Department of Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415-1385

MEMORANDUM

TO: City Planning Commission, Committee of the Whole

FROM: Andrew Frenz, Intern, with Chris Vrchota, Senior City Planner, 612-673-5467

DATE: June 18, 2015

SUBJECT: Golden Valley Road Apartments Historic District Designation Study – CPC Review and Comment

Designation Study Review and Comment

Chapter 599, Heritage Preservation, of the Minneapolis Code of Ordinances outlines the review process for designation studies. The City is required to submit the designation study to the State Historic Preservation Office (SHPO) and the City Planning Commission (CPC) for review and comment. A copy of the draft designation study has been submitted to the Minnesota SHPO. Enclosed is a copy of the draft designation study for your review and comment.

Section 599.260 of the Heritage Preservation Regulations requires the planning director to submit all proposed designations to the City Planning Commission for review and comment on the proposal within thirty (30) days. In its review, the City Planning Commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.
(2) The effect of the prosed designation on the surrounding area.
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council.

Staff anticipates that this item will be on the June 18, 2015, Committee of the Whole agenda for discussion and comment.

The following memorandum analyzes the proposed designation using the three factors outlines in section 599.260 of the ordinance.

The relationship of the proposed designation to the city's comprehensive plan: The designation of the Golden Valley Road Apartments Historic District is supported by the Housing Growth, Density, and Location section of the *Minneapolis Plan for Sustainable Growth*, particularly Policy 3.2, "Support housing density in locations that are well connected by transit, and are close to commercial, cultural, and natural amenities." Policy 3.3, "Increase housing that is affordable to low and moderate income households" also supports the designation. The Housing Choice section of the plan also supports the designation, particularly Policy 3.6, "Foster complete communities by preserving quality housing opportunities suitable for all ages and household types." The Heritage Preservation section of the Minneapolis

Comprehensive Plan also supports the designation of the Golden Valley Road Apartments Historic District, as it promotes the designation of properties found to be significant to the history of the Minneapolis under the contexts and sub-contexts identified in the *Minneapolis Preservation Plan*, including street railways and architecture.

The effect of the proposed designation on the surrounding area: The designation of the Golden Valley Road Apartments Historic District should ensure that the area retains its present character. By guaranteeing the presence of high-density housing in the corridor, it should help Golden Valley Road retain its position as a transit route. The designation should ensure that the area continues to have a mix of housing options, as the buildings of the district represent some of the few large apartment buildings in the neighborhood, which consists primarily of single-family residences. Further restoration of the properties in the district could make the neighborhood more desirable, increasing property values, attracting new residents, and possibly helping revive commercial activity along Golden Valley Road Historic variances may allow some of the former commercial spaces that have been converted to residential uses to be restored to their historic commercial use.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City council: Although the district does not fall within the boundaries of any adopted small area plan, it does fall within the boundaries of the METRO Blue Line Extension station area plan. Although in draft form at the time of writing, the plan calls for Golden Valley Road to be designated a Community Corridor and for Urban Scale development of medium-density residential uses in the district. By preserving existing low-rise apartment buildings, the designation would be consistent with the draft station area plan.

DESIGNATION STUDY:

GOLDEN VALLEY ROAD APARTMENTS HISTORIC DISTRICT

Minneapolis

Source: Minnesota Streetcar Museum

April 29, 2015

ACKNOWLEDGEMENTS

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Designation Study Purpose and Background

In February, 2015 Constance Vork, Minneapolis Heritage Preservation Commissioner, submitted an application for nomination to the City of Minneapolis Department of Community Planning and Economic Development (CPED) for the Golden Valley Road Apartments Historic District, located along Golden Valley Road between Sheridan Avenue North and Vincent Avenue North. After completing an initial review, CPED staff recommended to the Heritage Preservation Commission (HPC) on March 3, 2015 that the property exhibited at least one of the local designation criteria found in Section 599.210 of the Heritage Preservation Ordinance. The HPC adopted CPED's findings and placed the Golden Valley Road Apartments Historic District under interim protection and called for a designation study to be conducted.

This study is intended to fulfill the requirements for local historic designation outlined in Title 23, Chapter 599.230 of the Minneapolis Code of Ordinances. The study is based on a review of resources including newspaper clippings, directories, maps, and photos from the Minneapolis Collections and general collections at the Hennepin County Library, photos from the Minnesota Historical Society, photos from the Minnesota Streetcar Museum, historic building permits, previous designation studies, and maps from the City of Minneapolis, architectural drawings, sketches, and surveys from the Northwest Architectural Archives at the University of Minnesota, and published books.

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BASIC PROPERTY INFORMATION	
Current name	Golden Valley Road Apartments Historic District
Historic Name	N/A
Current Address	2509 Golden Valley Road 2517 Golden Valley Road 2601 Golden Valley Road 2711 Golden Valley Road 2721 Golden Valley Road 1900 Thomas Avenue North 1900 Upton Avenue North
Historic Address	2509 19th Avenue North 2517 19th Avenue North 2601 19th Avenue North 2711 19th Avenue North 2721 19th Avenue North 1900 Thomas Avenue North 1900 Upton Avenue North
Original Construction Date	1927-1929
Original Contractor	Sam L. Katz, Louis Fleisher Construction Company
Original Architect, Master builder, engineer, designer, artist, or craftsmen	Perry Crosier
Historic Use	Multi-family residential, commercial
Current Use	Multi-family residential, management office
Ward:	5
Neighborhood:	Willard-Hay

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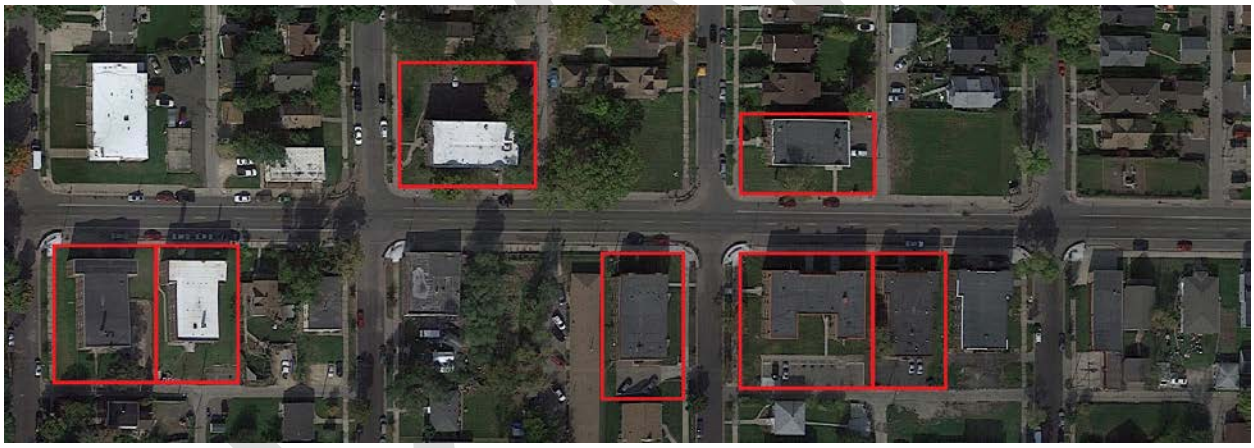
PART 1: PHYSICAL DESCRIPTION OF THE DISTRICT

The Golden Valley Road Apartments are a grouping of seven large, ornate apartment buildings located along Golden Valley Road between Sheridan Avenue North and Vincent Avenue North. This section of the study is intended to describe, in detail, the physical conditions of the structures and landscapes of the district.

Parcel location, shape, and size

The Golden Valley Road Apartments Historic District is located in North Minneapolis, in the Willard-Hay Neighborhood. The district is centered along Golden Valley Road, which serves as a minor arterial street and bus route through the neighborhood. It features a mixture of low-rise apartment buildings, small commercial storefronts, and single-family homes. The seven buildings that make up the district are discontiguous, spread out over three short block faces on both sides of Golden Valley Road. Between the properties are four apartment buildings built between 1954 and 1962, a house built in 1917, a former creamery building built in 1918, and vacant land.



Aerial view of the Golden Valley Road Apartments Historic District. Source: CPED, base imagery copyright Google.

The surrounding neighborhood is developed almost exclusively as low-density residential. To the east of the district approximately one quarter mile is Penn Avenue North, a community corridor and arterial route through the neighborhood. Approximately one half mile to the northeast is Broadway Avenue, the primary commercial corridor in this portion of North Minneapolis. To the west of the district approximately one eighth of a mile is the city limit and border with the City of Golden Valley. One half mile to the west is the expansive Theodore Wirth Park, the major regional park in the area.

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Description of buildings in the district

This section provides a brief overview of the district as a whole. Detailed architectural descriptions of each building in the district are included in Part IV of this study.

Date(s) of construction: The buildings that make up the district were all constructed between 1927 and 1929.

Size and massing: The buildings in the district are generally blocky in massing, with rectangular, T-shaped, and H-shaped plans. Small entrance foyers, along with decorative shed and gable roofs projecting off of the primary building walls, help to break up massing on the primary elevations. The buildings all read as 2.5 stories in height from their primary elevations, though due to grade changes across the district, several of the buildings are 3-4 stories in height when viewed from secondary elevations.

Architectural style: The buildings that make up the district exhibit elements of the Spanish Colonial Revival and Tudor Revival Styles. Many decorative architectural elements are present on several properties throughout the district, contributing to its cohesive feel. Some of these included elements are three and four-pointed arches, false half-timbering, applied Solomonic columns, Moorish pinnacles, baroque parapet gables, modern Spanish clay tile roofs, iron balconettes, and similar accent patterns in the brickwork of primary elevations. The architectural styles of the district are further examined in Part II and Part IV of this report.

Known original elements that are deteriorated or missing: Many of the buildings appear to have replacement brickwork. Fortunately, most replacement brickwork is located on secondary elevations and has been replaced in-kind. Some decorative elements are also missing. More detail can be found in the architectural descriptions of each building, located in Part IV of this report.

Description of secondary structure(s)

No secondary structures are present in the district.

Description of landscape and landscape features

Topography, terrain, and vegetation

The discontiguous Golden Valley Road Apartments Historic District includes parcels on both sides of Golden Valley Road between Sheridan Avenue North and Vincent Avenue North. Golden Valley Road rises as it heads westward

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toward Theodore Wirth Park, climbing approximately 40 feet between Sheridan Avenue North and Vincent Avenue North. Several properties in the district, most notably 2721 Golden Valley Road, also have sites that are significantly higher on the north end than the south. Although all of the properties are 2.5 stories in height, grade changes allow five out of the seven properties to feature walk-out basements, and for 2721 Golden Valley Road to include a tuck-under garage in what would be viewed as a subbasement from the primary elevation.

Vegetation

The vegetation of the district is fairly standard for Minneapolis' residential neighborhoods. No formal landscape plan is apparent. A few of the buildings feature small gardens and bushes along their primary elevations, but the landscaping of the district otherwise consists largely of grass lawns and trees common to the area. It should be noted that the eastern portion of the district suffers from an unusual lack of mature trees, due to the 2011 North Minneapolis tornado, which skirted the eastern edge of the district and caused damage to both buildings and trees in the district.

Other landscape features

Fences, gates, screens, retaining walls, and privacy walls: Few fences are present throughout the district. At 1900 Upton Avenue North, two small brick and limestone pillars that flank the front walk date from the period of significance. More information can be found in the architectural description of the property, located in Part IV of this report. Other fences and walls that are more recent in origin can be found at 1900 Upton Avenue North, 2517 Golden Valley Road, and 2721 Golden Valley Road. Throughout the district are retaining walls, which assist in dealing with the significant grade changes across several of the building sites and help facilitate walkout basements. The poured concrete retaining wall at 2721 Golden Valley Road appears to date from the period of significance. While other retaining walls located throughout the district do not appear to contain historic building material, retaining walls are a historic feature of many of the properties in the district, and locations of present day walls appear to match those of originals.

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PART 2: DISCUSSION OF HISTORIC SIGNIFICANCE

Streetcar Development Patterns

Streetcars were instrumental in shaping Minneapolis into the city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than what had previously be available to them.[1] As identified under the street railways context statement of the *Minneapolis Preservation Plan*, street railways enhanced property values and shaped building, neighborhood, and commercial development. The Golden Valley Road Apartments Historic District is one of several high-density apartment districts that developed in part due to frequent, reliable streetcar service. The properties of the district are much higher-density than the surrounding neighborhood, which consists primarily of single-family homes.

Development of the Golden Valley Road Apartments Historic District

The Broadway Avenue streetcar line was extended from Morgan Avenue North and West Broadway Avenue to 19th Avenue North (today Golden Valley Road) and Upton Avenue North in 1923.[2] The line was the primary crosstown line through North Minneapolis and offered residents direct service to Northeast Minneapolis, as well as transfers to the Penn Avenue, Fremont-Emerson, Robbinsdale, Washington Avenue, 2nd Street Northeast, and Monroe lines, providing easy commutes to downtown and the industrial districts of North and Northeast Minneapolis.[3] Due to the ease with which other parts of the city, primarily major employment centers, could be accessed by streetcar, the 19th Avenue North corridor became the focus of development in the neighborhood, attracting the densest housing in the area, as well as neighborhood shops and services.

By the second half of the 1920s when the neighborhood surrounding the district was developing, car ownership had become common among middle-class families, and many single family homes were built with detached garages. Streetcar ridership in the Twin Cities peaked in 1920, and the number of registered automobiles more than doubled between 1920 and 1928.[4] However, many households could not afford cars and relied on the streetcar as their primary form of transportation. These families desired to escape the core of the city for the parks and open spaces found in newly-developing areas at its fringe, but needed to locate as close as possible to streetcar routes. Due to demand from these families, streetcar routes through areas of new development, largely single family homes, were often lined with residential development of a higher density than the surrounding area, as well as neighborhood commercial nodes. The Golden Valley Road Apartments Historic District is one such example of this

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type of development, centered at the former streetcar terminus of Upton Avenue North and 19th Avenue North.

