CPED STAFF REPORT

Prepared for the Heritage Preservation Commission
Agenda Item #1
May 19, 2015
BZH-28377

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location:	2418 Washington Avenue North
Project Name:	North Side Station Designation Study
Prepared By:	Alexandr Young, Graduate Student Intern, (612) 673-2118 with Dr. John Smoley, Senior City Planner (612) 673-2830
Applicant:	Constance Vork, Minneapolis Heritage Preservation Commissioner
Project Contact:	Alexandr Young (612) 673-2118
Ward:	5
Neighborhood:	Hawthorne
Request:	Landmark Designation Study

HISTORIC PROPERTY INFORMATION

Current Name	Classic Space, Inc.
Historic Name	North Side Station
Historic Address	2418-2580 Washington Avenue North
Original Construction Date	1914
Original Architect	Walter J. Smith
Original Builder	Day Labor
Original Engineer	Not applicable
Historic Use	Electric streetcar office and maintenance facility
Current Use	Multi-tenant, wholesale, warehouse, fabrication
Proposed Use	Multi-tenant, wholesale, warehouse, fabrication

Date Application Deemed Complete	N/A	**Date Extension Letter Sent**	N/A
End of 60-Day Decision Period	N/A	**End of 120-Day Decision Period**	N/A

CLASSIFICATION

Local Historic District	Not applicable
Period of Significance	1914 - 1953
Criteria of Significance	Criterion #1: The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. Criterion #2: The property is associated with the lives of significant persons or groups.
Date of Local Designation	To be determined
Date of National Register Listing	Not applicable
Applicable Design Guidelines	To be determined

SUMMARY

The North Side Station is the last surviving electric streetcar station and maintenance facility of the Twin City Rapid Transit Company (TCRT) in the City of Minneapolis. In July of 2013, Stark Preservation LLC prepared a report for the City of Minneapolis Department of Community and Economic Development and the Minnesota State Historic Preservation Office entitled "Historic Resources Inventory Capstone." The building was recommended for designation. The building appears to remain intact with good integrity.

In September of 2014, Minneapolis Heritage Preservation Commissioner Constance Vork submitted an application for nomination to the City of Minneapolis Department of Community Planning and Economic Development (CPED) for the North Side Station at 2418 Washington Avenue North. After completing an initial review, CPED recommended to the Heritage Preservation Commission (HPC) on October 21, 2014 that the property exhibited at least one of the local designation criteria found in section 599.210 of the Heritage Preservation Regulations. The HPC adopted CPED's findings, placed the North Side Station under interim protection, and called for a designation study to be conducted. A designation study was completed in late 2014 and early 2015 (attached) and has been presented for review to both the State Historic Preservation Office and the City Planning Commission.

CONSISTENCY WITH CITY OF MINNEAPOLIS ADOPTED PLANS AND POLICIES

Title 23, Chapter 599.260 of the 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 designation of the subject property meets the following relevant policies of *The Minneapolis Plan for Sustainable Growth*:

The relationship of the proposed designation to the city's comprehensive plan:

Heritage Preservation Policy 8.1: Preserve, maintain and designate districts, landmarks and historic resources which serve as reminders of the city's architecture, history, and culture. By designating the subject property as a landmark, the City will require the preservation of a building significant for its association with historic patterns of development and transportation.

Heritage Preservation Policy 8.10: Promote the benefits of preservation as an economic development tool and a method to achieve greater environmental sustainability and city vitality. Designating this property and encouraging its maintenance and rehabilitation may provide an anchor property for future redevelopment of the industrial northern riverfront area. This property is an asset to the city's long term goals for the area.

Policy 8.10.5: Prioritize the reuse of the city's historic buildings as a strategy for sustainable development. The greenest building is the one that is already built. By designating the subject property and protecting it from any demolition in the future, embodied energy is conserved that would be spent in any future demolition and construction of a new structure on this site.

Heritage Preservation Policy 8.11: Raise awareness of the history of Minneapolis and promote the quality of the built environment. Designation of this property will help to tell the story of the Minneapolis streetcar system to current and future residents of the city.

The effect of the proposed designation on the surrounding area: The proposed designation of the subject property will set an example of the value of rehabilitating and maintaining existing commercial building stock during a time when new commercial and residential projects are being quickly built to serve growing demands. New and old construction can coexist in a beautiful and compelling whole.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: The adaptations of the RiverFIRST plan and the Above the Falls Vision can accommodate the use of historic structures such as the North Side Station into the vision of developing a regional park identity compatible with new development along Minneapolis' upper riverfront.

LOCAL DESIGNATION CRITERIA

Title 23, Chapter 599.210 of the Minneapolis Code of Ordinances list seven criteria which shall be considered in determining whether a property is worthy of local designation as a landmark because of its historical, cultural, architectural, archaeological or engineering significance. The North Side Station property meets the following designation criteria:

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

The property appears to be significant due to its association with the development of the Minneapolis streetcar system as discussed in part two of the designation study.

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

The property in question appears to be significant for its association with the Twin City Rapid Transit Company as discussed in part two of the designation study.

REVIEWS AND COMMENTS

State Historic Preservation Office

The Preservation Chapter of the Minneapolis Code of Ordinances (Chapter 599) requires that the designation be submitted to the Minnesota State Historic Preservation Office (SHPO) for review and comment. The designation was submitted to SHPO for comment on March 2, 2015.

In a letter dated April 21, 2015 (attached) SHPO provided comments on the designation and stated:

> "The original 1914 north Side Station building is historically significant for its association with the Twin City Rapid Transit Company (TCRT), as one of the few extant car houses remaining in Twin Cities transit history. However, its historic integrity has been compromised by the addition of the 1954 bus garage, which surrounds and dwarfs the 1914 building. The 1914 building measures 118' x 303' compared to the 1954 building, which measures 223' x 736'. On the 1914 building, only the elevation facing west toward Washington Avenue and the small north elevation are fully exposed. The remaining sides are completely covered by the 1954 addition. Since the 1954 bus garage is greater than twice the size of the 1914 streetcar building, the 1954 section cannot be considered simply a minor addition; it defines the massing, footprint, and feeling of the entire building.
>
> We note that the proposed period of significance is from 1914-1953. While we understand the rationale for an end date of 1953, we would argue that using such a date results in the 1954 bus garage being considered a noncontributing addition. Having a noncontributing addition of that size and scale is problematic because the vast majority of the footprint of the entire building is compromised because it is considered noncontributing.
>
> As an alternative we would suggest having a period of significance from 1914-1965. Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have significance and no more specific date can be defined to end the historic period. By 1949 the TCRT had added 141 new cars to its fleet and the company had for years been buying buses as they became incorporated into the public transit system. By 1954 the entire TCRT transit system had been converted to diesel buses. The culmination of the construction in 1954 of the massive bus garage attached to the North Side Station represents a transition from streetcars to buses, but more importantly, demonstrates the confidence and optimism that the TCRT had in this shift from one mode of transportation to another.
>
> It is our opinion that if the end date for the period of significance remains 1953, our office cannot support the proposed designation as it is currently written. If the period of significance is from 1914-1965, we would concur that the North Side Station is historically significant under Criterion 1 for its association with periods that exemplify broad patterns of cultural, political, economic, or social history."

Staff understands SHPO's point and believes it to be well-founded. However, staff believes that the significance of the property lies in its associations with Minneapolis' streetcar heritage and the early leaders of TCRT, not its association with bus service: a historical context not researched as part of this study, and a private-turned-public service that continues growing and changing to this day. In any event, the transition from streetcar to bus began well before 1953 and 1954. Buses were

stored and maintained onsite in the 1940s, thus any potential significance attributed to this transition can be captured, at least in part, by the 1914 building.

In terms of compatibility, while the 1953-1954 addition does occupy a greater footprint than the 1914 building, the addition is clearly subordinate in terms of height. Its flat roof and tan brick walls complement the 1914 building's masonry construction. Its position at the windowless rear of the 1914 building preserves views of the building's front (Washington Avenue North) façade from the public right of way, though the side elevation to the south is partially obscured.

