allowing for the proposed height with a condition that the design of all elevations must return to the HPC for approval; the design of the elevations must follow the historic district guidelines for design, materials, color, openings, roof shape, siting, directional emphasis, projections and signage; a mitigation plan for the rehabilitation and removal of the train tracks on the entire Pillsbury “A” Mill Complex project must be presented to the HPC for approval, and the related Findings be adopted.

Building G is a 20-story, residential building with 136 residential units and 127 parking spaces below grade. The proposed design of the four buildings, D, E, F and G resembles Alternative 1 of the EAW and EIS reports.

The first three floors of Buildings F and G will be connected on floors 1-3 (shared parking) and then will be separated at the third floor with a terrace on top of the third floor roof. This private terrace will measure 66’ by 136’.

The proposed Building G will have a four-story glass and metal base with orange and blue metal accents. There will be some brick accents on the base. The building shaft will rise 12 stories and setback again for the four-story top. The building will be 239'6" at the top of the penthouse with an additional pinnacle measuring 28' tall (8' wide). Signage for the building will be on this pinnacle. The main entrance to Building G is on the south elevation. All window and door systems will be gray aluminum.

Landscape Structures

Railroad Tracks

Description: The Great Northern Railroad provided rail access to the Pillsbury 'A' Mill Complex. Access was provided to complex in the middle of the block between Main and Second Street Southeast. Additional spur lines provided rail access to the Main Street side of the "A" Mill.

2006 HPC Approved Alterations:

The HPC required a mitigation plan for the rehabilitation and removal of the train tracks on the entire site as a condition of approval.

Below Ground Structures

The "A" Mill Water Power System Infrastructure- (Contributing Resource)

Property Address: Attached to basement of "A" Mill building at 100 3rd Avenue SE, Minneapolis, MN 55414

Description of Physical Appearance: Beginning at the East Bank Mill Pond located above the St Anthony Falls on the Mississippi River, and northeast of the "A" Mill, the headrace tunnel runs for approximately 550 lineal feet underneath Main Street SE and opens to the "A" Mill building through the east foundation wall into the sub-basement forebay area. The headrace tunnel is 24'-0" in height at the center of the round arch ceiling and is approximately 16'-0" wide. It is constructed of stone, with some brick infill and repairs, and was cut into the top of the Platteville limestone bedrock shelf typical of the area. Within a few months of operation the tunnel floor was rebuilt with wooden beams and concrete (Ferrell)

The two "A" Mill tailrace tunnels, cut through the layer of sandstone below the limestone shelf, both receive water flowing through the forebay area and down the two separate turbine drop shafts in the sub-basement of the "A" Mill and carry that water at an angle back out to the discharge pond. The discharge water then continues to flow approximately 800 feet further to the Mississippi River. The up-river "A" Mill tailrace is also connected to the former Phoenix Mill tailrace tunnel. Discharge water from the Phoenix Mill flowed through the Phoenix tailrace and then into the up-river "A" Mill tailrace into the discharge pond and then into the Mississippi River.

The headrace tunnel, the forebay, the water pooling chambers in the sub-basement, the four steel water control gates along with some of their operating mechanisms, the two separate turbine drop shafts, and the two separate tailrace tunnels are in place and still conveying river water through the system. The two water turbines were removed by Pillsbury prior to its sale of the property to Archer Daniels Midland in 1992.

A number of drawings also show a third drop shaft and tail race tunnel under what is now the Warehouse 1 Building, with water provided by an extension of the headrace tunnel to the south of the existing and original opening into the forebay of the “A” Mill Building. It is not known if that third tunnel and drop shaft exist or have been filled in; the steel gate blocking access is rusted in place.

On the east wall of the headrace tunnel, a fourth opening exists which is blocked by a rusted round steel gate. Water which flowed through this opening went east, it is believed, to the site of the old Pillsbury Power Plant, then dropped vertically to intersect one of the tailraces.

The “A” Mill discontinued the use of water power in 1955 when major pieces of equipment were dismantled and removed.

Date of Construction: 1881

Date(s) of Alteration(s): Steel and concrete deck over the tunnel was rebuilt in 1949, after the period of significance of the St. Anthony Falls Waterpower Area. Major pieces of equipment removed in 1955. Reinforced ledge in Chute cave in 1936. Dates of changes to the drop shafts and perhaps to the tailrace tunnels are unknown.

Significance: The tunnels are listed as separate and contributing resources within the St. Anthony Falls Waterpower Area. They are referred to as two separate resources in that report- the “St. Anthony Falls Water Power Company Canal/Pillsbury Canal” which is resource #47 and “St. Anthony Falls Water Power Company Tailrace/Chute’s Tunnel” which is resource #79.

2006 HPC Approved Alterations:

The Minneapolis HPC did not review any applications for alterations to these resources in 2006. In 2009 and 2010 Mill Development, LLC received multiple grants to study using the tunnels for a renewable energy center as well as providing public access to the tunnels for educational purposes.