Prior to the Broadway Avenue line's extension into the district, the area surrounding the district was sparsely populated. The area was originally settled by farmers, and the house formerly located at 2621 Golden Valley Road was the first home built in the immediate area, constructed sometime before 1885 (Figure 2). This home was demolished in 2011. During the early 1900s the district was platted, and development followed slowly during the years 1910-1920 (Figure 4). During this period nearly all buildings constructed in the area were single family homes. One notable exception is the former creamery building located at 2629 Golden Valley Road, which was built in 1918 and still stands today.[5]

Construction of apartment buildings and stores followed soon after the streetcar's extension to the district. Perry Crosier designed ten buildings along Golden Valley Road between Russell Avenue North and Vincent Avenue North, of which seven are extant (the properties that make up the district). Of the ten buildings he designed in the area, nine were 2.5 story apartment buildings, most of which featured small storefronts located in walkout basements. The first building designed by Crosier in the area was 1901 Thomas Avenue North, built in 1926 by Sam L. Katz.[6] This building was demolished in 1993.[7] Historic photos show that the building was a mirrored twin of the extant 1900 Thomas Avenue North (Figure 3). The following year 1900 Thomas Avenue North and 2601 Golden Valley Road were designed by Crosier, and also built by Sam L. Katz. These buildings are contributing properties to the district, and more detail can be found in Part IV of this report. In 1928 Crosier designed 1900 Upton Avenue North and 2501 Golden Valley Road, again for Sam L. Katz.[8] 1900 Upton Avenue North is a contributing property to the district, and more detail can be found in Part IV of this report. 2501 Golden Valley Road suffered extensive damage during the 2011 North Minneapolis tornado, which was not repaired in a timely fashion. The building was left open to the elements for several years, leading to extensive water damage and deterioration, which resulted in the building's eventual demolition in late 2014. In 1929 Crosier designed three more buildings in the area: 2517 Golden Valley Road for Sam L. Katz, as well as 2711 and 2721 Golden Valley Road for the Fleischer Construction Company. All three buildings are contributing to the district, and more information on them can be found in Part IV of this report. The following year, 1930, Crosier designed his last building in the area, a two-story commercial and apartment building located at 2418-2428 Golden Valley Road, for the Balkin Construction Company.[9] This building was demolished in 1981.[10]

After the district's period of significance, Perry Crosier's son, Paul Crosier (who is discussed briefly below), designed three apartment buildings in the area: the ranch style 2603 Golden Valley Road in 1954[11], as well as the mid-century modern 2700 and 2701 Golden Valley Road in 1955.[12] These properties are not

included within the district boundaries, as they were constructed after the district's period of significance, when streetcars had already disappeared from Golden Valley Road and the corridor was beginning to decline in prominence.

Perry E. Crosier

Perry Crosier was a master architect active in Minneapolis from 1909 to 1953. Crosier is best known as a theater architect, and during the golden age of cinema in the 1920s-40s he designed over a dozen theaters in the Minneapolis area, as well as theaters in smaller towns across Minnesota and Wisconsin. Crosier was, however, most prolific in the design of apartment buildings, and is responsible for over 100 in Minneapolis. His buildings spanned a variety of architectural styles, including Period Revival and Art Deco.

Life and Career

Born November 17, 1890 in Minneapolis, Perry E. Crosier entered the world of architecture at age 18, in 1909, working as a draftsman for architect Harry W. Jones.[13] From 1910 to 1913, he was employed by various firms including Bertrand and Chamberlin, Harrington-Skiles, and J.L. Helden.[14] In 1914, Crosier entered independent architectural practice, forming a design-build firm, the Crosier Construction Company. This endeavor was short-lived, however, and by 1916, Crosier was practicing as an independent architect, which he continued to do for the majority of his career. Early in his career, Crosier developed strong and long-lasting professional relationships with the Fleischer Construction Company and with architects Liebenberg and Kaplan.[15] Crosier worked closely with both of these firms for decades. Sometime between 1918 and 1922 Crosier married Hazel Fall, with whom he had two sons, Paul and Donald.[16] In 1946 Paul joined his father in architectural practice, and together they operated the firm Perry E. Crosier & Son.[17] Following Perry Crosier's 1953 death, Paul Crosier briefly continued practicing under the Perry Crosier & Son name, but soon switched to practicing under his own name alone.[18]

Theaters

Perry Crosier is perhaps best known for his theaters. During the golden age of cinema, commissions for elaborate theaters abounded, and Crosier was very active designing theaters, working on at least eighteen in Minnesota and one in Wisconsin. He is known to have designed at least nine theaters in Minneapolis, as well as theaters in Saint Paul, West Saint Paul, Edina, Hopkins, Saint Louis Park, Faribault, Wabasha, Detroit Lakes, Morris, and New Richmond, WI. On at least seven of these theaters, Crosier collaborated with Liebenberg & Kaplan, with whom he often worked. It is likely that Perry Crosier had a role in the design of other theaters credited to Liebenberg & Kaplan, but this has not been verified

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by staff. Crosier was only employed by the firm briefly in 1921, but they continued to have a strong working relationship for over two decades.[19] Crosier is known to have worked with Liebenberg & Kaplan both in the design of new theaters, as well as remodels. In several instances Crosier conducted remodels on theaters that he had designed himself, updating their original 1920s Period Revival and Baroque exterior and interior ornamentation to the Art Deco and Streamline Moderne styles more popular in the 1930s and 40s.[20]

Of the nine theaters within Minneapolis that Crosier is known to have worked on, five are extant. Of these theaters, two appear to have undergone major alterations since his work: the Boulevard (Twin) Theater located at 5315 Lyndale Avenue South and the Parkway Theater, located at 4812 Chicago Avenue South. Three others have not undergone extensive renovations since Crosier's work: the Ritz Theater, located at 243 13th Avenue Northeast, the University (Varsity) Theater, located at 1308 4th Street Southeast, and the Avalon Theater, located at 1500 East Lake Street. The Avalon Theater is a designated Minneapolis historic landmark.

Apartment Buildings

While Perry Crosier's theaters may have garnered the most critical acclaim, he worked on a wide variety of building types, designing stores, warehouses, offices, gas stations, factories, single-family homes, duplexes, and apartment buildings. It was in the design of apartment buildings that Crosier was most prolific. The Northwest Architectural Archives hold sets of plans for no less than 102 apartment buildings designed by Perry Crosier. Of the 120 buildings identified by staff as Perry Crosier's work, 76 are apartment buildings. Many of the apartment buildings designed during the first half of his career in the 1920s and 1930s incorporate elements of period revival architecture, including the Spanish Colonial Revival and Tudor Revival styles. Crosier's period revival architecture peaked in the 1930s. During the 1930s, Crosier also began to design buildings in the Art Deco style. He continued to design apartment buildings after the Second World War, but they lacked the ornamentation of his pre-war designs, likely due to both economic factors and changing taste.

Of the 76 Perry Crosier apartment buildings in Minneapolis identified by staff, 55 are extant. Of these, nine are protected as contributing properties to local historic districts. Six are contributing properties to the Washburn-Fair Oaks Historic District: the Fair Oaks Apartments, a campus of six 3.5—story Spanish Colonial Revival apartment buildings that occupy the block bounded by 3rd Avenue South, East 24th Street, Clinton Avenue South, and East 25th Street. Additionally, three are contributing properties to the Stevens Square Historic District: the 3.5—story St. George Apartments located at 137 East 17th Street and the twin 2.5—story apartment buildings located at 1706 and 1710 2nd Avenue South. The authors of the designation study for the Stevens Square Historic District, as well as other

CPED researchers, have suggested that it is likely that Perry Crosier is responsible for the design of other apartment buildings in the district.[21] The authors of this study have been unable to locate records to confirm this.

Perry Crosier's apartment buildings are found across much of Minneapolis, but are most common in higher-density areas that developed between 1910 and 1940. Much of Crosier's work, particularly his commercial buildings and apartment buildings, is centered around historic streetcar termini and transfer points, or scattered throughout residential areas that were well-served by streetcar service. In addition to the already mentioned six buildings that make up the Fair Oaks Apartments, there are a few other prominent clusters which each contain several Crosier buildings. Along Golden Valley Road between Sheridan Avenue North and Vincent Avenue North are seven 2.5—story apartment buildings designed by Perry Crosier, the subjects of this study. Also, along Xerxes Avenue South between West 28th Street and West 29th Street are two duplexes, one two-story apartment building, and five 2.5—story apartment buildings, all designed by Crosier. Together, these buildings make up two complete block faces that consist entirely of Crosier's work. Additionally, along the west side of Chicago Avenue, between East 48th Street and East 49th Street (near the former streetcar terminus at Chicago Avenue and East 48th Street) are four 2.5—story apartment buildings designed by Perry Crosier, along with his Parkway Theater. Although not associated with streetcar development patterns and not exhibiting elements of the Churrigueresque style, the buildings on Xerxes Avenue South likely represent the best surviving collection of Crosier's work, spanning the years 1921-1936 and including buildings of the Tudor Revival, Spanish Colonial Revival, and Art Deco styles. Aside from these notable clusters, Crosier's work is scattered throughout most of Minneapolis, with the largest number of buildings located in the CARAG, Lyndale, and Whittier neighborhoods. In outer neighborhoods his buildings, like most commercial and higher-density residential development built during this period, are generally located near historic streetcar routes.

Period Revival Architecture

From approximately 1890 through 1945, period revival architecture was commonly incorporated into a variety of building types across the United States.[22] In the 1880s and 90s, wealthy Americans enlisted European architects to design homes in Old World styles, bringing them into fashion in the United States. However, only the wealthiest businesses and homeowners could afford to construct masonry buildings, and the spread of period revival architecture was thus limited. However, after World War I technological advances in brick and stone veneer techniques enabled more modest commercial and residential development to incorporate decorative stone and brickwork, leading to rapid growth in the popularity of period revival architecture, which continued until World War II.[23]

Tudor Revival

Tudor Revival homes were among those popular during this period. The Tudor Revival style was most popular in the Northeast and Midwest, and sought to imitate English homes built during the late Medieval period. Common features include false half-timbering, multiple side and front gables, asymmetrical elevations, tall, narrow windows, and steeply-pitched roofs. Prior to the development of brick veneer techniques around 1920, many Tudor Revival buildings featured stucco facades, but after 1920 all but the most grand homes (which were often constructed of stone) featured brick veneer facades.[24]

In Minneapolis, the Tudor Revival style was very popular, particularly in the construction of single-family homes in the 1930s. Decorative Tudor Revival features were also commonly applied to flat-roofed apartment buildings with traditional massing. Perry Crosier was among several architects who constructed buildings of this type in Minneapolis. 2601 Golden Valley Road is an example of such a building. Another good example of Crosier's work in this style is 4844 Chicago Avenue.

Spanish Colonial Revival & Churrigueresque

Not only were European architectural styles popular during this period, so too were early colonial architectural styles. Among these was the Spanish Colonial Revival style, which sought to imitate the form of colonial buildings built by the Spanish in Mexico and the southwestern United States. Common elements include Spanish clay tile roofs, plaster or lightly-colored brick facades, iron or wood balconies, wrought iron balconettes, and elaborate main entrances.[25] More elaborate examples were influenced by and contain elements of the Churrigueresque style, chiefly as extensive decorative stone, plaster, and woodwork, including Solomonic columns and floral patterns, as well as arches, parapets, pinnacles, and patterns with Baroque and Moorish influence.

Churrigueresque was a subtype of the late Baroque style.[26] The Churrigueresque style was developed by Jose Bendito de Churringuera, a Catalan architect of the seventeenth and early eighteenth centuries. Churringuera's work was heavily influenced by Moorish architecture, as well as the Baroque fashions of the time. After Churringuera's death, Churrigueresque architecture was brought to Mexico by the Spanish and reached its developmental peak in the late 1700s ecclesiastical architecture of Mexico.

In 1915, to celebrate the opening of the Panama Canal, the San Diego-Panama Exposition was held in Balboa Park, San Diego. Bertram Goodhue, a master architect of the Gothic Revival style, and scholar of Spanish Colonial architecture in Mexico, was chosen as lead architect. His California Tower, a center point of

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the exposition, was an imitation of Mexican ecclesiastical architecture, and inspired a renewed interest in Spanish Colonial architecture, particularly in the Churrigueresque décor. Although Spanish Colonial Revival had risen in popularity in the American Southwest in the 1890s, at the time it drew most of its inspiration from former colonial buildings in the United States, and thus lacked the Churrigueresque ornamentation provided by Mexican ecclesiastical influence. Spanish Colonial Revival grew significantly in popularity following the exposition, and was particularly fashionable between 1925 and the start of World War II.[27]

While Spanish Colonial Revival architecture was popular across the United States between 1915 and 1945, it was most prevalent in California and Florida, and was relatively rare in the Midwest. Few landmark examples of Spanish Colonial Revival architecture, particularly examples with distinct Churrigueresque elements, exist in the Midwest. Perhaps the most notable example is the Garfield Park Fieldhouse in Chicago, which bears a massive and ornate façade which clearly imitates Spanish and Mexican ecclesiastical architecture.[28] In Minneapolis, Liebenberg and Kaplan's Suburban World (formerly Granada) Theater, is likely the best example, and is designated as a local historic landmark in part for its architectural significance as such.[29] [30] It is unknown whether Perry Crosier had a role in the design of the Granada Theater, and staff has not located any documentation on the subject, but based on his decades-long relationship with Liebenberg and Kaplan, and the fact that Crosier was known to have collaborated with the firm in the design of at least seven theaters, it is possible that Crosier may have had a role in the design of the Granada. The original Walker Art Center, built in 1927, featured an ornate front facade (Figure 1), which was influenced by the Churrigueresque style as well as Byzantine architecture, and was likely the best example of Churrigueresque architecture in Minneapolis prior to its demolition in 1969.[31]

Throughout Minneapolis, Spanish Colonial Revival is most common as an applied style to apartment buildings of traditional massing. During the 1920s and 1930s, many apartment buildings were decorated on their primary façade in period revival styles, among them Spanish Colonial Revival. Perry Crosier was perhaps chief among the architects who incorporated Churrigueresque elements into apartment buildings in Minneapolis. 1900 Thomas Avenue North, 1900 Upton Avenue North, and 2509, 2517, 2711, and 2721 Golden Valley Road are all examples of Spanish Colonial Revival elements applied to traditional apartment buildings. Additionally, 2509, 2517, and 2721 Golden Valley Road incorporate elements of the Churrigueresque style, which is discussed further in Part IV of this report. While much more modest than the high ecclesiastical architecture where Churrigueresque flourished, the features are unmistakable. Other Crosier buildings that are good examples of this style are 4815 Nicollet Avenue, 3900 1st Avenue South, 4830 and 4840 Chicago Avenue, and 2700 Grand Avenue. The Grand Avenue and 1st Avenue buildings, both constructed in

1930, appear to represent the peak of Perry Crosier's work with the Churrigueresque style.

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PART 3: RATIONALE FOR LOCAL HISTORIC DESIGNATION

Local historic designation is an official action that promotes the preservation of historic resources by recognizing specific people, places, and events that are deemed to be significant in relation to the history and heritage of Minneapolis. Through the requirements set out in the Heritage Preservation chapter of the City's Code of Ordinances, the act of designation establishes a series of protections that are administered through the ordinance to ensure protection of significant places throughout the city against demolition or inappropriate alterations.

Designation Criteria

Title 23, Chapter 599.210 of the Minneapolis Code of Ordinances lists seven criteria which are considered when trying to determine whether a property is worthy of local designation as a landmark because of its particular significance. The Golden Valley Road Apartments Historic District is considered below in relation to each of the seven designation criteria.

Criteria #1: The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic, or social history.