For these reasons, the study continues to recommend a period of significance for this property that begins in 1914 and ends in 1953, just before construction of the bus garage began. Staff also notes that the property owner is supportive of the preservation of the original building, but not of the sprawling, single-story 1950s bus garage, which staff recommends be treated as a noncontributing addition. Furthermore, while no interior designation is proposed, staff recommends the exterior of the 1914 building, to include those portions partially enveloped by the addition's walls, be protected as part of this designation, to improve the 1914 building's chances of being restored in the future.

City Planning Commission

Chapter 599 of the Minneapolis Code of Ordinances also requires that the designation be submitted to the Minneapolis City Planning Commission (CPC) for review and comment. The Ordinance states that 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 developments adopted by the city council.

The designation study was presented to the CPC on April 2, 2015. The CPC found that the proposed designation was consistent with the City of Minneapolis' Comprehensive Plan and applicable development plans and objectives adopted by the City Council. Furthermore, the CPC found that the proposed designation would have a positive effect on the surrounding area. A copy of the memorandum submitted to the CPC is attached to this report.

RECOMMENDATION

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission and City Council **adopt** staff findings for the local designation of the North Side Station located at 2418 Washington Avenue North:

A. Landmark Designation.

Recommended motion: **Recommend to approve** the local designation of the North Side Station located at 2418 Washington Avenue North, subject to the following conditions:

1. The entire exterior of the 1914 building, to include those portions partially enveloped by the 1953-1954 addition's walls, shall be protected as a contributing resource.

2. The 1953-1954 addition shall be treated as noncontributing.

ATTACHMENTS

1. North Side Station Designation Study

DESIGNATION STUDY:

NORTH SIDE STATION

2418 WASHINGTON AVENUE NORTH

Minneapolis

May 19, 2015

ACKNOWLEDGEMENTS

Mayor and City Council of the City of Minneapolis

Betsy Hodges, Mayor

Barbara Johnson, Council President
Elizabeth Glidden, Council Vice President

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Designation Study Purpose and Background

The North Side Station is the last surviving electric streetcar carhouse of the Twin City Rapid Transit Company (TCRT) in the City of Minneapolis. In July of 2013, Stark Preservation LLC prepared a report for the City of Minneapolis Department of Community and Economic Development and the Minnesota State Historic Preservation Office entitled "Historic Resources Inventory Capstone." The building was recommended for potential designation.[1] The building appears to remain intact with good integrity.

In September of 2014 Minneapolis Heritage Preservation Commissioner Constance Vork submitted an application for nomination to the City of Minneapolis Department of Community Planning and Economic Development (CPED) for the North Side Station at 2418 Washington Avenue North. After completing an initial review, CPED recommended to the Heritage Preservation Commission (HPC) on October 21, 2014 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 North Side Station under interim protection and called for a designation study to be conducted.

This Study is intended to fulfill the requirements for local historical designation outlined in Title 23, Chapter 599.230 of the Minneapolis Code of Ordinances. The study is based on a review of primary and secondary resources including historic building permits and index cards form the records of the City of Minneapolis, a Determination of Eligibility Study for East Side Station, periodicals, historic surveys, master plans adopted by Minneapolis City Council, books, historic maps and photographs from the Hennepin County Library, photographs from the Minnesota Streetcar Museum, photographs from CPED files and photographs of original architectural drawings from the Northwest Architectural Archives.

The activity that is the subject of this document has been financed in part with Federal funds from the National Park Service, U. S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U. S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office for Equal Opportunity, U. S. Department of the Interior, National Park Service, 1849 C St., NW,

BASIC PROPERTY INFORMATION	
Current name	Classic Space LLC
Historic Name	North Side Station
Current Address	2418 Washington Avenue North
Historic Address	2418-2580 Washington Avenue North
Original Construction Date	1914
Original Contractor	Day Labor
Original Architect, Master builder, engineer, designer, artist, or craftsmen	Walter J. Smith
Historic Use	Office, repair shop, trainmen's facilities and electric streetcar carhouse
Current Use	Multi-tenant, wholesale, retail, warehouse, fabrication
Ward:	5
Neighborhood:	Hawthorne

PART 1: PHYSICAL DESCRIPTION OF THE PROPERTY

Parcel location, shape, and size

The North Side Station building at 2418 Washington Avenue North is located in the Hawthorne neighborhood of North Minneapolis. The subject property occupies the entire block bounded by Washington Avenue North, 2nd Street North, 24th Avenue North and 26th Avenue North. The building is located in an I2 Medium Industrial District. Directly to the west is U.S. Interstate 94. The block to the east has three warehouses situated on it. East of that are railroad tracks, and the Mississippi River. The site where the subject property sits is essentially flat. The building footprint is 171,856 square feet in size and occupies the majority of the block.

Description of building(s) on the property

The North Side Station is a masonry building that was constructed in 1914. Rectangular in plan, the main two-story portion fronts on Washington Avenue North (Figure 7, 8, 9, 17, and 18). Behind this wing to the east are two longer rectangular structures that project north of the office wing that were originally used as streetcar maintenance sheds (Figure 2, 17, 20-24, 54). Streetcars were stored in the open yard to the east of the building. By 1951, the facility began its conversion to use for buses. The Sanborn Map from 1951 shows that the west shed was used for streetcars and the east shed was used as a bus garage with capacity for twenty busses (Figure 3). By 1954, the North Side Station had been converted to a bus-only facility. An addition built in three phases in 1953 and 1954 created an L-shaped brick building that filled in the space to the south and east of the original masonry building (Figure 2). Together, these two buildings form an industrial block that sits on Lot 13; Block 4 of Morse's Second Addition.[2]

Description of the primary structure

Date(s) of construction: In 1914 the Minneapolis Street Railway Company erected a building on the west side of the parcel. The brick, steel and reinforced concrete office wing and streetcar carhouse was designed by Walter J. Smith, the Master Mechanic for the TCRT. Smith is listed on the original permit as the architect of record. The building was constructed with day labor for an estimated cost of $75,000 and was completed on approximately October 1, 1914.[3]

The 1953-1954 bus garage addition presents itself primarily as a light brown, low, brick mass in comparison to the 1914 building. The Twin City Rapid Transit Company commissioned the design by architect Loren Abbett. It was built by the C.O. Field Company and Ring Construction Company for an estimated cost of $330,600. Construction began in May of 1953. The completed building was inspected in early January of 1955.[4]

Size and massing: The 118' x 303' 1914 building features a two story office wing that fronts on Washington Avenue North. This portion is approximately 30' in height. The longer streetcar carhouse behind and to the east of the office wing portion is approximately 25' in height. In plan, the building is massed as one rectangular bar in front of two longer rectangular bars behind it (Figures 3, 54). The asymmetrical massing of the building is incidental to its original use as an office, a trainmen's facility and an electric streetcar carhouse.

The 1953-1954 bus garage addition is located behind the 1914 streetcar carhouse to the east, and to the south it wraps around the portion of the streetcar carhouse that was formerly the formal front entrance. The addition is one story in height. Building permits show the addition is composed of three parts, a 592' x 100' bus storage garage addition, a 592' x 106' concrete block and brick veneer addition to the main building, and a 144' x 117' concrete block and brick veneer addition to the streetcar carhouse repair garages.[5] It presents itself primarily as a flat box, asymmetrically proportioned in relation to the 1914 building (Figures 1, 2). This portion is massed in plan together with the 1914 building as a large rectangle filling out the main part of the block with a staggered edge at the northwest portion of the site. Altogether the massing is asymmetrical from the perspective of the street (Figures 17, 18). The massing of the 1953-1954 bus addition obscures the 2nd Avenue North elevation of the 1914 building from the pedestrian right of way, though the top of the original building does rise above the roof of the addition (Figures 22, 23, 61).

Architectural style: The building is an industrial building essentially lacking any architectural style. It does possess some elements of neoclassical architectural design expressed in the symmetry of the Washington Avenue North façade and in the articulation of the brickwork around the base and cornice. This was a typical treatment for industrial and commercial building of this time period. It was built as a streetcar maintenance facility with office space, facilities for trainmen and ancillary maintenance spaces. It was built to a standard design similar to the three other streetcar carhouses built by the TCRT between 1904 and 1912.[6]

The two-story Washington Avenue North office wing façade is in brown brick. Ten bays are expressed by brick pilasters. Fenestration openings form vertical groups that span the two floors in each bay. The upper portion of each bay is relieved slightly by four courses of brick corbeling that rise toward the metal cornice (Figure 49). The parapet is defined by a single course of headers and is capped in slant-back clay tile coping. Lintels are defined by soldier courses and window sills are in cast stone (Figure 49). A continuous course of brick soldiers placed above the

seventh course from the concrete foundation aids in defining the base of the building. The brickwork below this course of soldiers on the pilasters is laid in Flemish bond.

The majority of current windows are one over one sash replacements of the originals (Figures 48, 49). The first floor window openings have all been in filled with wood panels painted black. A window air conditioning unit and small operable windows have been installed in the four southernmost infill window panels on the first floor (Figures 48, 49). The basement transom lights have been filled in with wood panels and glass brick. The original first floor windows were paired, double hung, six over six divided light sashes separated by a mullion (Figures 9, 58-60). The original second story windows were paired, double hung, three over six divided light sashes separated by a mullion. On the north end of the west elevation the basement level windows were transom lights.

The brickwork, the bay window aside the main entry, the chimney at the north end of the office wing, the projecting cornice at the roofline, and the double slant back clay tile coping at the parapets all appear to be intact features of the original design, although it appears that some of the lighter colored tan brick used in the 1953-1954 addition has replaced original brown brick in the bay face that intersects the addition by the present main entry to the building (Figures 17, 18, 26, 27, 46, 47). Transom lights above the northern streetcar sheds on the 26th Street North elevation appear to be original (Figures 9, 51). By the main Washington Avenue North entry the original four-part bay window with presumed original four over four double hung sashes are intact (Figures 26, 27, 51).

Other alterations have been made to the exterior; most visible are the brown painted wood infill panels on the ground level fenestration, and the entire second floor windows are replacements. Despite these changes, and the addition of a two-way billboard on top of the roof, the overall impression of the design of the 1914 building is not adversely affected. However, the 1953-1954 bus garage addition does obscure the original south façade.

The 1953-1954 bus garage addition is a modern, commercial, flat-roofed, concrete block building clad in light-colored tan brick. It is subordinate to the 1914 building and can generally be considered compatible in materials and massing. It is not known how reversible this addition is. The north and south elevations of the addition contain storefront window entries and garage bays for each respective tenant. The east elevation of the addition presents itself to 2nd Street North as a wall with punched openings for doors and windows. There is one storefront style window with a recessed bay near the middle of this elevation, towards the southern part there is a

garage door, a horizontal strip window and several more punched window openings (Figures 20-24). The tan brickwork is laid in common stretcher bond and the parapet is capped with slant-back clay tile coping (Figure 17).

Known original elements that are deteriorated or missing: The majority of the original operable windows appear to be missing. First floor window sills appear to have been painted black at some point in time (Figures 46, 47, 49). The transom lights and the four-bay windows appear to be original and are visibly deteriorating, but could very likely be repaired (Figures 26, 27, 59). The original formal entry door appears to be missing or is concealed by the 1953-1954 addition (Figure 59). The loading dock door on the 26th Avenue North elevation does not appear to be an original part of the design (Figures 53, 60). The original streetcar maintenance shed bay doors appear to have been replaced and the original bay door openings appear to have been modified on the 26th Avenue North elevation. The maintenance sheds once had maintenance pits between the rails that appear to have been filled in or covered up; however, this must be verified. Overall, masonry is in fair to good condition and is in need of repair in several areas. Building index cards show that the building has been altered various times over the years.

In the 1953-1954 addition, all windows appear to be replacements. According to building index cards, the property has been altered various times over the years and this was evident from a visual inspection of the property. The storefront openings in the 1953-1954 bus garage addition do not appear to contain the original curtain wall windows or doors that are typical of this period. Staff has found no detailed photographic evidence to compare the present visual appearance of the addition with its original construction.

Description of interior features

Date(s) of construction: The interior of the 1914 building has been extensively altered after the building's period of significance. When originally constructed, the first floor provided separate offices for the foreman and clerk, locker rooms for the trainmen, as well as a storage room and paint shop. The second floor contained a pool room, a reading room, and sleeping rooms for use by employees (Figures 3, 55, 56, and 62).[7] The majority of this evidence is gone. In the office portion of the first floor, white subway tiles, presumably original, are still extant in the bathroom (Figure 31). The stairway to the second floor is presumably original and is consistent in design with the original plans (Figures 54, 56). It is however, in a worn condition appropriate for its presumed age and exposure to use (Figure 32). The building was constructed with a

basement. There are several presumably original fire doors throughout the building (Figures 28, 29, 30, 40). Many of the partition walls appear to be new, or are historic walls covered in gypsum board. Non-historic carpet covers floors and suspended ceiling tiles obscure what is above. The streetcar maintenance bays reveal faint traces of the streetcar tracks on the floor. The original bearing walls covered with fireproof tile and the light steel trusses in the ceiling are extant (Figures 39, 40, 63, 64). Staff has found only one interior photograph of the North Side Station facilities to document the original historic appearance of the interior. This photograph does not provide enough information to reconstruct the historic appearance of all interior spaces (Figure 10). Altogether these changes have effectively eliminated the ability of the interior spaces to communicate their historical significance.

While no interior designation is proposed, staff recommends the exterior of the 1914 building, to include those portions partially enveloped by the addition's walls, be protected as part of any designation, to improve the 1914 building's chances of being restored in the future. The entire 1914 building contributes to the significance of this property. The 1953-1954 bus garage is a noncontributing addition.

Description of landscape and landscape features

The boulevard in the pedestrian right of way, in between the sidewalk and the curb, is planted with grass, common coniferous shrubs and deciduous trees spaced approximately every thirty feet along the stretch of Washington Avenue North that is north of the 1914 building. This green space continues around 26th Avenue North and along 2nd Street North. There is no landscaping on the southern perimeter of the site that is bounded by 24th Avenue North. Bituminous asphalt parking lots cover the southern portion of the parcel as well as the north and northwest portion of the block. The entire site is essentially flat.

Original plans (Figure 65) and photos (Figures 14 and 66) indicate that the portion of the lot not covered by the 1914 building held rail lines that could accommodate up to 200 streetcars. This space was converted to the bus garage and surface parking lots for road vehicles.

PART 2: DISCUSSION OF HISTORICAL SIGNIFICANCE

The subject property is historically significant for its association with Minneapolis' streetcar heritage, and its association with the Twin City Rapid Transit Company.

Streetcar Related Development

The North Side Station is primarily significant for its relationship to the development of the Minneapolis streetcar system and its influence on the built environment of Minneapolis. The Twin City Rapid Transit Company (TCRT) was a privately operated public transportation company whose geographic breadth and economic impacts were enormous. Its 523 miles of track spanned the distance from Lake Minnetonka to the St. Croix River. At its heyday in the 1920s more than 200 million passengers traveled in over 900 company streetcars each year. With roughly 3,500 employees, TCRT also became one of the area's largest employers.[8]

The Twin Cities street railway system stood apart from other streetcar systems in American cities. Even the systems in larger cities such as Chicago or New York did not meet the threshold of excellence set by the TCRT. The streetcars themselves were a source of local pride because of the quality of their construction and the continual improvement of their design. The public was attracted to the streetcars because so many people rode them, and they were immaculately maintained. The cars were so envied that some were built for the streetcar systems of other cities. The work in these shops was of such great quality that streetcars built in 1906 were still in operation on the last day of service in 1954.[9]

The streetcar enhanced land and property values; neighborhood commercial nodes developed where streetcar lines would stop or intersect with other lines. Streetcars made it possible for workers to live further away from their places of work than they were previously able to. This change greatly influenced the patterns of growth that define the present boundary of the city. Additionally, the streetcar made it both convenient and affordable for city dwellers to travel to city parks and nearby resort areas (Figures 15, 16).[10] Since the inception of cities, the distance one could cover on foot or on horseback limited the reach of a city. The streetcar created a new time/space relationship to the geography of the city. Importantly, it offered an efficient, affordable, and viable means of modern transportation for the majority of the city's inhabitants.[11] It greatly contributed to the enjoyment of these amenities that give the "City of Lakes" its unique character. The efficient operation of the streetcar infrastructure was critical to the implementation of this broad pattern of development.