The district is significant under criterion one due to its association with Minneapolis' streetcar heritage. The significance of Minneapolis' streetcars in shaping the built form of the city is examined in Part II of this report. The grouping of apartment buildings that makes up the district is among the most recognizable examples of streetcar development patterns in the city.

Criteria #2: The property is associated with the lives of significant persons or groups.

The district does not appear to be significant under criterion two. No people of particular significance are known to be associated with the district.

The Louis Fleisher Construction Company, builder of two of the seven buildings in the district, was a major contractor in Minneapolis. Brothers Louis and Samuel Fleischer operated the company, which was based at the Builder's Exchange. In 1922 the company had twelve employees listed in the city directory, but likely employed many carpenters and laborers that were not listed as such in the directory.[32] By the 1930s the company was constructing buildings around the Midwest, including in Minneapolis, Saint Paul, Souix City, IA, and Fort Wayne, IN.[33] While no catalogue of the work of the Fleisher Construction Company exists, it can be surmised that the subject properties are among hundreds of

properties built by the Fleisher brothers, and are not among the properties most associated with the two men.

Criteria #3: The property contains or is associated with distinctive elements of city or neighborhood identity.

The district does not appear to be significant under criterion three. While streetcars were once essential to Minneapolis' identify and they remain an important part of the city's shared heritage, their disappearance from city streets over sixty years ago has removed them from features identified by residents as integral to their neighborhood identity. No evidence linking the property to other features of city or neighborhood identity has been found.

Criteria #4: The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.

The district is significant under criterion four due to its incorporation of elements of the Spanish Colonial Revival style, including elements of the Churrigueresque style, as well as the Tudor Revival style. Many of these elements are shared in common between the buildings, tying the properties together and creating a unified design language that is present throughout the district. Buildings of this type are relatively rare in Minneapolis, and the district comprises one of the largest collections in the area. The significance of these styles is examined in Part II of this report.

Criteria #5: The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.

The district does not appear to be significant under criterion five. While the topography of the district does enhance its visual appeal, no cohesive or unique landscape plan is apparent.

Criteria #6: The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

The district is significant under criterion six due to its association with master architect Perry Crosier. Perry Crosier designed all seven buildings that make up the district.

The significance of Perry Crosier is examined in Part II of this report.

Samuel L. Katz, builder of five of the seven buildings in the district, appears to have been a small contractor. In 1922, he was an independent carpenter residing at 2020 Humboldt Avenue North.[34] By 1927 he was building larger apartment

buildings and was living at 1410 Upton Avenue North.[35] Sam Katz is known to have constructed homes and apartment buildings throughout Minneapolis, however, documentation on the size of his company has not been located. From the evidence available, it does not appear that Mr. Katz rises to the level of master builder, but was among many operators of medium-sized construction companies active in Minneapolis in the 1920s and 1930s.

Criteria #7: The property has yielded, or may be likely to yield, information important in prehistory or history.

The district does not appear to be significant under criterion seven. The subject properties have not yielded information important to prehistory. Records available at the Minnesota State Historic Preservation Office indicate that no archeological sites have been identified in the area nor have any archeological surveys been conducted on or near the properties in question.

The subject properties are not likely to yield information important in prehistory. The subject properties are located approximately 700 feet from the nearest known historic body of water, a small wetland which in 1895 was centered approximately at the present-day intersection of Golden Valley Road and Queen Avenue North. This wetland was backfilled by the Minneapolis Sewer Department, and grade was raised along Golden Valley Road between Morgan Avenue North and Sheridan Avenue North.[36] This small wetland is unlikely to have served as a source of fresh water, food, or transportation for indigenous peoples. The subject properties are located approximately 1,900 feet from Bassett Creek. Features like Bassett Creek generally served as sources of water, food, and transportation to indigenous peoples. Areas within approximately 500 feet of these features have a higher than average potential to include archeological evidence of pre-contact human habitation. Being significantly further than 500 feet from any such feature, the subject properties are far less likely to possess such evidence. Additionally, due to artificial grade changes in the district, and the high proportion of the subject property occupied by present buildings, it is likely that any resources have been disturbed.

The subject properties are unlikely to yield archeological evidence important to history. Building permit records and historic plat maps indicate that no structures predating the present buildings were constructed on the properties that make up the district.[37] City records indicate that the district was fully served by water and sewer networks by 1914, well before the subject properties were constructed (Figure 4). There is very little chance that the lots could contain privy vaults bearing archeological evidence. Other archeological sources of information such as sheet refuse (general surface trash scatters that accumulate over time), trash pits, and builder's trenches may still be present on the lots. The subject property has undergone significant artificial grade change and is mostly covered in building footprint or paved area.

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Integrity of historic resource

The following is an assessment of the Golden Valley Road Apartments Historic District as it relates to the seven aspects of integrity as defined by the Department of the Interior:

Location: The Golden Valley Road Apartments Historic District fully retains integrity of location. None of the properties in the district have been relocated; all sit on their original sites.

Design: The Golden Valley Road Apartments Historic District retains integrity of design. The properties of the district embody distinctive characteristics of the Spanish Colonial Revival and Tudor Revival architectural styles and retain their architectural integrity. Taking design cues from Spanish and Mexican seventeenth and eighteenth-century ecclesiastical architecture, as well as seventeenth-century English architecture, the Golden Valley Road Apartments Historic District maintains a consistent design aesthetic in exterior spaces. Based on original plans few decorative features are missing from the subject properties. More detail is provided in the architectural descriptions of individual properties located in Part IV of this report.

Setting: The Golden Valley Road Apartments Historic District retains integrity of setting in large part. The Willard-Hay Neighborhood, where the Golden Valley Road Apartments Historic District is located, has retained the same form, massing, and scale as when the district developed in the late 1920s. When the properties that make up the district were built, they were part of a collection of large multi-family buildings and scattered retail along present-day Golden Valley Road. Although most retail has disappeared from the corridor and some large apartment buildings have been lost, the district remains a small collection of larger buildings, surrounded by low-density residential. Along Golden Valley Road, where other large apartment buildings and retail stores have been lost, smaller apartment buildings have been constructed which have helped the corridor maintain its density, while still deferring to the larger historic buildings that make up the district.

Materials: The Golden Valley Road Apartments Historic District largely retains integrity of materials. The original materials have retained their integrity in large part due to the efforts of the current and past owners who undertook ongoing maintenance and repair of the buildings. In particular, extensive repairs completed to several of the buildings after the 2011 North Minneapolis Tornado

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can be credited with preserving the district's integrity. Most of the properties appear to have had some replacement of historic brick. Fortunately, for most of the properties, this replacement has been limited to the parapet and original brickwork designs were replicated when the buildings were repaired. While 2711 and 2721 Golden Valley Road have had some brickwork replaced by wood and vinyl siding, these replacements have been performed only on non-primary elevations.

Specific changes to particular buildings in the district are discussed in the architectural descriptions contained in Part IV of this report.

Workmanship: The Golden Valley Road Apartments Historic District largely retains integrity of workmanship. Although some original brickwork and woodwork has been replaced, the majority remains intact. The work of local builders is still evident in the brick patterns and carved wood columns of some of the properties in the district. Major changes have occurred on secondary elevations only, and the overall artistic assemblies of the primary facades are intact on all of the properties in the district.

Feeling: The Golden Valley Road Apartments Historic District retains some integrity of feeling. While the corridor has certainly undergone significant changes, as discussed under setting, the district still feels like a significant corridor of high-density housing, clearly built with care and craft. The district also has a specific feeling as a grouping of larger apartment buildings among a neighborhood of much lower density, located near the open space of Theodore Wirth Park, which differs from larger groups and neighborhoods of apartment buildings with less access to open space.

Association: The Golden Valley Road Apartments Historic District retains integrity of association. The district is one of the best examples in Minneapolis of dense residential development clustered around streetcar routes, and is particularly stark because it formed during the transitional period where streetcars were beginning to give way to automobiles as the primary form of transportation. The cluster of buildings is also among the best collections of Perry Crosier's work in Minneapolis, or indeed anywhere. Its grouping of period revival architecture, particularly Spanish Colonial Revival with Churrigueresque influence, is among the best in Minneapolis, and among the structures most associated with the style.

Relationship to the body of locally-designated properties in Minneapolis

The City of Minneapolis designates properties that represent and reflect elements of the city's cultural, social, economic, religious, political, architectural, or aesthetic history as

local heritage landmarks. As of April 2015, 166 individual properties and 12 districts are designated as landmarks in the City of Minneapolis, including places like the Stevens Square Historic District, the Washburn-Fair Oaks Historic District, the Avalon Theater, the Granada Theater, the Camden Park State Bank, and the Crowell Block.

The Golden Valley Road Apartments Historic District is unique in the City of Minneapolis and among those properties currently listed as heritage landmarks. It exemplifies the work of architect Perry Crosier, and contains some of the best examples of apartment buildings incorporating elements of the Spanish Colonial Revival and Tudor Revival styles in Minneapolis. The district also exemplifies streetcar development patterns.

Currently, the Crowell Block and the Camden State Bank are the only buildings designated due in part to their association with streetcar development patterns. Both of these properties are commercial buildings that developed around streetcar nodes. The Golden Valley Road Apartments Historic District is one of several collections of high-density apartments built in part due to streetcar service, and would be the first to be designated as such. The Thomas Lowry Memorial has also been designated for its ability to communicate Minneapolis' streetcar heritage, though it is not associated with streetcar development patterns. The Lowry Hill East Potential Historic District, under consideration for designation at the time of writing of this study due in part to its association with streetcar development patterns, is a district that primarily consists of single and two-family residences, not larger apartment buildings.

The district is also significant as the work of architect Perry Crosier. One building associated with Crosier is currently designated as an individual landmark: the Avalon Theater, whose 1937 addition was designed by Crosier. Perry Crosier is also responsible for properties that are part of designated historic districts: six contributing properties to the Washburn-Fair Oaks Historic District, and three contributing properties to the Stevens Square Historic District. There is some question as to how many properties in the Stevens Square Historic District can be attributed to Crosier— while documentation is only known to show his connection to three properties, it is known that he worked very closely with the Fleischer Building Company, often providing basic design sketches to the company for buildings for which he was not listed as the primary architect. It is therefore possible that Perry Crosier may have had some role in the design of an additional eight contributing properties to the Stevens Square Historic District, beyond the three for which he is listed as architect.

The district is also significant for its Spanish Colonial Revival and Tudor Revival architecture, including its incorporation of elements of the Churrigueresque style. Currently the Granada (Suburban World) Theater is the only property in Minneapolis that is designated in part for its Spanish Colonial Revival architecture, and also exhibits elements of the Churrigueresque style. There are currently nine landmarks in the City of Minneapolis that are designated in part for their Tudor Revival architecture: the Benjamin Walling House (4850 West Lake Harriet Parkway), the Edwin H. Hewitt House (126 Franklin Avenue East), the Garlick-Magney House (5329 Washburn Avenue

South), the Webster-Deinard Residence (1729 Morgan Avenue South), the Linden Hills Library (2900 West 43rd Street), the Hosmer Library (347 East 36th Street), the Sumner Library (611 Emerson Avenue North), the Roosevelt Library (4026 28th Avenue South), and the Linden Hills Methodist Church (3118 West 49th Street).

The district is located in an area of the city with few designated historic properties. The Willard-Hay Neighborhood does not contain any designated landmarks. The nearest designated landmark to the district is the Sharei Zedeck Synagogue, located at 1119 Morgan Avenue North, approximately 0.7 miles from the district. The next nearest designated property is the Mikro Kodesh Synagogue, 1000 Oliver Avenue North, approximately 0.8 miles from the district. The North Branch Library, 1834 Emerson Avenue North, and the Baker-Emerson House, 2215 Dupont Avenue North, are both located approximately 1.0 mile from the district. The nearest multi-family property designated as a landmark is a collection of concrete block rowhouses known as "The Flats" at 300-314 ½ 26th Avenue North, approximately 1.5 miles from the district.

Relationship to the Minneapolis Preservation Plan

The proposed designation helps fulfill the goals outlined in the 1990 *Preservation Plan for the City of Minneapolis* by systematically studying a property for its potential for preservation. In addition, the plan also calls for the specific preservation of properties related to Minneapolis' streetcar heritage in section 4.9.12, *Subcontext: Street Railways, 1873-1954.* Further, section 4.2, *Context: Architecture*, calls for the preservation of properties related to Minneapolis' architectural history. The context statement specifically calls out apartment complexes built in the late 1920s featuring "*exotic details in Moorish, Deco, and Period Revival motifs.*"

<u>Comprehensive and Long-Range Planning</u>

Title 23, Chapter 599.260 of Minneapolis Code of Ordinances requires the planning director to submit all proposed designations to the Minneapolis City Planning Commission for review and comment on the proposed designation. In its review, the City Planning Commission shall consider but not be limited to the following factors:

(1) The relationship of the proposed designation to the city's comprehensive plan.
(2) The effect of the proposed designation on the surrounding area.
(3) The consistency of the proposed designation with applicable development plans or development objectives adopted by the city council.

The relationship of the proposed designation to the city's comprehensive plan: The designation of the Golden Valley Road Apartments Historic District is supported by the Housing Growth, Density, and Location section of the *Minneapolis Plan for Sustainable Growth,* particularly Policy 3.2, "Support housing density in locations that are well connected by transit, and are close to commercial, cultural, and natural amenities. Policy 3.3, "Increase housing that is affordable to low and moderate income households" also supports the

designation. The Housing Choice section of the plan also supports the designation, particularly Policy 3.6, "Foster complete communities by preserving quality housing opportunities suitable for all ages and household types." The Heritage Preservation section of the Minneapolis Comprehensive Plan also supports the designation of the Golden Valley Road Apartments Historic District, as it promotes the designation of properties found to be significant to the history of Minneapolis under the contexts and subcontexts identified in the *Minneapolis Preservation Plan*, including street railways and architecture.

The effect of the proposed designation on the surrounding area: The Designation of the Golden Valley Road Apartments Historic District should ensure that the area retains its present character. By guaranteeing the presence of high-density housing in the corridor, it should help Golden Valley Road retain its position as a transit route and minor commercial area. The designation should ensure that the area continues to have a mix of housing options, as the buildings of the district represent some of the few large apartment buildings in the neighborhood, which consists primarily of single-family residences. Further restoration of the properties in the district could make the neighborhood more desirable, increasing property values, attracting new residents, and possibly helping revive commercial activity along Golden Valley Road.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: Although the district does not fall within the boundaries of any adopted small area plan, it does fall within the boundaries of the METRO Blue Line Extension station area plan. Although in draft form at the time of writing, the plan calls for Golden Valley Road to be designated a Community Corridor and for Urban Scale development of medium-density residential uses in the district. By preserving existing low-rise apartment buildings, the designation would be consistent with the draft station area plan.