At the end of the horsecar era, four of the eleven original horsecar barns in Minneapolis were converted to carhouses as the TCRT began the conversation to electric cars in 1891. Additionally, the Nicollet Avenue carhouse was updated for use as a repair shop in the same year.[12] The remaining facilities were closed and sold, or were used for storage. As a result, three new carhouses were built for the new electric streetcars in 1891: Bloomington Station on Bloomington Avenue and East 32nd Street, East Minneapolis Station (East Side Station) on 1st Avenue Northeast between University Avenue Northeast and 4th Street Northeast, and Midway Station on University Avenue, east of Raymond Avenue in St. Paul. The TCRT expanded the scope of its services between 1904 and 1914. During this time of growth, the system was outrunning its ability to maintain itself. In 1904, TCRT built the Snelling Complex on forty-acres between University and St. Anthony Avenues in St. Paul. The company turned to expanding and modernizing its carhouses once the Snelling shops opened. In 1910, Lake Street Station was built between 21st and 22nd Avenues South, replacing Bloomington Station, to relieve overcrowding from the inter-city Selby-Lake line due to the rapid growth of neighborhoods east of Chicago Avenue. The old 31st Street carhouse and repair shop was demolished in 1911 followed by the immediate construction of Nicollet Station in 1912.[13]

The TCRT's last carhouse, North Side Station, opened in 1914. It is situated on the city block bounded by Washington Avenue North and 2nd Street North and 24th and 26th Avenues North. It was built to relieve the overcrowding at the Lake Street Station. It featured a two-story wing that fronted on Washington Avenue North.[14] The first floor provided separate offices for the foreman and clerk, locker rooms for the trainmen, as well as a storage room and paint shop. The second floor appears to have functioned as a "men's club" of sorts; the facility provided a pool room, reading room, and sleeping rooms for use by employees.[15] Original plans show areas for lockers, changing clothes and shining shoes as well as an area for a barbershop. Behind this two-story portion of the building was the one-story carhouse. Outside, there were thirteen storage tracks to hold cars assigned to the Chicago-Penn and Chicago-Fremont, Broadway, 28th Avenue South-Robbinsdale, and the 34th Avenue South-North Bryant lines.[16] Original plans for the station indicate that the site was designed to accommodate 200 streetcars (Figure 65).

Nicollet Station was converted to a bus garage in 1954 which was demolished in the 1980s to make way for a new bus garage. In 1954, Lake Street Station was closed and razed. Parts of the Snelling Shop complex were converted to a bus garage in 1954, that garage was finally demolished in 2002.[17] East Side Station was demolished in April of 2014. In the "Determination of Eligibility Study for East Side Station," the preparer cited North Side Station as a better existing example of surviving TCRT streetcar infrastructure.[18] This reference to North Side Station was used in part to justify the demolition of East Side Station at 315 First Avenue Northeast.

In 1953-1954 the North Side Station was fully converted to a bus garage after years of mixed bus and streetcar use. It was subsequently sold in 1984 and redeveloped for other uses.[19] At present it is privately owned and the building owner leases space to several small businesses. Of all the electric streetcar carhouse facilities that the TCRT built in Minneapolis during its expansion from 1904 to 1914, the North Side Station is the last remnant. The Minneapolis Street Railway Company Building at 212 3rd Avenue North was built in 1885 as a horsecar barn and maintenance shop that housed the TCRT main offices. It was converted to use for electric streetcars in 1890, but was sold in 1908 to a wholesale grocer. The later building is extant and is a contributing resource to the Minneapolis Warehouse Historic District.

Twin City Rapid Transit Company

The North Side Station is associated with the Minneapolis Street Railway Company and the Saint Paul Street Railway Company which merged into the Twin City Rapid Transit Company (TCRT) in 1891. TCRT was an exceptional company in its own time and in comparison to the present. Its board of directors and management were community leaders and philanthropists and included recognizable names such as Pillsbury, Washburn, and Goodrich. Its first president, Thomas Lowry, was instrumental in developing many of the neighborhoods in Minneapolis, St. Paul, and the surrounding communities.[20]

Thomas Lowry was twenty-four years of age upon his arrival in Minneapolis in 1867. As a youth, he accompanied his father, Sam, to Abraham Lincoln's Springfield law office, and became a great admirer of the man who would become the 16th President. Lowry was trained as a lawyer in Illinois; he spent his first eight years in Minneapolis buying and selling real estate and building his law practice, adding influential clients as his business ventures grew. In 1873 Lowry was part of a group that organized the Minneapolis Street Railway Company. The Minneapolis City Council gave the company an exclusive charter to construct two lines built to the standards of that era. At this time, Minneapolis was but a frontier town. In the fourteen years before Lowry converted the system to electricity in 1889, track mileage grew over 3000% from 2.1 to 66 miles.[21]

In order to finance the electrification of the Minneapolis Street Railway and the St. Paul Street Railway Companies, the rail companies merged on June 3, 1891, becoming the Twin City Rapid Transit Company.[22] Thomas Lowry became the President of the TCRT and from this point onward, few events in the history of the Twin Cities can compare to the significance of the electrification of the street railway system and its effects on the growth and development of the urban region.[23] His vision and the street railway system coincided with the expansion of the city. Residential neighborhoods were located near the city's parks and lakes and industry could be near the river and railroad. Unlike the freeways

which destroyed urban fabric, the streetcar was an integral part of the urban geography that connected neighborhoods by gathering diverse groups of people for a common journey, each on their own separate errands.[24]

When Lowry died in 1909, his brother-in-law, business partner, and TCRT's general manager, Calvin Goodrich, succeeded him as president. Upon Goodrich's death in 1915, Lowry's son, Horace became president.[25] This successful, privately run company faced tough challenges in the coming decades; increasing operational costs, decreasing revenues, a depression, two world wars, the development of city busses, and the emerging American affinity for automobiles.[26] During this period, city busses became more reliable and less expensive to operate than streetcars.[27] Busses were incorporated into the public transit system and used as shuttle routes to streetcar lines.[28] By 1926, TCRT expanded on its transportation monopoly. It bought out all the competing urban bus lines and merged them into the Twin City Motor Bus Company. Streetcar lines that were not profitable were converted to bus lines.[29] The stock market crash of 1929 decimated the street railways nationwide and TCRT was no exception. Still, TCRT managed to operate efficiently as a means of public transit.

In 1931, Horace Lowry passed away and was succeeded by T. Julian McGill as president of the company.[30] Under McGill, service routes were cut back and fares were increased. Employee wages were reduced across the board as TCRT restructured its business operations.[31] D.J. Strouse became TCRT President from 1936 and kept the company solvent as it dealt with declining ridership and competition with the automobile.[32] During World War II, TCRT employed women and high school age boys to deal with the military deployments of men and enjoyed a temporary bump in prosperity. In 1944, W.C. Gilman and Company, a New York transit engineering firm, was hired by Strouse to evaluate the operations of the TCRT. The firm found it to be operating "soundly" with its "finances in good order."[33] In projecting for post-war operations, TCRT planned to buy "modern, lightweight, noiseless, streamlined cars" to gradually replace outdated cars. By 1949, 141 new cars had been added to the fleet; however the company had not paid shareholder dividends for twenty years.[34] TCRT lost $500,000 in 1949 and many of its shareholders were in the mood for a change in leadership. Despite fare increases, TCRT kept losing riders and revenue as returning G.I.'s moved beyond the reach of the streetcars and busses to the suburbs.[35]

At this moment in the company's history, Charles Green, along with a local attorney named Fred Ossanna (both major TCRT shareholders), orchestrated a takeover of the TCRT management.[36] Green became President and Ossanna, a lawyer, became the company's legal counsel and spokesman.[37] During this time busses became more integrated into the transportation system as they were cheaper to operate than streetcars.[38] Green was a business speculator; he and

his associates were determined to extract profit out of the TCRT for their own short term gain.[39] This leadership arrangement was short-lived; by March of 1951, Green sold his stock for a profit and stepped aside as president. Emil Aslesen became president for a few months before Ossanna took the helm.[40] Ossanna and his associates quickly dismantled the rail operation of the company and by 1954 had converted the entire system over to diesel busses with the financial assistance of General Motors.[41] Surplus streetcars were brought to the Snelling yards to be scraped, sold, or burned.[42] Over the period of a few years all of TCRT's facilities were converted to bus-only use, demolished, or sold.[43] Ultimately, this shady corporate takeover and conversion of the system to busses was part of a coup that intended to "exploit the transit company for improper purposes."[44] In 1960 Ossanna and four of his associates were convicted of fraud, he was sentenced to four years in federal prison.[45] TCRT continued to operate bus lines until the 1970 takeover of the public transportation system by the Twin Cities Metropolitan Transit Commission, an agency established by the Minnesota State Legislature and entrusted to operate mass public transit in the metro area efficiently and for the greater good.[46]

The TCRT made privately owned, public transit profitable for nearly a century – an achievement of great significance in light of the fact that most all American public transit is now publicly owned and operates with government tax revenue.