National Register Status

The Golden Valley Road Apartments Historic District is not currently listed on the National Register. It appears that the property may be eligible to be added to the register under Criterion A, association with events that have made a significant contribution to the broad patterns of our history and Criterion C, embodiment of the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, or possessing high artistic values, or representing a significant and distinguishable entity whose components may lack individual distinction.

State Designation

The Golden Valley Road Apartments Historic District is not currently designated by the State of Minnesota.

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Period of Significance

The proposed period of significance is 1927-1930. The period begins with the construction of the first property in the district, and ends with construction of the last property in the district. This period represents the district's growth as high-density residential development along the historic route of the Broadway Avenue streetcar line.

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PART 4: REGISTRATION AND CLASSIFICATION INFORMATION

PROPERTY IDENTIFICATION	
Historic Name	2509 19th Avenue North
Property Address	2509 Golden Valley Road
Historical Addresses	2509 19th Avenue North
PID	1702924410119
SHPO Inventory Number	HE-MPC-7604
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1929
Original Owner	Sam L. Katz
Architect	Perry Crosier
Builder	Sam L. Katz

ARCHITECTURAL DESCRIPTION

Built in 1929, 2509 Golden Valley Road (formerly 2509 19th Avenue North) was designed by Perry Crosier and built by Sam L. Katz.[38] The two-and-a-half story apartment building is constructed in the Spanish Colonial Revival style, including distinct Churrigueresque influence, and contains eleven apartments. The building has a flat roof with parapet, except for the middle two-thirds of the front façade, where the parapet is recessed and a modern Spanish clay tile shed roof extends from the parapet to the building wall. The main entrance features a four-centered arch constructed of stone, surrounding a door that appears not to date from the period of significance. Above the main entrance are a small veranda and two tall sunburst round-top windows, separated by an applied Solomonic column. The façade below the clay tile roof is red brick, common bond, with a set of three windows per floor to each side of the central entrance, each with a course of bull headers below and soldiers above. This façade is flanked by mirrored bump-out facades, constructed primarily of light brown brick but with red accents. Each has a central column of windows, framed by stacks and flanked by diamond diaper patterns. On the lower two levels are single windows per side, surrounded by decorative brickwork. The first floor windows feature iron balconettes. Although staff was unable to locate original plans for this property, based on wear patterns on the brick and on the design of other similar Crosier buildings, the first floor windows likely had decorative wooden shutters similar to 2517 Golden Valley Road, which were removed at some point. On the top level each side features a pair of windows separated by an applied Solomonic column. The vast majority of the brickwork on the east façade appears to have been replaced sometime after the period of

significance. The west façade also appears to have some replacement brick, but the majority appears original. Most of the accent patterns of solider, header, and stacked bricks match between the east and west façades. The south façade has also had significant brick replacement, but the original decorative patterns appear to have been kept.

2509 Golden Valley Road, east elevation	2509 Golden Valley Road, north elevation
2509 Golden Valley Road, north and west elevations	2509 Golden Valley Road, north elevation

2509 Golden Valley road, south elevation	2509 Golden Valley Road, south and west elevations

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PROPERTY IDENTIFICATION	
Historic Name	Grenada Court Apartments
Property Address	2517 Golden Valley Road
Historical Addresses	2517 19th Avenue North
PID	1702924410120
SHPO Inventory Number	HE-MPC-7605
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential, commercial/caretaker space
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1929
Original Owner	Sam L. Katz
Architect	Perry Crosier
Builder	Sam L. Katz

ARCHITECTURAL DESCRIPTION

The Grenada Court Apartments, located at 2517 Golden Valley Road (formerly 2517 19th Avenue North), were constructed in 1929 by Sam L. Katz and designed by Perry Crosier.[39] The building displays elements of the Spanish Colonial Revival style, including elements of the Churrigueresque style. The building originally contained thirteen apartments and a commercial/caretaker space and today contains fifteen apartments. The building is two-and-a-half stories. It is symmetrical in plan, forming an "H" shape, with long wings to the back of the lot, and short wings facing Golden Valley Road. The building has a flat roof with a parapet, except for several small sections of shed roof with modern Spanish clay tile on the front façade. The front elevation is symmetrical, except for the garden level. Central to the front elevation is a four-centered limestone arch, surrounding a door that does not appear to date from the period of significance. Above the entrance are a small decorative veranda and a sign that reads "GRANADA COURT". To either side of the sign are short sections of red clay tile roof. Above are three narrow windows, with another section of red clay tile roof above them. Central to the elevation, the parapet rises to make a decorative pointed arch. The building has two wings that have identical fenestration and brickwork on the first and second floors. Some window openings are separated by applied Solomonic columns, most of which are extant, but some of which have been removed. Also of note are decorative wooden shutters on the furthest east and west first floor windows, which date from the period of significance. On the garden level, the two wings differ, with the east wing featuring a separate entrance for a commercial/caretaker space. This entrance features applied Solomonic columns on either side and a sunburst window above. Along the parapet are four small Moorish pinnacles. The west elevation features extensive patterns in its brickwork, including diamond diaper. It also features an additional

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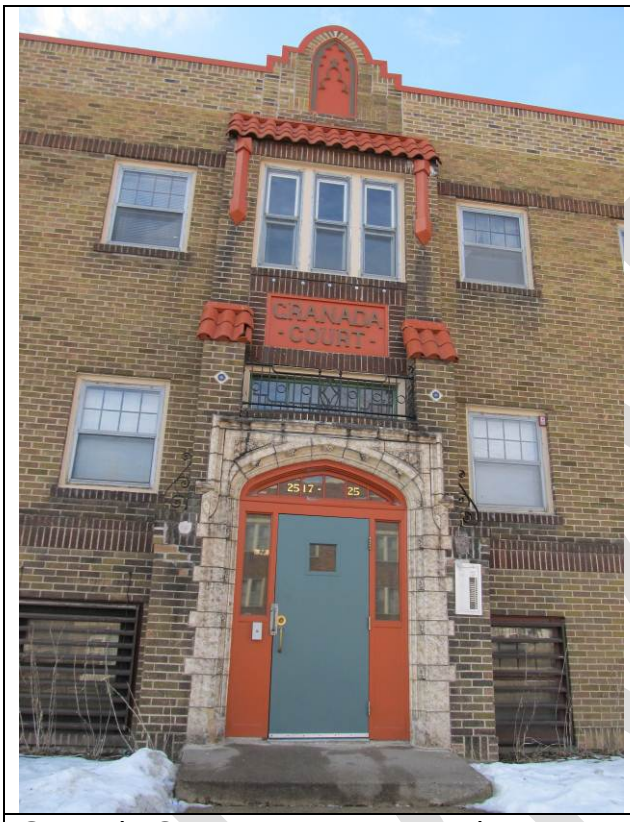
entrance, flanked by applied Solomonic columns and with a three-centered arch transom window above. Above the entrance are two tall round-top windows, which have an iron balconette. Along the parapet are two small Moorish pinnacles. The east elevation is simpler, lacking the entrance and pinnacles, but featuring very similar brickwork. The south elevation is the least decorated of all, with only two courses of brown accent brick as decoration.

	
Grenada Court Apartments, north entry detail	Grenada Court Apartments, north elevation

Grenada Court Apartments, east elevation	Grenada Court Apartments, west elevation
Grenada Court Apartments, south and east elevations	Grenada Court Apartments, south elevation

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PROPERTY IDENTIFICATION	
Historic Name	1900 Thomas Avenue North
Property Address	1900 Thomas Avenue North
Historical Addresses	1900 Thomas Avenue North
PID	1702924140112
SHPO Inventory Number	HE-MPC-7606
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential, retail
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1927
Original Owner	Jacob Cohen
Architect	Perry Crosier
Builder	Sam L. Katz

ARCHITECTURAL DESCRIPTION

1900 Thomas Avenue North was designed by Perry Crosier and built by Sam L. Katz in 1927.[40] The two-and-a-half story building exhibits elements of the Spanish Colonial Revival style and is rectangular in plan. The building originally contained nine apartments and a retail storefront, and today contains eleven apartments.[41] The building has a flat roof and parapet, except for above the main entrance. The west elevation is symmetrical, and features a façade of red brick with white brick accents. The brickwork includes extensive decorative herringbone, diamond, and false arch patterning. The central entrance, which projects from the main building wall, has a sunburst window above, surrounded by a three-centered arch. Above is a gabled red modern Spanish tile roof. The parapet features two baroque parapet gables, each of which is topped by a small flag pole. Original building plans (Figure 5) indicate that “cast stone urns” were placed to either side of each baroque parapet gable, which are no longer present.[42] Below the first-floor windows are decorative iron balconettes. The south elevation features similar decoration— with herringbone, diamond, and checkerboard brick patterns, in addition to courses of soldiers. Along the parapet are two more baroque parapet gables. On the east end of the garden level is a former commercial storefront, addressed as 2518 Golden Valley Road. In contrast, the north and east elevations lack the ornamentation found on the west and south sides. The north and east facades are constructed entirely of red brick, and apart from a few courses of soldiers and headers, there is no ornamentation. A small wood balcony is central to the east elevation.

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1900 Thomas Avenue North, north and west elevations	1900 Thomas Avenue North, south and east elevations
1900 Thomas Avenue North, south elevation	1900 Thomas Avenue North, west elevation
1900 Thomas Avenue North, west elevation	

PROPERTY IDENTIFICATION	
Historic Name	2601 19th Avenue North
Property Address	2601 Golden Valley Road
Historical Addresses	2601 19th Avenue North
PID	170924420004
SHPO Inventory Number	HE-MPC-7607
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential, delicatessen
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1927
Original Owner	Sam L. Katz
Architect	Perry Crosier
Builder	Sam L. Katz

ARCHITECTURAL DESCRIPTION

2601 Golden Valley Road (formerly 2601 19th Avenue North) was designed by Perry Crosier and built by Sam L. Katz in 1927.[43] The building was built to contain nine apartments, as well as a delicatessen, which is today used as a management office.[44] The building is two-and-a-half stories and rectangular in plan, exhibiting elements of the Tudor Revival style. A flat roof with parapet covers most of the building, except for five decorative gable roofs, three on the north elevation and two on the east elevation. The north elevation is symmetrical in plan, with a small gabled roof projecting from the first floor above the central entrance. The entrance itself is below a white brick arch, which contrasts with the red brick that makes up most of the façade. The door is flanked by applied Solomonic columns, unusual for a Tudor Revival, but part of the unified design language of the district. To either side of the elevation are two decorative gable roofs, which project slightly above the parapet wall and are each topped with a flag pole. Below these gables, sections of stucco with false half-timbering cover the second and first floors, while the rest of the façade consists of red brick with white brick accents. The west façade, like the north façade, consists largely of red brick with decorative patterning of white brick. Two decorative gable roofs, identical to those on the north elevation except for their lack of flag poles, are also present. Original architectural plans indicate that the two tall gable roofs on the north elevation did not have flag poles, but that the gable roofs on the east elevation did.[45] It is possible that this minor deviation from original plans occurred during construction of the building in 1927. The second floor façade below each features stucco and false half-timbering, in lieu of the brick that covers the rest of the façade. Several bands of soldiers, in addition to false arches and checkerboard headers, provide decoration. Some of the brickwork along the parapet appears to have been replaced, but original patterns appear to have been kept. At the north end of the elevation, on the garden level, is a small storefront which contains a

management office. The south and west elevations are fairly plain compared to the north and east elevations. While courses of soldiers and headers are still present, these facades are entirely red brick, except for limited white accents around windows. Again, it appears that significant portions of the parapet have been replaced, but that original patterns were kept. A small wooden balcony is central to the south façade. Original plans (Figure 6) indicate the presence of two decorative brick pillars in the east end of the front yard, located at the top of a short set of stairs that allowed access to the main entrance from the Thomas Avenue North side.[46]

2601 Golden Valley Road, north elevation	2601 Golden Valley Road, north elevation

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	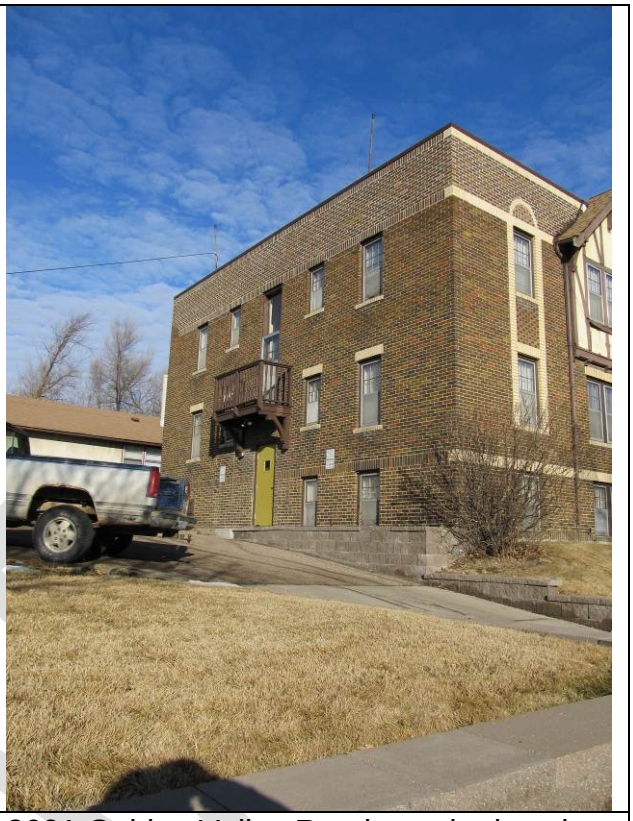
2601 Golden Valley Road, east elevation	2601 Golden Valley Road, south elevation
2601 Golden Valley Road, west elevation	

PROPERTY IDENTIFICATION	
Historic Name	1900 Upton Avenue North
Property Address	1900 Upton Avenue North
Historical Addresses	1900 Upton Avenue North
PID	1702924130154
SHPO Inventory Number	HE-MPC-7608
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential, delicatessen
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1928
Original Owner	A. Ct. Desrisch
Architect	Perry Crosier
Builder	Sam L. Katz

ARCHITECTURAL DESCRIPTION

1900 Upton Avenue North was designed by Perry Crosier and built by Sam L. Katz in 1928.[47] Originally built to contain nine apartments and a delicatessen, the building currently contains eleven apartments.[48] The building is rectangular in plan and exhibits elements of the Spanish Colonial Revival style. The building features a flat roof with a parapet, except for along the west elevation, where decorative roofs project from the building wall. The west elevation is symmetrical, with a central projecting entrance below an asphalt-shingled gable roof. The door is flanked by applied Solomonic columns and surrounded by windows. Above the transom window is a three-pointed arch of white brick and limestone. The entrance projection below the arch is faced with limestone. Above the entrance projection are three tall round-topped windows, arranged to form an inscribed three-pointed arch, and inset in a false single-point arch, which is infilled with headers in a checkerboard pattern. Above, the parapet rises to form a baroque parapet gable. To either side, short sections of interlocking shingle tile roof project from the parapet, with windows below. The façade consists mostly of brown brick with large sections of headers. Stacks and soldiers of white brick provide additional decoration. The south elevation features two baroque parapet gables, each of which is flanked by a “waterfall” pattern of white brick. The façade consists mostly of brown brick, with some accents of white brick. Courses of soldiers and headers, false arches, and sections of checkerboard headers serve as additional decoration. To the east end on the garden level is a former storefront. The east façade is similar in decoration to the south, but the elevation features a small central balcony. The north elevation is the least decorated, lacking the white brick accents and the false arches. Courses of soldiers and headers continue to offer some decoration. In front of the building on Upton Avenue are two brick and limestone pillars, which date from the period of significance. A low brick wall, topped with a short wrought iron fence extends