PART 3: RATIONALE FOR LOCAL HISTORICAL DESIGNATION

Local historical 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 North Side Station is considered below in relation to each of the seven designation criteria.

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

The property in question is significant due to its association with the development of the Minneapolis streetcar system as discussed in part two of this designation study. Significant associations with Twin Cities bus service have not been identified, but this private-turned-public service is an evolving historical context not fully researched as part of this study. In any event, the transition from streetcar to bus began well before 1953 and 1954. Buses were stored and maintained onsite (Figure 14) in the 1940s, thus any significance attributed to this transition can be captured, at least in part, by the 1914 building.

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

The property in question is significant for its association with the Twin City Rapid Transit Company as discussed in part two of this designation study.

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

This property does not appear to be associated with distinctive elements of the Hawthorne neighborhood or the City of Minneapolis' identity. The Hawthorne neighborhood is primarily a residential neighborhood with single family houses bounded by the Mississippi River to the east and Emerson Avenue North to the west. Lowry Avenue is the neighborhood's northern boundary and Broadway

Avenue is the southern boundary. Farview Park is the neighborhood's primary green space. Presently, Interstate 94 forms a hard boundary between the neighborhood and the river. The land between the Interstate and the river is used primarily for industrial purposes. The identity of the City of Minneapolis is linked to the history of the milling industry around Saint Anthony Falls and the Chain of Lakes that contribute to public recreation. While the streetcar system did influence development patterns, and the streetcars remain icons of historic city identity, the North Side Station itself is not linked to distinctive aspects of city or neighborhood identity.

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

This property does not appear to embody any distinctive characteristics of an architectural or engineering style or method of construction. The property is a vernacular industrial property, built to a standardized design for a streetcar maintenance facility of its time.

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

The property does not appear significant under criterion five. The boulevard in the pedestrian right-of-way has grass and is planted with common coniferous shrubs and deciduous trees spaced approximately every thirty feet along the stretch of Washington Avenue North that is north of the 1914 building and continuing around 26th Avenue North and along 2nd Street North. There is no landscaping on the southern perimeter of the site that is bounded by 24th Avenue North. Asphalt parking lots cover the southern portion of the parcel as well as the north and northwest portion of the block. The entire site is essentially flat.

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

This property does not appear to be significant under criterion six. The primary 1914 building and the 1953-1954 bus garage addition are not associated with the work of master builders, engineers, designers, artists, craftsman or architects.

The architect of record for the 1914 building is Walter J. Smith. He was also listed as the architect of record for the second floor addition to the former East Side Station in 1912. Walter J. Smith was never listed in City Directories as an architect. City Directories do show in fact that he was employed as the Master Mechanic for TCRT and was responsible for designing its streetcars and facilities. Little else is known of Walter J. Smith.[47] The 1914 building was constructed with day labor.[48]

The 1953-1954 bus garage addition was designed by architect Loren Abbett, and was built by the C.O. Field Company and Ring Construction Company. Neither the Field nor the Ring construction companies appear to be master builders; however Loren Abbett is mentioned in Alan Lathrop's 2010 book, *Minnesota Architects: A Biographical Dictionary*.[49] Abbett was born in 1912, in Worthington, Minnesota and received a bachelor's degree in architecture from the University of Minnesota in 1934. In his career he was employed as a designer and draftsman, his most notable project appears to be the Bankers Life Insurance Building, an Art Deco office building in Des Moines, Iowa, built in 1939.[50] In April of 1956, he was tragically murdered.[51]

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

The subject property has not yielded information important in prehistory. Records available at the Minnesota State Historic Preservation Office indicate that no archeological sites have been identified on the subject property nor have any archeological surveys been conducted on or near the property in question.

The subject property is not likely to yield information important in prehistory. The subject property is presently located approximately 1,200 feet west of the Mississippi River. This is the nearest pre contact body of water. As this feature generally served as a source of water, food, and transportation, areas in close proximity (generally five hundred feet or less) to such sites have a higher than average potential to include archeological evidence from pre contact human habitation. As the subject property is greater than five hundred feet from the Mississippi River, it is far less likely to produce such evidence.

The Mississippi Watershed Management Organization has identified a depression of water or wet soil near the surface approximately two hundred feet east of the subject property (Figure 4).[52] It is a large portion of land that follows the river from West Broadway Avenue up to 28th Avenue North and cuts into about five hundred feet of land on the west bank of the river. A plat map from 1892 shows the area where this wet depression is identified, but does not show any significant body of water aside from the Mississippi River. In this map, the parcel where the subject property now sits is divided, only two frame structures are built upon it and streetcar tracks are on Washington Avenue North (Figure 5).[53] A 1914 plat map shows this parcel when North Side Station was built (Figure 6).[54] There are structures built where this wet depression was identified.

The subject property is not likely to yield information important in history. Historic maps indicate the sewer system was running under Washington Avenue North as early as 1892.[55] The subject property has a basement which leaves little chance that anything from pre-history would be found on site. Furthermore, city

records indicate that the entire parcel where the subject property sits was connected to the sewer system on May 29, 1914.[56] For this reason there is little evidence that the lot may contain privy vaults bearing archeological evidence. The above ground resources are likely the most historically significant parts within the site.

Integrity of historic resource

The following is an assessment of the North Side Station as it relates to the seven aspects of integrity as defined by the Department of the Interior:

Location: The North Side Station at 2418 Washington Avenue North is in its original location and maintains its integrity.

Design: The property embodies distinctive characteristics of a Twin City Rapid Transit Company streetcar station and retains its architectural integrity. Built to a standardized design, the North Side Station designed by Walter J. Smith maintains a consistent design aesthetic on the exterior, but not in the interior spaces. The two-story office wing presents itself to the street with ten structural bays visible in its brickwork. Fenestration openings form vertical groups that span the two floors in each structural bay. The brickwork, the bay window aside the main entry, the chimney at the north end of the office wing, the projecting cornice at the roofline, the double slant clay tile coping at the parapets and the flat roof all appear to be intact historic features of the original design. Despite the addition of a two-way billboard on top of the streetcar station, the current visual appearance from the pedestrian right-of-way is consistent with the original plans and historic photographs.

The noncontributing 1953-1954 bus garage addition remains subordinate to the 1914 building in its height and position on the windowless rear side of the building (Figure 68). It is also compatible in terms of materials, form, and massing. While no interior designation is proposed, staff recommends the exterior of the 1914 building, to include those portions partially enveloped by the addition's walls, be protected as part of this designation, to improve the 1914 building's chances of being restored in the future.

Interior spaces have been considerably altered, new partition walls have been constructed, gypsum board covers historic walls and newer carpet covers historic floors. Modern doors and suspended ceilings have been incorporated into the former interior office spaces and trainmen facilities. Despite these changes, it appears that several intact historic features remain on the interior. Original fire doors are prevalent throughout the former streetcar storage bays, the exposed steel trusses that support the ceiling and the hollow clay tiles used for fireproofing in the streetcar sheds are extant. The paucity of historical features on the interior does not warrant an interior designation.

Original plans (Figure 65) and historical photos (Figures 13 and 14) indicate that the portion of this lot not covered by the 1914 building held rail and electrical lines with storage for up to 200 streetcars. This space has been converted to a garage and surface parking lots for road vehicles (first buses and then automobiles). Removal of these tracks has diminished the property's integrity of design, but only minimally.

Setting: The property's integrity of setting has changed considerably since the time the North Side Station was built and no longer retains its integrity of setting. Although the primary building frontage still faces Washington Avenue North, immediately to the west is Interstate 94. When approaching the building from the south, north, or immediate east, the 1953-1954 masonry addition is predominant. Many buildings surrounding the site do not appear to be the structures that were extant when the North Side Station was originally built, however, several of these structures do appear to date to the time of the 1953-1954 addition, which is during the period of significance. The streetcar tracks on Washington Avenue North have been removed or have since been paved over with asphalt. Although the setting has changed considerably since 1914, the surrounding area is zoned for industrial use as it was when the North Side Station was originally constructed.

Materials: Despite alterations, a significant amount of the key original building materials dating from its period of significance as a streetcar station are still a part of its composition. The property retains its integrity of materials.

Workmanship: The North Side Station retains integrity of workmanship. Evidence of the builders' skill is evident on the exterior of the building; the masonry is in good to fair condition after 100 years and the apparently original, double slant clay tile coping is still in place. The projecting metal cornice, although deteriorating, is still in place and appears to be original.

Feeling: As a whole, all of the physical features convey the feeling of a streetcar station built for electric streetcars that was converted to use for diesel buses. While the majority of the spaces do not fully communicate their historic use anymore, the volumetric relationships between the spaces, especially the storage sheds, do convey the feeling of its former use as a transportation office, maintenance facility and streetcar carhouse (Figure 39).

Association: While this building is no longer commonly associated with Thomas Lowry or the TCRT Company, by default, it remains one of the few extant properties that have any association at all with the former or latter. It remains the single building with the strongest direct association to the TCRT streetcar system.

Relationship to the body of locally-designated properties in Minneapolis

The North Side Station is unique in the City of Minneapolis and among those properties currently listed as landmarks. While there are some buildings related to the TCRT that are contributing resources to local and national historic districts, there is currently only one locally-designated landmark directly related to the TCRT.

1. The Como-Harriet Streetcar Line and Trolley "1300," 1887 / 1908
    - Locally designated in 1986 for its association with Minneapolis' extensive public transportation system, also listed in the National Register of Historic Places. A short stretch of existing track and original right-of-way is included in this designation. Also included in the right-of-way is Interlachen Bridge L-9328, also known historically as the Cottage City Bridge, in William Berry Park. The streetcar itself, built in 1908 and restored, is enjoyed recreationally and by tourists.

Aside from the aforementioned landmarks, there are three other properties designated by the City of Minneapolis as local landmarks that are associated with significant transportation history.

1. Franklin Avenue Bridge, Franklin Avenue at the Mississippi River, 1919 - 1923
2. Milwaukee Road Depot and Freight House, 300 Washington Avenue South, 1897 – 1899
3. Shoreham Yards Roundhouse, 2800 Central Avenue, 1887 - 1919

In the Hawthorne Neighborhood several residential properties are locally designated.

1. Concrete Block Rowhouse, 300 – 314 ½ 26th Avenue North, 1885
2. Concrete Block House #2, 2611 Third Street North, 1885
3. Concrete Block House #3, 2617 Third Street North, 1885
4. Concrete Block House #4, 2619 Third Street North, 1885
5. Concrete Block House #5, 2705 – 07 Third Street North, 1885
6. Concrete Block House #7, 2831 Third Street North, 1885
7. Concrete Block House #8, 2826 Fourth Street North, 1885
8. Concrete Block House #9, 2828 Fourth Street North, 1885
9. Baker – Emerson House, 2215 Dupont Avenue North, 1883

TCRT Remnants

The North Side Station is the last surviving building in Minneapolis that was originally designed as an electric streetcar carhouse for the TCRT. It is not however, the last building or structure associated with the TCRT or Thomas

Lowry. Remnants of the TCRT remain in Minneapolis and in the greater metro area; some buildings are not individually designated as local landmarks, but are contributing resources to local and/or national historic districts. Some of these remnants are not buildings *per se,* but are structures, or the vestiges of the private rights of way used by the streetcars.[57] These remnants include:

1. Minneapolis Street Railway Company Building - Horsecar Barns & Shop (Colonial Warehouse), 3rd Avenue North, 1885
   - As mentioned previously in this part of the study, this building was originally built as a horsecar barn and shop that contained the main offices for the TCRT. It was intended to be the powerhouse for a cable car system that was never built. It was converted in 1890 to an electric streetcar carhouse and also contained maintenance shops.[58] The TCRT sold the building in 1908 to a wholesale grocery business who added two floors to the original structure.[59] This addition, although done in good taste, significantly altered the integrity of some of the Romanesque elements of the building. This building survives to this day and is part of the local and national Minneapolis North Loop Warehouse Historic District.

2. Twin City Rapid Transit Company Steam Power Plant, 12-20 6th Street Southeast, 1904
   - This plant produced electric power to meet the increase in demand on the streetcar system. The building was eventually sold to the Northern States Power Company after the abandonment of the streetcars in 1954. It was later sold to the University of Minnesota where it still supplies power. [60] This building is a contributing resource to the local and national Saint Anthony Falls Historic District.

3. Hennepin Island Water Power Station, SE Main Street,1882
   - Built to produce electric power for the streetcar system. Currently owned by Xcel Energy, the building is a contributing property to the local and national Saint Anthony Falls Historic District.

4. Twin City Rapid Transit Company Substation, 3201 3rd Street North, 1908
   - This neoclassical TCRT substation was designed by E.H. Scofield. City Directories list his employment as the Engineer of Power for the TCRT. He was responsible for power related buildings as well as equipment. The substation was built by the John Whinder Company. Used by the TCRT until 1954, presently used as an office.

5. Streetcar Shelter, Glenwood Avenue in Theodore Wirth Park, 1937

- This is the last standing streetcar shelter in Minneapolis, resembling in some ways, a Japanese temple. According to Aaron Isaacs, these buildings were a rare part of the TCRT system. It was constructed as a WPA project in 1937 and appears to retain its integrity. This building appears to be in surprisingly good condition non-withstanding its age and exposure to the elements - including passersby's who have carved their names and messages into its wood structure and benches.[61]

6. Exposed streetcar tracks, 2900 block of Girard Avenue South between Lagoon Avenue and East Lake Street, exact date unknown
   - Partially exposed tracks and pavers are visible beneath the pavement in the pedestrian and vehicular right-of-way.

7. Horace Lowry House, 1821 Logan Avenue South, 1913
   - This was the residence of TCRT president and the son of Thomas Lowry. Designed by Keys and Colburn, built by Maurice Schumacher, presently used as a residence.

8. Minneapolis Streetcar Employee Hotel - "Fuller," 1465 West 33rd Street, 1920
   - Designed by Perry Crosier, according to *Sub-Context: Street Railways, 1873-1954,* this apartment building was used by TCRT employees who worked at Nicollet Station.[62] Building Permit records do not show the TCRT as the original owner.[63]

9. Thomas Lowry Memorial, Hennepin, Emerson Avenues and West 24th Street South, 1915
   - A memorial to TCRT president Thomas Lowry, designated as a local landmark by the Minneapolis Heritage Preservation Commission.

Additional buildings and structures in Saint Paul, Minnesota reflect the heritage of the TCRT streetcar system. These are:

1. Midway Station, 2324 University Avenue (Midtown Commons), 1891
   - This is one of the oldest contributing buildings in the local University-Raymond Commercial Heritage Preservation District. Originally built as a streetcar carhouse, it was replaced when the Snelling Station and shops opened in 1907. It was sold and has now been renovated for use as an office building.[64] It appears to retain much of its integrity, however all windows are replacements of originals. It is significant for its association with the freight transfer industry in the west Midway area of Saint Paul. It is

recommended for listing in the National Register of Historic Places.[65]

2. South Saint Paul Station, 316 Malden Street, 1921
   - Rails were removed from this carhouse on April 12-15, 1927 and the building was sold in 1938.[66] It is still in use presently as a heavy-duty truck parts and service business. At present, it is difficult to say how much integrity is retained in the building. It is not designated at the local or national level.