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from the southern pillar. Original building plans (Figure 7) show the two pillars, each with a low brick wall and fence like the south pillar. Each pillar was originally topped with a light post featuring round globes.[49]

1900 Upton Avenue North, north and west elevations	1900 Upton Avenue North, north and west elevations
1900 Upton Avenue North, south and east elevations	1900 Upton Avenue North, south elevation

1900 Upton Avenue North, pillar detail	1900 Upton Avenue North, west elevation
1900 Upton Avenue North, pillar detail	

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PROPERTY IDENTIFICATION	
Historic Name	2711 19th Avenue North
Property Address	2711 Golden Valley Road
Historical Addresses	2711 19th Avenue North
PID	1702924130158
SHPO Inventory Number	HE-MPC-7609
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1929
Original Owner	Morris Fleischer
Architect	Perry Crosier
Builder	Louis Fleischer Building Company

ARCHITECTURAL DESCRIPTION

2711 Golden Valley Road was designed by Perry Crosier and constructed by the Louis Fleischer Building Company in 1929.[50] The building originally contained nine apartments and today contains ten. The building is generally rectangular in plan, except for two small wings that extend to the east and west along Golden Valley Road. The building features elements of the Spanish Colonial Revival style. It is topped by a flat roof with a parapet, except for the projecting entrance, which is topped by a small section of modern Spanish clay tile. The north elevation is symmetrical with a central entrance. The door is framed by a pointed arch constructed of carved limestone. The façade consists mostly of red brick, and has accents of white brick. False arches, diamond patterns, “waterfall” patterns, and courses of soldiers and headers adorn the façade. In addition, the façade features several sections of white brick that projects from the main building wall at a 45 degree angle, to form shapes reminiscent of the Moorish pinnacles seen on 2517 Golden Valley Road. Much of the parapet appears to have been reconstructed, and although most of the decorative patterns have been retained, it appears that some of the “waterfall” patterns have been lost. The east elevation is simpler, with only a few courses of headers and soldiers as decoration. Much of the parapet on the east elevation appears to have been replaced as well. While some sections to the south end of the façade of been replaced with brick, a large section at the north end of the façade has been covered by wood siding. The south elevation is relatively plain, with only two courses of soldiers and a single course of headers as decoration. On the south elevation the brickwork appears intact.

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2711 Golden Valley Road, north elevation	2711 Golden Valley Road, north elevation

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2711 Golden Valley Road, east elevation	2711 Golden Valley Road, south elevation
2711 Golden Valley Road, south and east elevations	2711 Golden Valley Road, west elevation

2711 Golden Valley Road, north elevation	

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PROPERTY IDENTIFICATION	
Historic Name	2721 19th Avenue North
Property Address	2721 Golden Valley Road
Historical Addresses	2721 19th Avenue North
PID	1702924130158
SHPO Inventory Number	HE-MPC-7609
STRUCTURE CLASSIFICATION	
Historic Use of the Primary Structure	Multi-family residential, delicatessen
Current Use of the Primary Structure	Multi-family residential
Contributing Resources Within Property	Primary structure: Contributing
HISTORIC BUILDING INFORMATION	
Date of Construction	1929
Original Owner	Belle Lewen
Architect	Perry Crosier
Builder	Louis Fleischer Building Company

ARCHITECTURAL DESCRIPTION

2721 Golden Valley Road was designed by Perry Crosier and constructed by the Louis Fleischer Building Company in 1929.[51] The building is two-and-one-half stories in height. The site has significant slope— the northwest corner of the site is approximately fourteen feet higher than the southeastern corner of the site. As a result, the building appears a full four stories from the southeast, with a tuck-under garage accessed from the east located in what would read as a sub-basement from the primary elevation.[52] The building has a generally rectangular plan with small wings extending to the east and west along Golden Valley Road. It has a flat roof with parapet, plus a section of modern Spanish clay tile roof that projects from the building wall at the center of the north elevation. The north elevation is largely symmetrical. A central entrance, framed in limestone, projects from the building wall. Above the entrance are two tall round-top windows separated by a Solomonic column, and a small round balcony. The parapet rises to either side of the entrance, forming what appear to be subdued baroque parapet gables. The parapet is patterned with white bricks, which accent the generally brown brick façade. False arches, checkerboard headers, and courses and stacks of both headers and soldiers adorn the façade. Many of these patterns are constructed of white accent brick. Original building plans (Figure 8) indicate that stone ornamental pinnacles were present on the parapet to either side of each parapet gable, as well as to either side of the second floor balcony.[53] To each side, on the first floor, are iron balconettes. On the east end the garden level features a walk-out commercial/caretaker space. The west elevation also features similar decorative brickwork. The east elevation is significantly less decorated. The end of the eastern wing is adorned with checkerboard patterning and false arches, much like the north and east elevations, but the rest of the elevation lacks such decoration. The level below the garden level projects out as a tuck-under garage due to grade change. The lowest portion of this level is covered in vinyl

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siding, while the portion above, extending to approximately where grade is located on the north elevation, is stucco. Two garage doors provide access to the sub-basement garage. The east elevation has lost much of its historic brick. Several sections of brick on the first floor appear to have been replaced. In addition, all of the brick behind the projecting wing on the second floor and the parapet has been removed and replaced by or covered by vinyl siding. The south elevation, much like the east elevation, is sparsely decorated. Also like the east elevation, the portion of the façade that extends below the level of grade on the north elevation is stucco. The stucco lower levels, as well as the sub-basement garage, appear to be original. Plans for the sub-basement garage were located by staff, as supplements to the original drawings. It is likely that the decision to locate a garage in the sub-basement was made at some point after excavation began.[54] Unlike the east side, the south elevation appears to retain all or nearly all of its historic brick. A large metal box duct has been added to the outside of the building wall, extending from the basement garage up over the parapet. An additional door has also been added to the garden level on this side of the property. A poured concrete retaining wall that appears to date from the period of significance projects from the east elevation of the building.

2721 Golden Valley Road, east elevation	2721 Golden Valley Road, north elevation

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2721 Golden Valley Road, south and east elevations	2721 Golden Valley road, south elevation

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	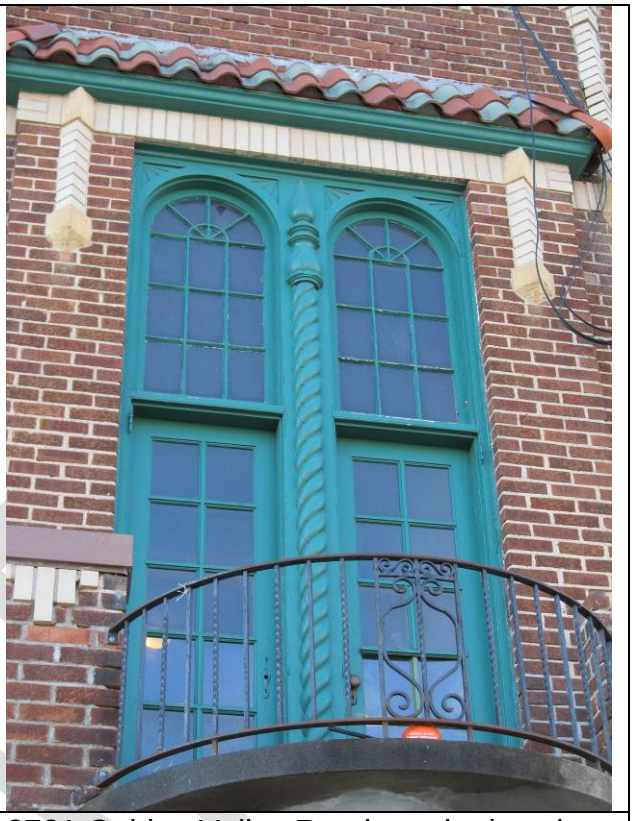
2721 Golden Valley Road, west elevation	2721 Golden Valley Road, north elevation window detail

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PART 5: PHOTOGRAPHS, DRAWINGS, AND OTHER DOCUMENTS

Figure 1, Walker Art Gallery, 1927. Source: Walker Art Center

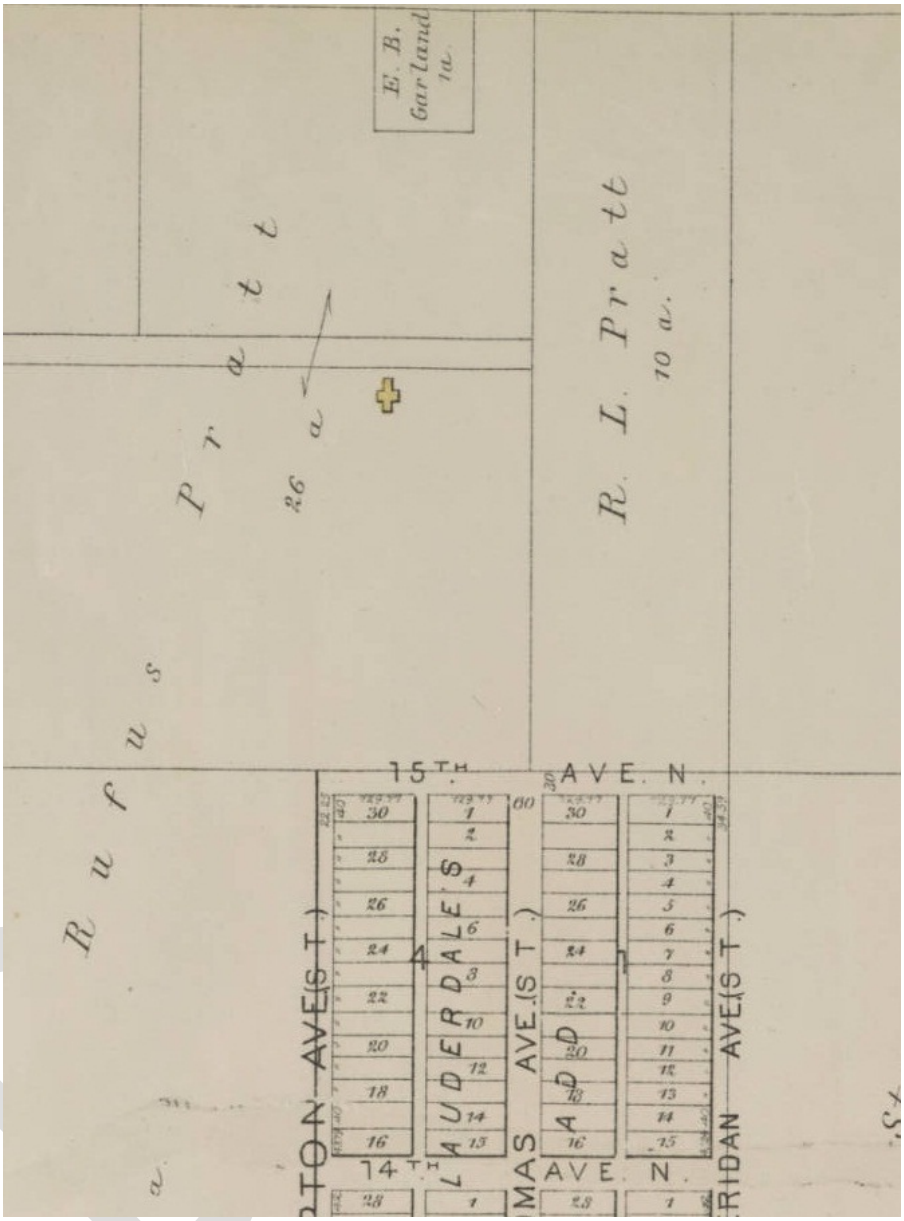

Figure 2, Subject property and surrounding area, 1885. Source: Hennepin County Libraries

Figure 3, Streetcar traveling east on 19th Avenue North, with 1901 and 1900 Thomas Avenue North in the background 1949. Source: Minnesota Streetcar Museum

Figure 4, Subject property and surrounding area, 1914. Source: Hennepin County Libraries

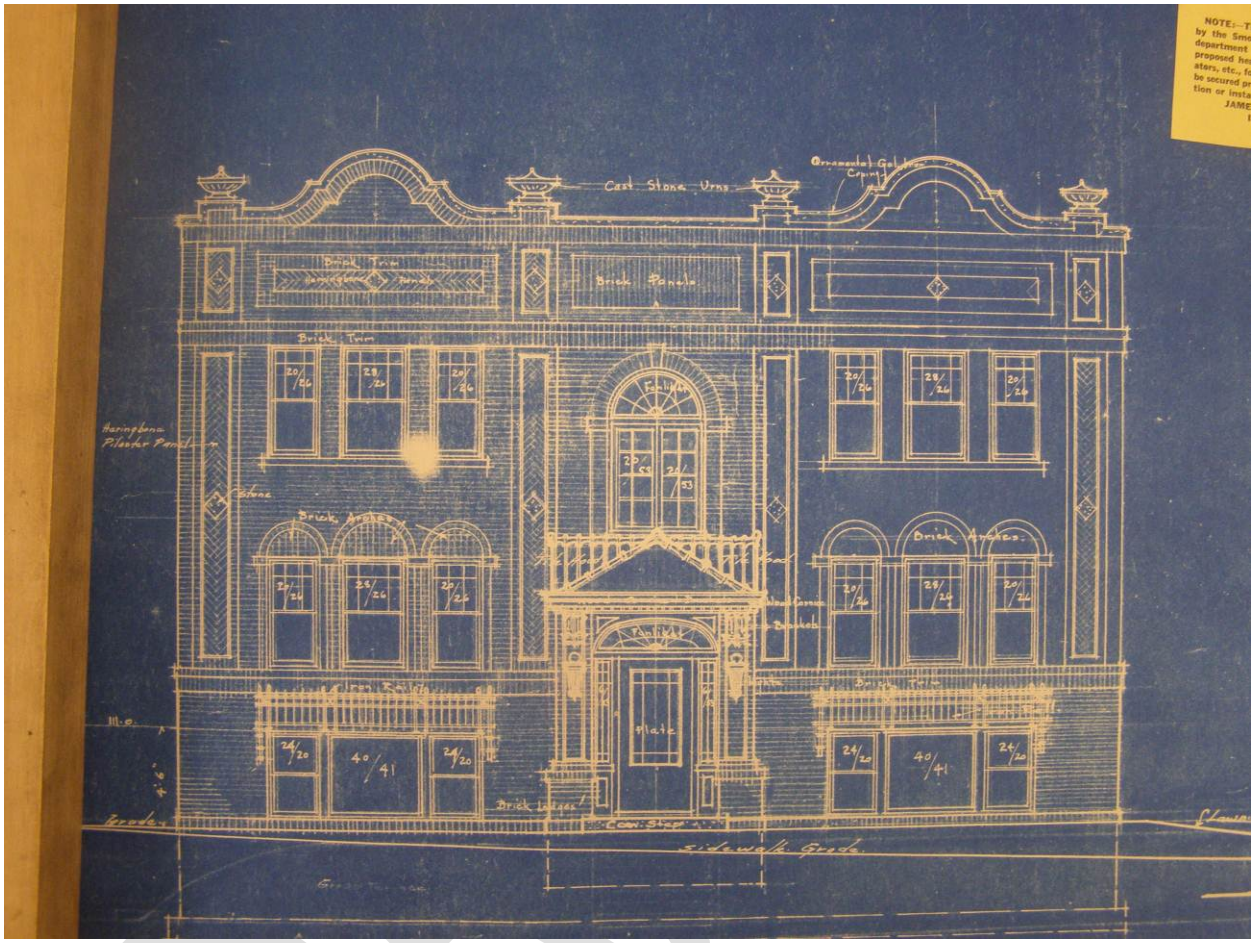

Figure 5, 1900 Thomas Avenue North, Front Elevation. Source: Perry Crosier. The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries.

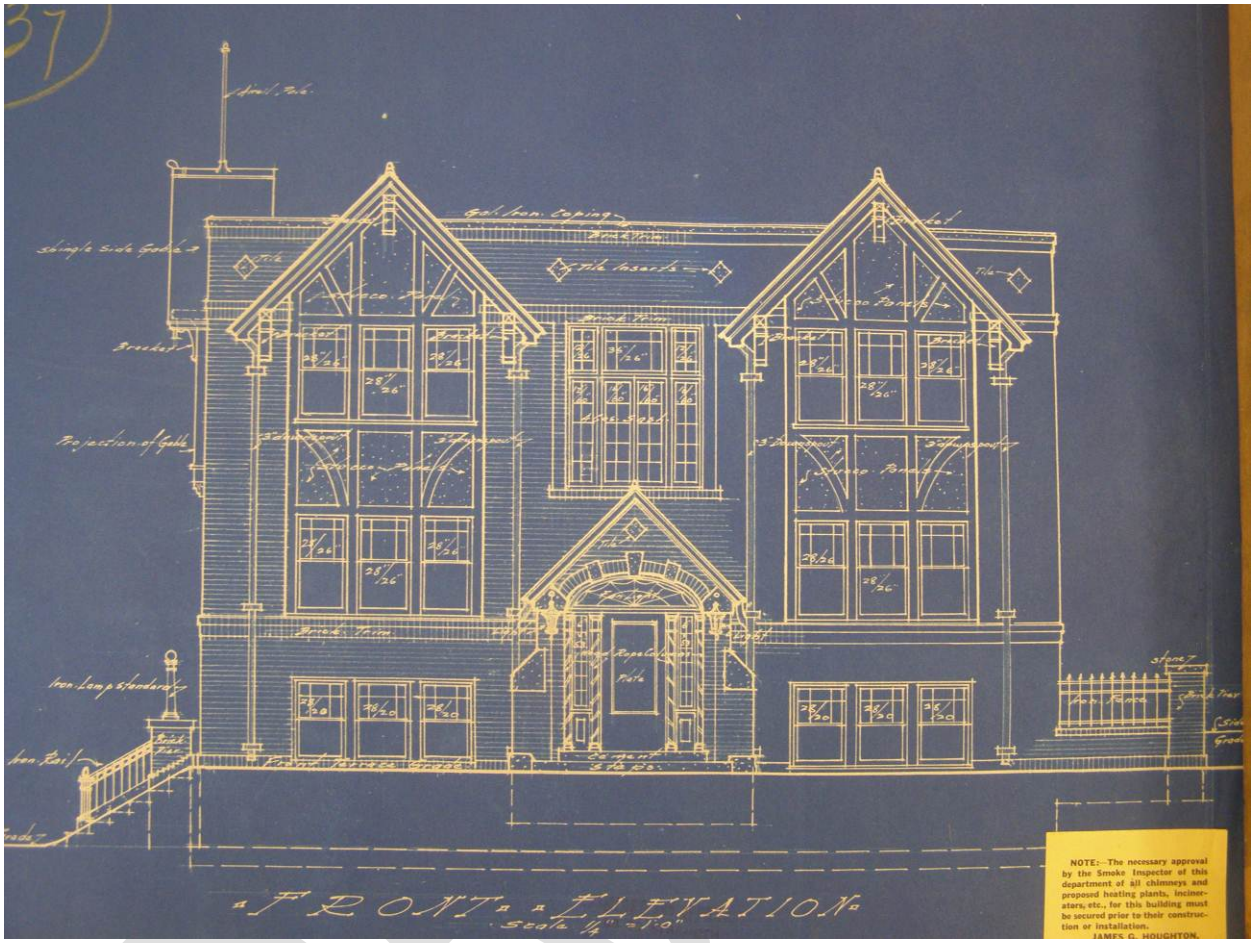

Figure 6, 2601 Golden Valley Road, Front Elevation. Source: Perry Crosier. The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries.

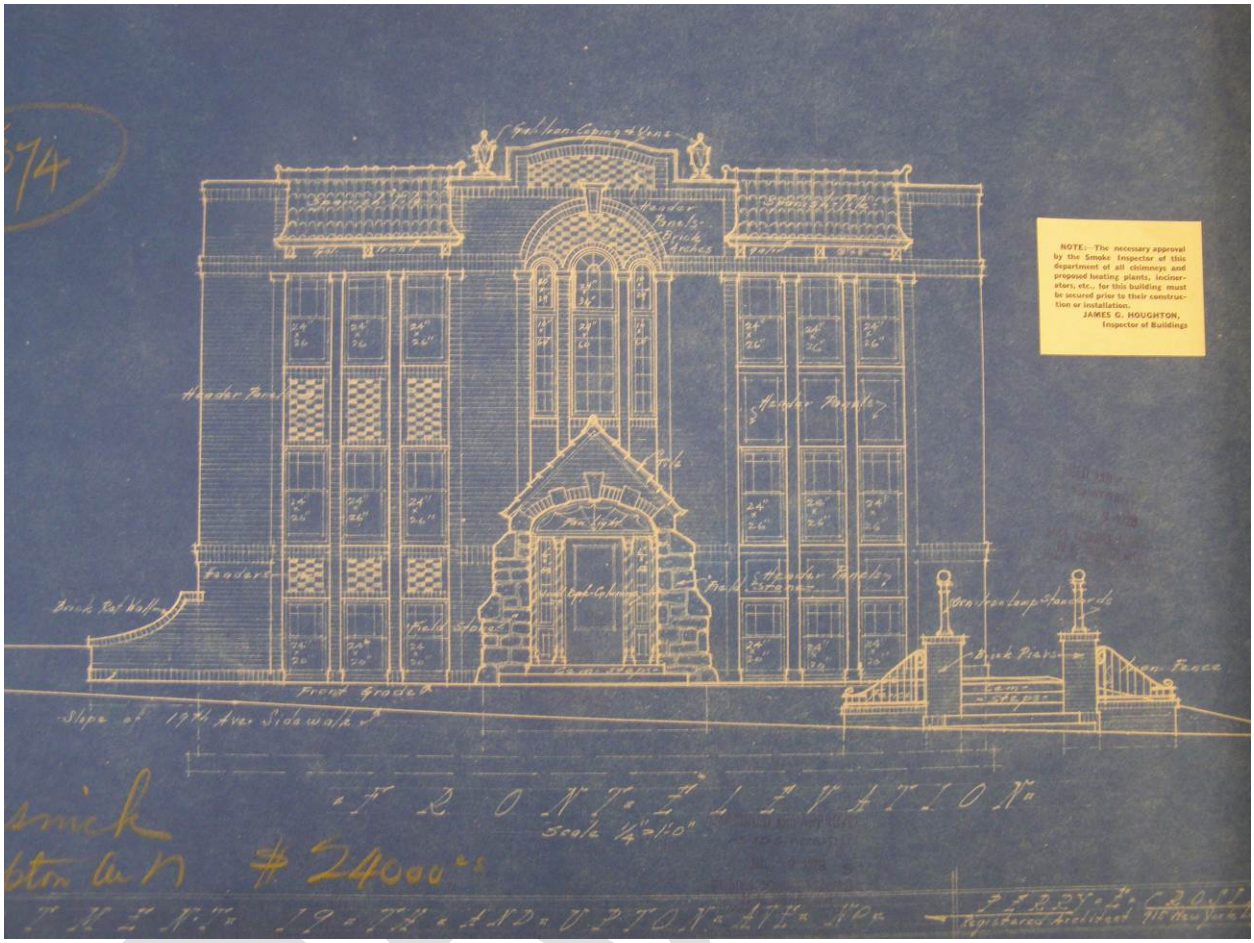

Figure 7, 1900 Upton Avenue North, Front Elevation. Source: Perry Crosier. The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries.

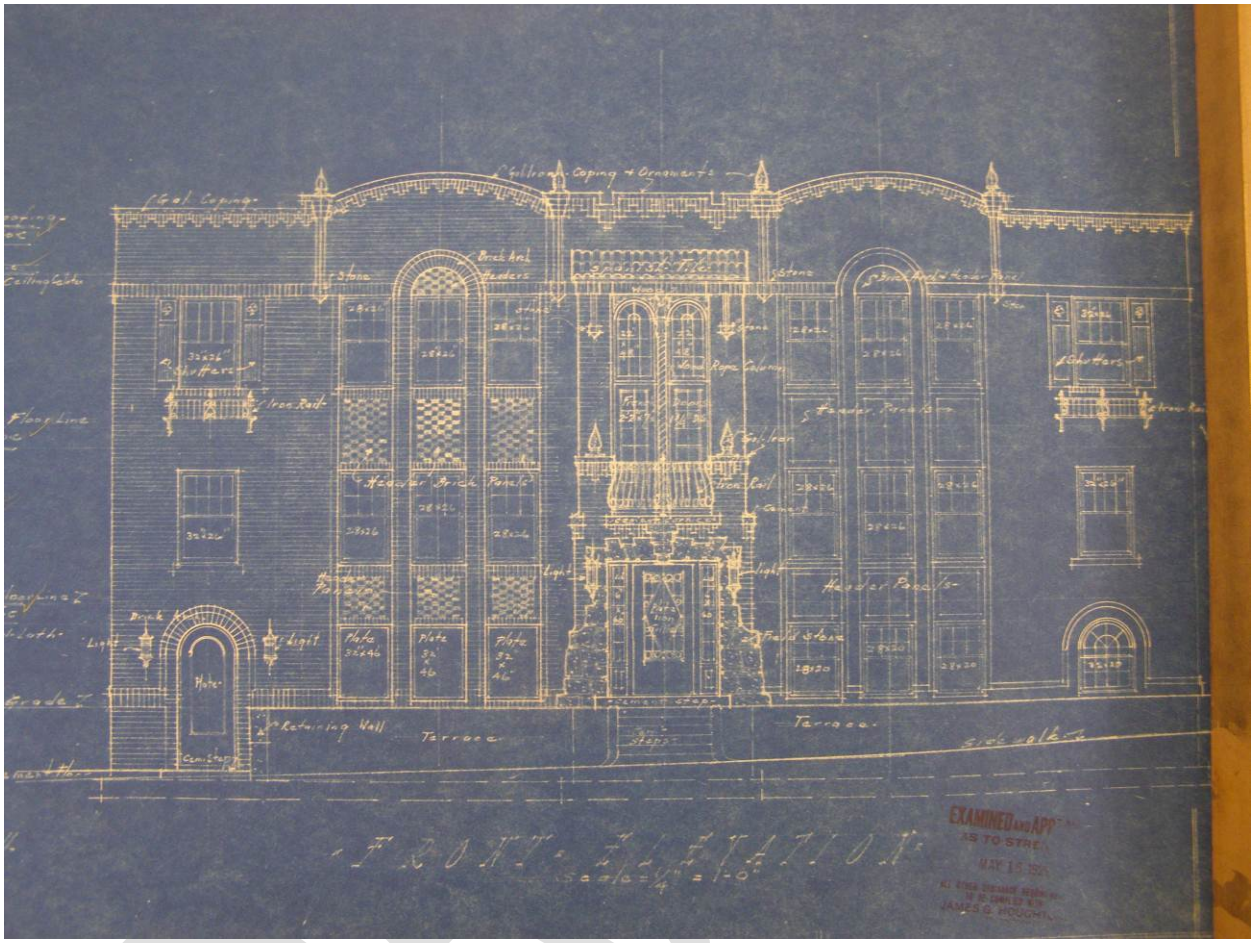

Figure 8, 2721 Golden Valley Road, Front Elevation. Source: Perry Crosier. The Minneapolis Plan Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries.

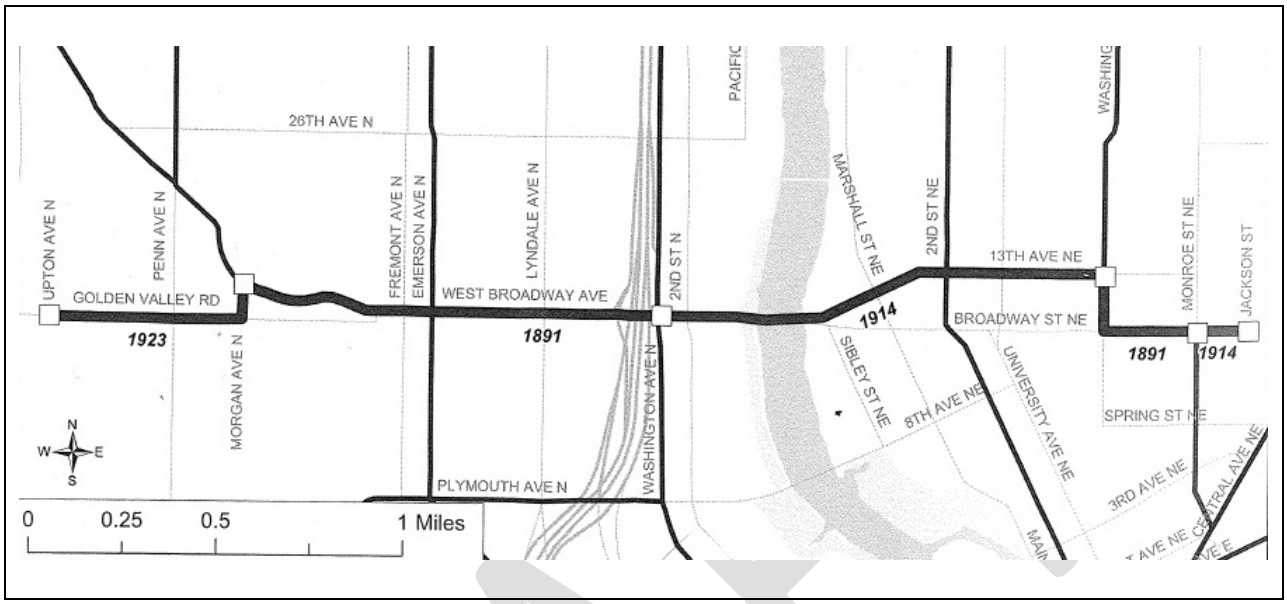

Figure 8, Map of Broadway Avenue streetcar line. Source: John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*

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END NOTES

[1] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis, MN: University of Minnesota, 2007), 4.