3. Como Park Streetcar Waiting Station, 1224 North Lexington Parkway, 1905
   - This handsome building was rehabilitated in 2002 and now includes an interpretive museum and visitor center, office space, meeting areas and an outdoor patio. It is not listed as a local or national landmark.

4. Bridges L – 5853 & 92247, North Lexington Avenue, 1904
   - These structures are listed in the National Register of Historic Places as early examples of reinforced concrete barrel-arched bridges. They ran over the streetcar tracks in Como Park and allowed for safe pedestrian passage over Lexington Avenue. They were obsolete after 1954 when the streetcars stopped running and have since deteriorated. Designated in 1989, funding for repair has been delayed, rehabilitation is expected to be complete next year.[67]

5. Concord Street Substation, 36 Cesar Chavez Street, ca. 1908
   - This substation was used by the TCRT until 1954; it appears to retain integrity, but it also appears to be vacant. It is not designated at the local or national level.

6. Selby Avenue Streetcar Tunnel, east portal, Selby and Summit Avenues near Mulberry Street, 1907
   - Just below the Cathedral of St. Paul, the tunnel opening has been filled in with concrete. Streetcar tracks are exposed and lead up to the former tunnel opening. Original railings on the retaining wall are extant. This structure lies within the boundaries of the local and national Historic Hill Heritage Preservation District.

In Stillwater, Minnesota there is a remnant of the halcyon days of the TCRT and the expansive reach of the streetcar system:

1. Third Street Substation, 518 Owens Street North, 1904
   - This was used by the TCRT until 1932 when streetcar service in Stillwater ceased. It has been used ever since as a private

residence.[68] It appears to have been modified to accommodate its use as a residence. It is locally designated.

The North Side Station remains singularly unique amongst these and all other locally-designated properties. Amongst the other locally-designated properties in Minneapolis with a transportation theme, the North Side Station is the only building related to streetcar use. It is the only remaining building in Minneapolis that was originally designed for use as an electric streetcar carhouse and maintenance facility associated with the TCRT Company. It was also in active use by the TCRT longer than the building at 212 3rd Avenue North and the other TCRT horsecar and streetcar carhouse remnants in Saint Paul. It appears to retain as much or more integrity than any other extant building related to the TCRT.

The Como-Harriet Streetcar Line and Trolley is not a building. The Milwaukee Road Depot and Freight House and the Shoreham Yards Roundhouse are related to the railroads. While the North Side Station is obviously no longer used as a streetcar station, because it is the only remaining historic streetcar carhouse in Minneapolis dating to the TCRT's expansion from 1904-1914, its current use as a warehouse, wholesale and retail space does not adversely affect its eligibility for local designation. It is important to designate this property to have one representative streetcar carhouse from this important period of the TCRT's halcyon days in the City of Minneapolis' inventory of Landmarks. This is the last opportunity to designate a TCRT streetcar carhouse in the City of Minneapolis.

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.

Comprehensive and Long-Range Planning

Title 23, Chapter 599.260 of the 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 designation of the subject property meets relevant policies of the Minneapolis Plan for Sustainable Growth.

The relationship of the proposed designation to the city's comprehensive plan:

- Heritage Preservation Policy 8.1: "Preserve, maintain and designate districts, landmarks and historic resources which serve as reminders of the city's architecture, history, and culture." By designating the subject property as a landmark, the City will require the preservation of a building significant for its association with historic patterns of development and transportation.

- Heritage Preservation Policy 8.10: "Promote the benefits of preservation as an economic development tool and a method to achieve greater environmental sustainability and city vitality." Designating this property and encouraging its maintenance and rehabilitation may provide an anchor property for future redevelopment of the industrial northern riverfront area. This property is an asset to the city's long term goals for the area.

- Policy 8.10.5: "Prioritize the reuse of the city's historic buildings as a strategy for sustainable development." The greenest building is the one that is already built. By designating the subject property and protecting it from any demolition in the future, embodied energy is conserved that would be spent in any future demolition and construction of a new structure on this site.
- Heritage Preservation Policy 8.11: "Raise awareness of the history of Minneapolis and promote the quality of the built environment." Designation of this property will help to tell the story of the Minneapolis streetcar system to current and future residents of the city.

The effect of the proposed designation on the surrounding area: The proposed designation of the subject property will set an example of the value of rehabilitating and maintaining existing industrial building stock. It will serve as a reminder of the history of this area to North Minneapolis residents as well as to visitors.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: The adaptations of the RiverFIRST plan and the Above the Falls Vision can accommodate the use of historic structures such as the North Side Station into the vision of developing a regional park identity compatible with new development along Minneapolis' upper riverfront.

National Register Status

This property is not currently listed in the Nation Register of Historic Places (NHRP). The owner is encouraged to pursue such designation in the future.

State Designation

This property has not been designated by the state of Minnesota as a historic district, historic place, or historic site.

Period of Significance

The period of significance is 1914-1953, the time from when this streetcar facility was built to the time the TCRT began construction of the first of three bus garage additions and phased out streetcar operations at the North Side Station. Staff believes that the significance of the property lies in its associations with Minneapolis' streetcar heritage and the early leaders of TCRT, not its association with bus service: a historical context not researched as part of this study, and a private-turned-public service that continues growing and changing to this day. While the 1953-1954 addition does occupy a greater footprint than the 1914 building, the addition is clearly subordinate in terms of height. Its flat roof and tan brick walls complement the historic masonry construction. It is positioned at the rear and side of the 1914 building, preserving views of the building's front (Washington Avenue North) façade from the public right-of-way. The sprawling, single-story 1950s bus garage is a noncontributing addition.

PART 4: REGISTRATION AND CLASSIFICATION INFORMATION

NAME OF PROPERTY	
Historic Name	North Side Station
Current Name	Classic Space, Inc.
Other Names Used	N/A
LOCATION OF PROPERTY	
Street and Number	2418 Washington Avenue North
Is building located on its original site?	Yes
Date if moved	N/A
OWNERSHIP OF PROPERTY	
Owner's Name	Classic Space, Inc.
Owner's Address	N/A
CLASSIFICATION	
Ownership of Property	Private
Category of property	Building
Number of contributing resources within property	Buildings: 1 (1914 building) Structures: 0 Sites: 0 Objects: 0
Number of non-contributing resources within property	Buildings: 1 (one-story addition) Structures: 0 Sites: 2 (Parking Lots) Objects: 0
Listed on the National Register of Historic Places?	No
Date of NRHP listing?	N/A
USE AND FUNCTION	
Historic Use	Office, repair shop, trainmen's facilities and electric streetcar carhouse

Current Use	Multi-tenant (wholesale, retail, warehouse, fabrication)
DESCRIPTION	
Architectural classification/style	Vernacular industrial
Materials: • Foundation • Roof • Walls • Windows	• Concrete • Asphalt & EPDM • Brick • Wood and vinyl double hung sashes
STATEMENT OF SIGNIFICANCE	
Applicable local designation criteria	599.210(1)(2)
Related local context (s)	Street Railways, Transportation,
Significant dates	1914, 1953-1954
Period (s) of significance	1914 – 1953
Cultural affiliation	N/A
Names of master builders, engineers, designers, artists, craftsmen, and/or architects	None
MAJOR BIBLIOGRAPHIC REFERENCES	
	See Sources section
GEOGRAPHICAL DATA	
Size of parcel	246,840 square feet
PIN number	1502924210028
Legal Description	Lot 13, Block 4, of Morse's Second Addition

PART 5: PHOTOGRAPHS, DRAWINGS, AND OTHER DOCUMENTS

Figure 1. 2418 Washington Avenue North and vicinity, looking north, source: MinneAtlas

Figure 2. North Side Station and surroundings, 1914 building has the white roof material, source: Google Maps