[2] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis, MN: University of Minnesota, 2007), 182.

[3] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis, MN: University of Minnesota, 2007), 217.

[4] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis, MN: University of Minnesota, 2007), 115.

[5] Minneapolis Inspector of Buildings, Permit B 130716 (3-2-1918)

[6] Minneapolis Inspector of Buildings, Permit B 195188 (3-6-1926)

[7] Minneapolis Inspector of Buildings, Permit I 0023291 (12-7-1993)

[8] Minneapolis Inspector of Buildings, Permit B 211488 (6-30-1928)

[9] Minneapolis Inspector of Buildings, Permit B 220162 (2-18-1930)

[10] Minneapolis Inspector of Buildings, Permit I 19981 (2-16-1981)

[11] Minneapolis Inspector of Buildings, Permit B 341828 (7-9-1954)

[12] Minneapolis Inspector of Buildings, Permit B 345269 (3-18-1955)

[13] Alan K. Lanthrop, *Minnesota Architects: A Biographical Dictionary.* (Minneapolis, MN: University of Minnesota Press, 2010), 53.

[14] Donnelly, Sarah. "Perry Crosier: Minneapolis Architect (1890-1953)." *CPED Files.* Minneapolis. 1980.

[15] Minneapolis Heritage Preservation Commission. (1989). *Stevens Square Historic District Designation Study.* Minneapolis, MN: HPC Files.

[16] Donnelly, Sarah. "Perry Crosier: Minneapolis Architect (1890-1953)." *CPED Files.* Minneapolis. 1980.

[17] Alan K. Lanthrop, *Minnesota Architects: A Biographical Dictionary.* (Minneapolis, MN: University of Minnesota Press, 2010), 54.

[18] Minneapolis Inspector of Buildings, Permit B 341828 (7-9-1954)

[19] Donnelly, Sarah. "Perry Crosier: Minneapolis Architect (1890-1953)." *CPED Files.* Minneapolis. 1980.

[20] Crosier, P. E. (1924, 1938, 1950). "Homewood Theater" [architectural drawings]. Box 37, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.

[21] Minneapolis Heritage Preservation Commission. (1989). *Stevens Square Historic District Designation Study.* Minneapolis, MN: HPC Files.

[22] City and County of San Francisco Planning Department. *San Francisco Preservation Bulletin No. 18: Residential and Commercial Architectural Periods and Styles in San Francisco.*

[23] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses.* (New York, NY: Alfred A. Knopf, 2000), 119.

[24] Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York, NY: W.W. Norton, 1998), 355.

[25] Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York, NY: W.W. Norton, 1998), 309.

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[26] Marcus Whiffen, *American Architecture since 1780* (Cambridge, MA: The MIT Press, 1992), 225.
[27] Marcus Whiffen, *American Architecture since 1780* (Cambridge, MA: The MIT Press, 1992), 226.
[28] City of Chicago. (2009). *Landmark Designation Report: Garfield Park Fieldhouse.*
[29] Larry Millet, *AIA Guide to the Twin Cities* (Saint Paul, MN: Minnesota Historical Society, 2007), 255.
[30] Minneapolis Heritage Preservation Commission. (1982). *National Register of Historic Places Inventory Nomination Form: Granada Theater.*
[31] Larry Millet, *AIA Guide to the Twin Cities* (Saint Paul, MN: Minnesota Historical Society, 2007), 265.
[32] Minneapolis Directory Company, *Davidson's Minneapolis City Directory* (Minneapolis, MN: Minneapolis Directory Company, 1922)
[33] *Engineering and Contracting, 61* (4), 32.
[34] Minneapolis Directory Company, *Davidson's Minneapolis City Directory* (Minneapolis, MN: Minneapolis Directory Company, 1922)
[35] Crosier, P.E. (1927) "Nine Apartment Building" [architectural drawings], Box 43, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[36] Mississippi Watershed Management Organization, *Historic Waters of the Mississippi Watershed Management Organization* (Minneapolis: Mississippi Watershed Management Organization, 2011), 34.
[37] The Minneapolis Real Estate Board, *Atlas of Minneapolis, Hennepin County, Minnesota.* (Minneapolis, MN: The Minneapolis Real Estate Board, 1914), 60.
[38] Minneapolis Inspector of Buildings, Permit B 215008 (3-26-1929)
[39] Minneapolis Inspector of Buildings, Permit B 215009 (3-26-1929)
[40] Minneapolis Inspector of Buildings, Permit B 202705 (3-11-1927)
[41] Crosier, P.E. (1927), "Nine Apartment Building" [architectural drawings], Box 43, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[42] Crosier, P.E. (1927), "Nine Apartment Building" [architectural drawings], Box 43, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[43] Minneapolis Inspector of Buildings, Permit B 204716 (5-31-1927)
[44] Crosier, P.E. (1927), "Nine Apartment Building" [architectural drawings], Box 61, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota, Minneapolis, MN.
[45] Crosier, P.E. (1927), "Nine Apartment Building" [architectural drawings], Box 61, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[46] Crosier, P.E. (1927), "Nine Apartment Building" [architectural drawings], Box 61, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[47] Minneapolis Inspector of Buildings, Permit B 211629 (7-9-1928)
[48] Crosier, P.E. (1928), "Nine Apartment Building" [architectural drawings], Box 66, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[49] Crosier, P.E. (1928), "Nine Apartment Building" [architectural drawings], Box 66, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.
[50] Minneapolis Inspector of Buildings, Permit B 218317 (9-10-1929)
[51] Minneapolis Inspector of Buildings, Permit B 216265 (5-17-1929)
[52] Minneapolis Inspector of Buildings, Permit B 216423 (5-25-1929)

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[53] Crosier, P.E. (1929), "Apartment Building" [architectural drawings], Box 86, The Minneapolis Plan Vault Collection – Significant Architects (N115A) Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis, MN.

[54] Crosier, P.E. (1929), "Slab over Sub Bsmt Garage" [architectural drawings], Box 86, Northwest Architectural Archives, University of Minnesota, Minneapolis, MN.

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NOMINATION APPLICATION WORKSHEET

Applicant **(This person will be the primary contact for staff)**	Name	Constance Vork, Commissioner, Minneapolis HPC
	Mailing Address Including City, State and Zip Code	250 4th ST S, PSC 300, Minneapolis, MN 55415
	Phone Number	
	Fax	
	Email	
Property Owner	Name	See attached
	Mailing Address Including City, State and Zip Code	
	Phone Number	
	Fax	
	Email	
Property Information	Address(es)	See attached
	Identification Number(s)	
	Legal Description	
Name of Proposed Project (If applicable)	Golden Valley Road Apartments Historic District	

NOMINATION APPLICATION

I understand that I must file the nomination application with the Department of Community Planning and Economic Development and obtain approval of this application by the Heritage Preservation Commission in order to conform with the heritage preservation regulations of the City of Minneapolis. I certify that the information which I have supplied in submitting this application is correct and accurate to the best of my knowledge. When I submit this application, I authorize the Department of Community Planning and Economic Development to process the nomination application.

Constance Vork	Authentisign *Constance Vork* 2/23/2015 8:32:37 AM	02/23/2015
Applicant's name and signature		Date

- Must be signed and dated by the applicant before the application(s) will be processed.
- Applications received after 3:30 p.m. will be processed as received on the following business day.
- Community Planning and Economic Development staff may identify additional applications upon further analysis of the proposed project.

Proposed District Property Addresses

Current Address	**APN**
2509 Golden Valley Road	1702924410119
2517 Golden Valley Road	1702924410120
2601 Golden Valley Road	1702924420004
2711 Golden Valley Road	1702924420058
2721 Golden Valley Road	1702924420059
1900 Upton Avenue North	1702924140112
1900 Thomas Avenue North	1702924130154

Owner Information

Address	2509 Golden Valley Rd
Owner	John W Penterman 8025 Telegraph Rd Bloomington, MN 55438

Address	2517 Golden Valley Rd
Owner	Cheryl A Mccluskey 7957 Mckinley St NE Spring Lake Park, MN 55432

Address	1900 Thomas Ave N
Owner	Cheryl A Mcclusky 7957 Mckinley St NE Spring Lake Park, MN 55432

Address	2601 Golden Valley Rd
Owner	Cheryl A Mcclusky 7957 Mckinley St NE Spring Lake Park, MN 55432

Address	1900 Upton Ave N
Owner	James F & Rohana S Victorsen 2893 Lake Shore Ave Medina, MN 55359

Address	2711 Golden Valley Rd
Owner	Thomas & Murphy Properties 06 LLC 986 Lake Ridge Dr Woodbury, MN 55129

Address	2721 Golden Valley Rd
Owner	Michael Dorsey 1821 Sumter Ave N Golden Valley, MN 55427

Statement describing the applicant's relationship to the property to be designated
I am a Heritage Preservation Commissioner.

Statement describing how the property meets at least one of the criteria for designation as a landmark or historic district contained in Section 599.210 of the Heritage Preservation Regulations

(1) The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.

Streetcars were instrumental in shaping Minneapolis into the great city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than what had previously been available to them. As identified under the street railways context statement in the *Minneapolis Preservation Plan*, street railways enhanced property values, and shaped building, neighborhood, and commercial development. The Golden Valley Road Apartments Historic District is one of several high-density apartment districts that developed around the city due to frequent, reliable streetcar service. The Broadway Avenue line was the primary crosstown line through North Minneapolis, and offered residents a direct connection to Northeast Minneapolis, as well as easy transfers to the Penn Avenue, Fremont-Emerson, Robbinsdale, Washington Avenue, 2nd Street Northeast, and Monroe lines, providing easy commutes to Downtown and the industrial districts of North and Northeast Minneapolis.

(4) The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.

The properties in the district are a grouping of large, ornate apartment buildings exhibiting elements of the Spanish Colonial Revival and Tudor Revival styles. Buildings of this type are relatively rare in North Minneapolis, and the district comprises one of the largest collections in the area.

(6) The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

Perry Crosier began working as a draftsman for Harry W. Jones in 1909, at the age of 19. After working for a series of architects and development firms, Crosier began his own practice in 1914. Though briefly running his own contracting business and occasionally partnering with other architects, Crosier primarily worked as an independent architect until entering practice with his son in 1946. Crosier designed many ornate apartment buildings in Minneapolis, as well as theaters in Minneapolis, the western suburbs, and southern Minnesota. Among Crosier's works in Minneapolis there is one locally designated landmark, the Avalon Theater located at 1500 East Lake Street, as well six contributing properties to the Washburn-Fair Oaks Historic District and three contributing properties to the Stevens Square Historic District.

Integrity

Although several contributing properties to the Golden Valley Road Apartments Historic District have been lost over the years, the district appears to retain integrity.

The Golden Valley Road Apartments fully retain integrity of location. None of the subject properties have been relocated from their original sites.

The Golden Valley Road Apartments largely retain integrity of design. Although some architectural details have been lost, mostly from secondary elevations, the properties still communicate their Spanish Colonial Revival and Tudor Revival styles. Primary elevations across the district have had little to no change in design.

The Golden Valley Road Apartments retain some integrity of setting. When built, the properties made up a corridor of high-density development surrounded by a mostly single-family neighborhood. This continues to be the case—although some larger apartment buildings from the era have been lost, a number of smaller multifamily buildings have been built along Golden Valley Road, allowing it to remain a corridor of relatively high residential

density. During the years after the buildings in the district were constructed, Golden Valley Road was a local commercial thoroughfare, with corner stores and other shops that served the immediate community interspersed among the apartment buildings. While several of the properties in the district still have their original storefronts and several small commercial building are located in the corridor, most of these storefronts are vacant and Golden Valley Road no longer serves as a neighborhood commercial thoroughfare. While streetcar service has long disappeared from the corridor, it continues to serve as a bus route.

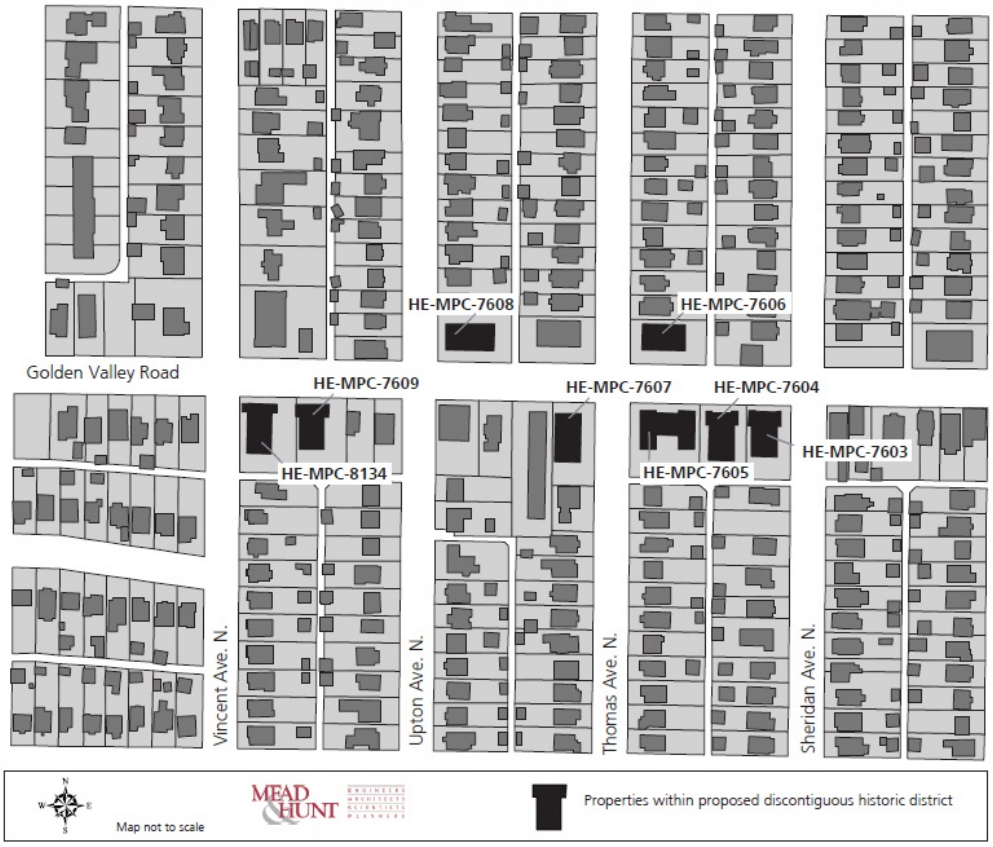
The Golden Valley Road Apartments in large part retain integrity of materials. While there has been some replacement of historic material on properties throughout the district, mostly on secondary elevations, most of the historic materials appear to be intact, including clay tile roof details.

The Golden Valley Apartments appear to retain integrity of workmanship. The work of local bricklayers, carpenters, and masons is just as visible today as it was in the late 1920s. This work includes brick and stone arch work surrounding fenestration on primary elevations.

The Golden Valley Apartments retains some integrity of feeling. While the corridor has certainly undergone significant changes, as discussed above under setting, the district still feels like a significant corridor of high-density housing, clearly built with care and craft. The district also has a specific feeling as a grouping of larger apartment buildings among a neighborhood of much lower density, located near the open space of Theodore Wirth Park, which differs from larger neighborhoods of apartment buildings with less access to open space.

In terms of association, the appearance of the Golden Valley Apartments clearly continues to reflect the building's architectural styles. While a streetcar line no longer run through the district, the apartments retain their association with public transit due to the presence of the streetcar's predecessor. Multiple motor bus lines run through the district.

Map 2. Golden Valley Apartments Proposed Historic District



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CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #4
March 3, 2015
BZH-28578

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location:	Properties along Golden Valley Road between Sheridan Avenue N and Vincent Avenue N
Project Name:	Golden Valley Road Apartments Historic District
Prepared By:	Andrew Frenz, Planning Intern, (612)-673-3790, with John Smoley, Senior City Planner, (612)-673-2830
Applicant:	Constance Vork, Minneapolis Heritage Preservation Commissioner
Project Contact:	Andrew Frenz
Ward:	5
Neighborhood:	Willard-Hay
Request:	Nomination for Designation as a Historic District

HISTORIC PROPERTY INFORMATION

Current Name	Golden Valley Road Apartments Historic District
Historic Name	Unknown
Historic Address	See below
Original Construction Date	1927-1929
Original Owner	Various
Original Architect	Perry Crosier
Original Builder	Sam L. Katz, Louis Fleisher Building Co.
Historic Use	Multi-family residential
Current Use	Multi-family residential
Proposed Use	Multi-family residential
Other Historical Designations	N/A

Proposed District Property Addresses

Current Address	Historic Address
2509 Golden Valley Road	2509 19th Avenue North
2517 Golden Valley Road	2517 19th Avenue North
2601 Golden Valley Road	2601 19th Avenue North
2711 Golden Valley Road	2711 19th Avenue North
2721 Golden Valley Road	2721 19th Avenue North
1900 Upton Avenue North	1900 Upton Avenue North
1900 Thomas Avenue North	1900 Thomas Avenue North

SUMMARY

BACKGROUND

The Golden Valley Road Apartments Historic District is a noncontiguous district consisting of seven apartment buildings, each constructed between 1927 and 1929, and all designed by noted local architect Perry Crosier. The buildings are all 2.5 stories in height and exhibit elements of the Spanish Colonial Revival and Tudor Revival styles. Sam L. Katz constructed six of the seven buildings. Large, ornate apartment buildings such as those in the district are relatively rare in North Minneapolis. The Broadway Avenue streetcar line was extended from its original terminus at Morgan Avenue North and West Broadway Avenue to Upton Avenue North and 19th Avenue North (today Golden Valley Road) in 1923. The relatively high-density district developed around the new streetcar terminus, allowing residents to take advantage of frequent, reliable streetcar service.

The district was identified during a 2002 reconnaissance survey of North Minneapolis conducted by Mead & Hunt. Several of the properties were heavily damaged during the 2011 North Minneapolis tornado. 2501 Golden Valley Road, an additional property identified in the 2002 reconnaissance survey, did not receive timely repairs, leading to structural deterioration and the building's demolition in 2014.

PUBLIC COMMENTS

Staff has received verbal comments of support from one of the five property owners.

ANALYSIS

CONSIDERATION FOR NOMINATION

Per section 599.230 of the Heritage Preservation Regulations, the Heritage Preservation Commission shall review all complete nomination applications. If the Heritage Preservation Commission determines that a nominated property or property appears to meet at least one of the criteria for designation contained in section 599.210 the commission may institute interim protection and direct the planning director to prepare or cause to be prepared a designation study of the property.

SIGNIFICANCE

The nominated property appears to meet at least one of the criteria for designation contained in section 599.210:

(1) The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.

Streetcars were instrumental in shaping Minneapolis into the great city that it is today, allowing the city to expand beyond the bounds of walking distance and giving average citizens access to homes, jobs, and recreational opportunities far greater than what had previously been available to them.[1] As identified under the street railways context statement in the *Minneapolis Preservation Plan*, street railways enhanced property values, and shaped building, neighborhood, and commercial development. The Golden Valley Road Apartments Historic District is one of several high-density apartment districts that developed around the city due to frequent, reliable streetcar service. The Broadway Avenue line was the primary crosstown line through North Minneapolis, and offered residents a direct connection to Northeast Minneapolis, as well as easy transfers to the Penn Avenue, Fremont-Emerson, Robbinsdale, Washington Avenue, 2nd Street Northeast, and Monroe lines, providing easy commutes to Downtown and the industrial districts of North and Northeast Minneapolis.[2]

(4) The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.

The properties in the district are a grouping of large, ornate apartment buildings exhibiting elements of the Spanish Colonial Revival and Tudor Revival styles. Buildings of this type are relatively rare in North Minneapolis, and the district comprises one of the largest collections in the area.

(6) The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

Perry Crosier began working as a draftsman for Harry W. Jones in 1909, at the age of 19. After working for a series of architects and development firms, Crosier began his own practice in 1914. Though briefly running his own contracting business and occasionally partnering with other architects, Crosier primarily worked as an independent architect until entering practice with his son in 1946. Crosier designed many ornate apartment buildings in Minneapolis, as well as theaters in Minneapolis, the western suburbs, and southern Minnesota.[3] Among Crosier's works in Minneapolis there is one locally designated landmark, the Avalon Theater located at 1500 East Lake Street, as well six contributing properties to the Washburn-Fair Oaks Historic District and three contributing properties to the Stevens Square Historic District.

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[1] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 4.

[2] John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 217.

[3] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis, University of Minnesota, 2010), 53-54.

The subject property may also be eligible for designation as a landmark under the other four designation criteria. Such an analysis would be conducted as part of a designation study.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development for the Nomination for designation as a Historic District:

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the nomination of the Golden Valley Road Apartments Potential Historic District as a historic district; **establish** interim protection; and **direct** the Planning Director to prepare or cause to be prepared a designation study.

ATTACHMENTS

A. Nomination application and supporting materials

Minneapolis Heritage Preservation Commission Actions

Regular Meeting
4:30 p.m., Tuesday, March 3, 2015
Room 317, City Hall
350 South Fifth Street
Minneapolis, MN 55415-1385

Commission Membership: Mr. Paul Bengtson, Ms. Laura Faucher, Mr. Alex Haecker, Mr. Chris Hartnett, Ms. Susan Hunter Weir, Ms. Ginny Lackovic, Ms. Linda Mack, Mr. Dan Olson, Mr. Ian Stade, and Ms. Constance Vork

Committee Clerk: Fatima Porter, 612.673.3153

Members absent: Ms. Linda Mack and Mr. Ian Stade
The meeting was called to order at 4:30 p.m.
Minutes were approved for the meeting held on February 17, 2015

Public Hearings

1. 300 Washington Avenue South (225 3rd Avenue South) (BZH 28550, Ward 3) (Becca Farrar-Hughes)

CSM Corporation has applied for a Certificate of Appropriateness to construct a single-story addition (6th floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in 110 additional guest rooms, a fitness center, a concierge lounge and pool. No work is planned for the Milwaukee Road Depot building or Freight House, which is a locally (1979) and nationally (1978) designated Individual Landmark.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Certificate of Appropriateness to allow for the construction of a single-story addition (6th floor) on top of the existing Depot Renaissance Hotel as well as remove the existing waterpark to allow for an infill addition which results in 110 additional guest rooms, a fitness center, a concierge lounge and pool on the property located at 300 Washington Avenue South (225 3rd Avenue South) subject to the following conditions:

1. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than March 3, 2017.
2. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.
3. All workmanship must be completed in conformance with the Secretary of Interior Standards, see: http://www.nps.gov/history/hps/tps/standguide/.
4. No work shall be permitted for the designated Landmark buildings; the Milwaukee Road Depot building and Freight House.

Absent: Mack, Stade
Approved on consent

2. 40 7th Street South #124 (BZH 28532, Ward 7) (Lisa Steiner)

Josh Thoma has submitted a Certificate of Appropriateness application for modifications to a historic restaurant space to accommodate a new restaurant tenant at 40 South 7th Street #124. The interior of the former Forum Cafeteria is a designated local landmark.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Certificate of Appropriateness to allow interior alterations to the Forum Cafeteria landmark, subject to the following conditions:

1. All historic materials shall be protected throughout the demolition of the platform area and subsequent construction work.
2. Existing chrome railings shall be reused where possible or placed in storage for future reuse. An inventory list of all historic materials placed in storage shall be provided to CPED.
3. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than March 3, 2017.
4. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.

Absent: Mack, Stade
Approved on consent

3. 206 1st Street North (BZH 28558, Ward 3) (Aaron Hanauer)

Certificate of Appropriateness A: Robert Hunter of James Dayton Design has applied for a Certificate of Appropriateness to allow for the rehabilitation of the Hennepin Hotel located at 206 1st Street North in the Minneapolis Warehouse Historic District.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Certificate of Appropriateness to allow the rehabilitation of the Hennepin Hotel building at 206 1st Street North, subject to the following conditions:

1. The brick used to infill the window openings shall be recessed at least three inches from the face of the wall.
2. Any historic street paving material that is found during construction that is in good condition shall be reused or stored on site.
3. The wall sign shall be attached to the building through the mortar joints and the projecting sign shall use a single permanent mounting plate.
4. Overhead trellis beams shall be attached through mortar joints and if the fence/gate is attached to the building it also shall be done through the mortar joints.
5. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good

cause, the planning director may grant up to a one year extension if the request is made in writing no later than March 3, 2017.

Absent: Mack, Stade
Approved on consent

Historic Variance B: Robert Hunter of James Dayton Design has applied for a Historic Variance to increase the fence height from 6 feet to 10 feet at the property 206 1st Street North in the Minneapolis Warehouse Historic District.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Historic Variance to allow for an increase in fence height along a public sidewalk from 6 feet to 10 feet at 206 1st Street North, subject to the following condition:

1. The fence shall retain the same level of transparency as proposed.

Absent: Mack, Stade
Approved on consent

Historic Variance C: Robert Hunter of James Dayton Design has applied for a Historic Variance to vary the enclosed building standards to allow for a permanent food truck at the property 206 1st Street North in the Minneapolis Warehouse Historic District.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Historic Variance to allow for a variance of the enclosed building standards to allow for a permanent food truck at 206 1st Street North.

Absent: Mack, Stade
Approved on consent

Historic Variance D: Robert Hunter of James Dayton Design has applied for a Historic Variance to reduce the window percentage of a wall that faces an on-site parking lot from 12.4 percent to 6.2 percent on the second and third floors at 206 1st Street North.

Action: The Heritage Preservation Commission adopted staff findings and **approved** the Historic Variance to allow for a reduction in the percentage of window openings from 12.4 percent to 6.2 percent on the second and third floor of the east elevation that faces an on-site parking lot at 206 1st Street North.

Absent: Mack, Stade
Approved on consent

Action Items

4. Golden Valley Road Apartments Historic District (BZH 28578, Ward 5) (Andrew Frenz) with (John Smoley)

Heritage Preservation Commissioner Constance Vork has nominated the Golden Valley Road Apartments potential historic district at 2509, 2517, 2601, 2711, and 2721 Golden Valley Rd; 1900 Thomas Ave N; and 1900 Upton Ave N for designation as a historic district.

Action: The Heritage Preservation Commission **adopted**staff findings and **approved** the nomination of the Golden Valley Road Apartments Potential Historic District as a historic district; **established** interim protection; and **directed** the Planning Director to prepare or cause to be prepared a designation study.

Absent: Mack, Stade
Motion passed

Information Items

New Business

Local Historic Landmark Nomination and Designation Dates list presented to the HPC (Dvorak)

Doodle poll reminder for the HPC retreat (Faucher)

CPED Development Services Director Doug Kress's last day is Friday March 6, 2015. He thanked the commission and staff for their work. (Kress)

Adjournment

The meeting was adjourned at 5:05 p.m.

The next regular Heritage Preservation Commission meeting: March 24, 2015.

The Chair reserves the right to limit discussion on Agenda items.

Heritage Preservation Commission decisions are final unless appealed.

Attention: The meeting site is wheelchair accessible: if you need other disability related accommodations, such as a sign language interpreter or materials in alternative format, please contact 612.673.3220 (673.2157) TTDY/VOICE at least five days prior to the meeting.

Attention: If you want help translating this information, call: Hmong – Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koy dawb, hu 612.673.2800; Spanish – Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612.673.2700; Somali – Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612.673.3500.

Last updated Mar 4, 2015

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Frenz, Andrew

From: Frenz, Andrew
Sent: Monday, May 04, 2015 3:09 PM
To: 'michael.koop@mnhs.org'
Cc: Vrchota, Christopher A.
Subject: Golden Valley Road Apartments Potential Historic District -- Submittal for State Historic Preservation Office Comment
Attachments: gvr_study.pdf

May 4, 2015

Michael Koop
Local Preservation Programs
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
Saint Paul, MN 55102-1906

RE: Golden Valley Road Apartments Potential Historic District – Submittal for State Historic Preservation Office Comment

Mr. Koop:

As a product of its 2014 Certified Local Government Grant, the City of Minneapolis is pleased to submit the attached designation study for the Golden Valley Road Apartments Potential Historic District. Please let me know if you would prefer a paper copy.

In accordance with state and local law, we respectfully request your comments within 60 days: by July 3, 2015. Staff is available to discuss the designation study in the coming weeks, should you wish to have a meeting. Please contact me with any questions that you may have. We look forward to your comments.

Sincerely,

Andrew Frenz
Graduate Intern
Development Services Division

City of Minneapolis – Community Planning and Economic Development
250 S. Fourth Street – Room 300
Minneapolis, MN 55414

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