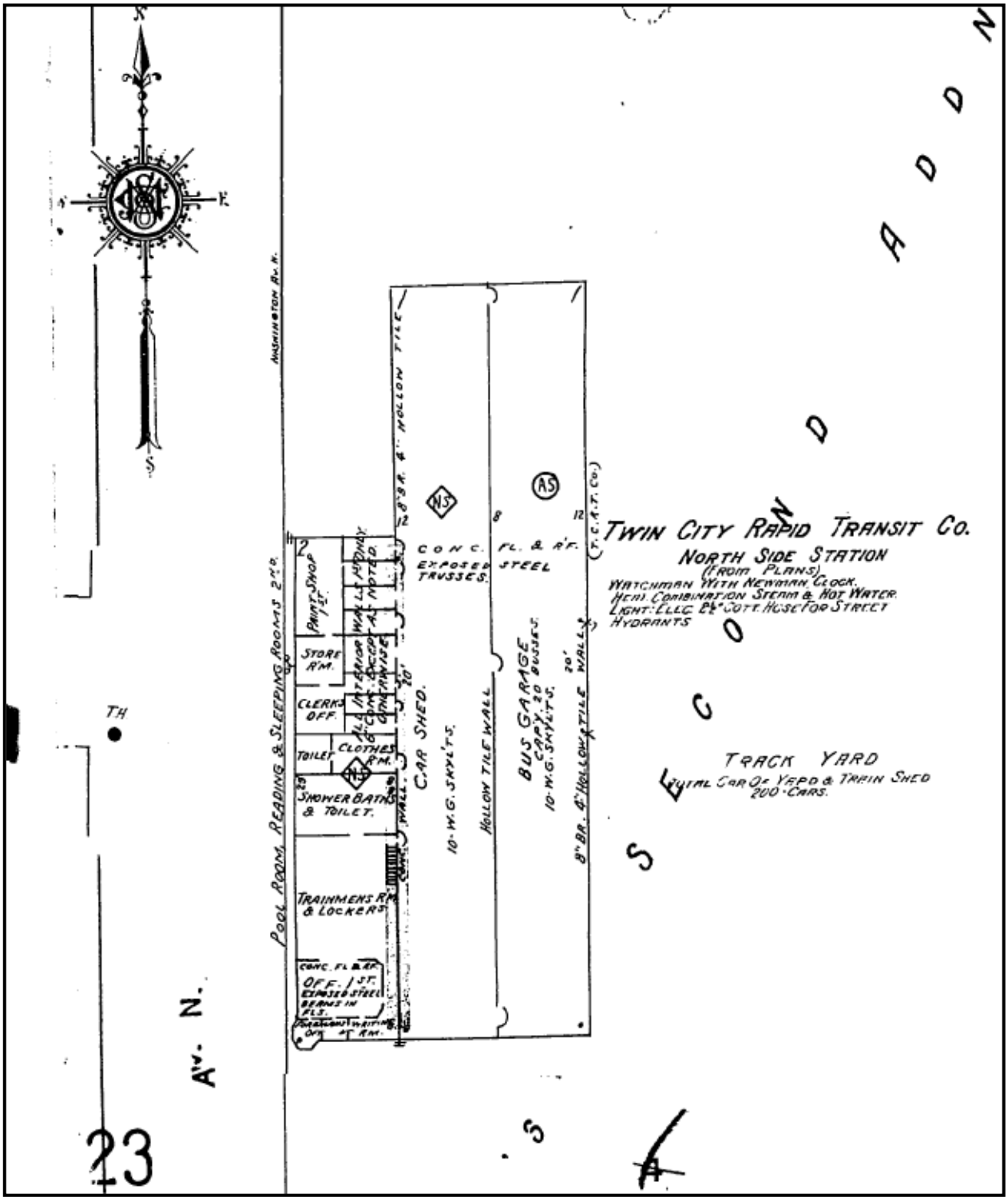

Figure 3. North Side Station, source: Sanborn Map Company, Insurance Maps of Minneapolis, Minnesota, vol. 1, 1912-April 1951, sheet 24.

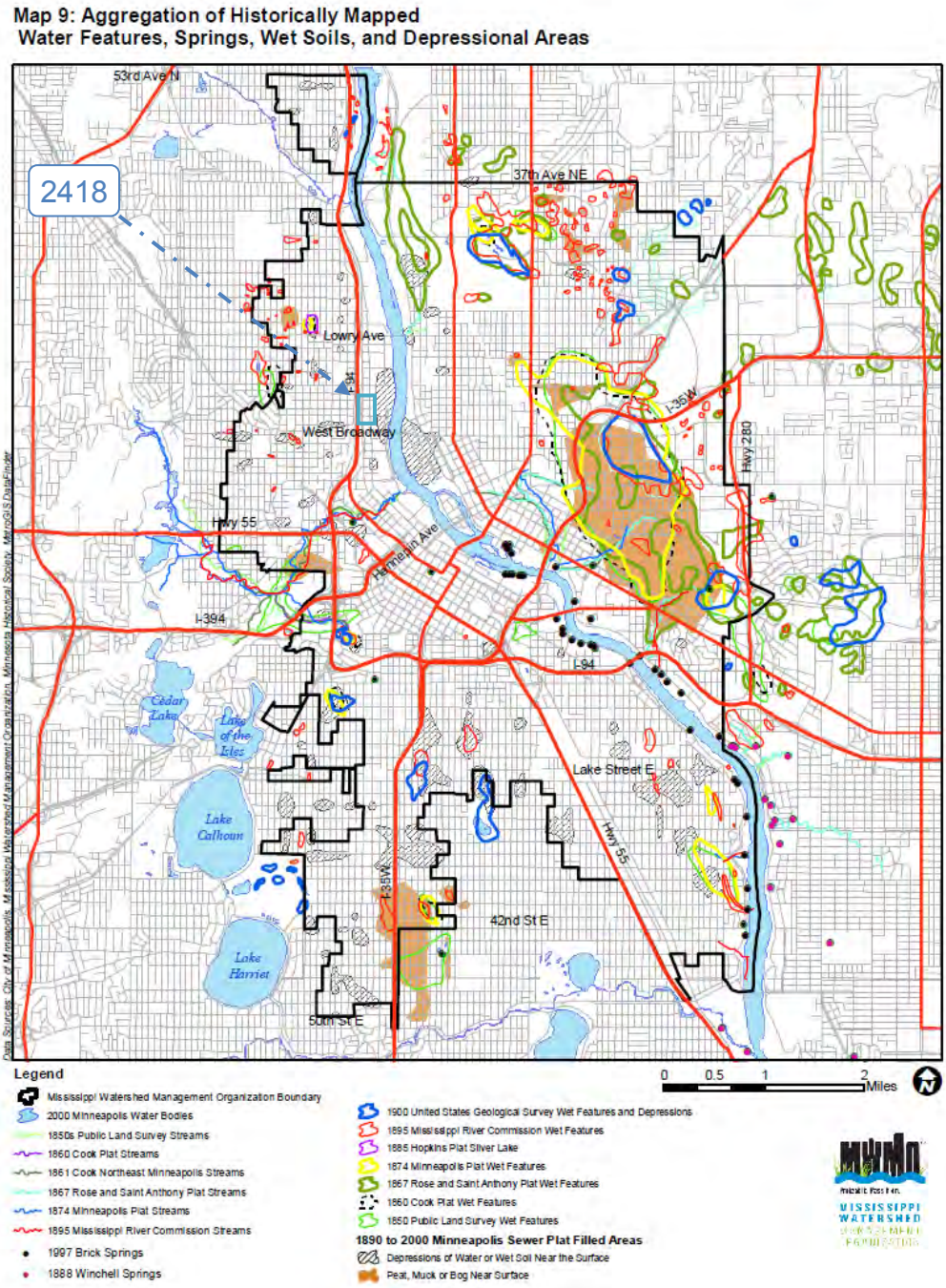

Figure 4. Map of historically mapped water features, site of North Side Station outlined in blue, area of water or wet surface depression shown in diagonal black hatching to the east of site, source: Mississippi River Management Organization, *Historic Waters of the Mississippi Watershed Management Organization* (Minneapolis: Mississippi Watershed Management Organization, 2011) 34.

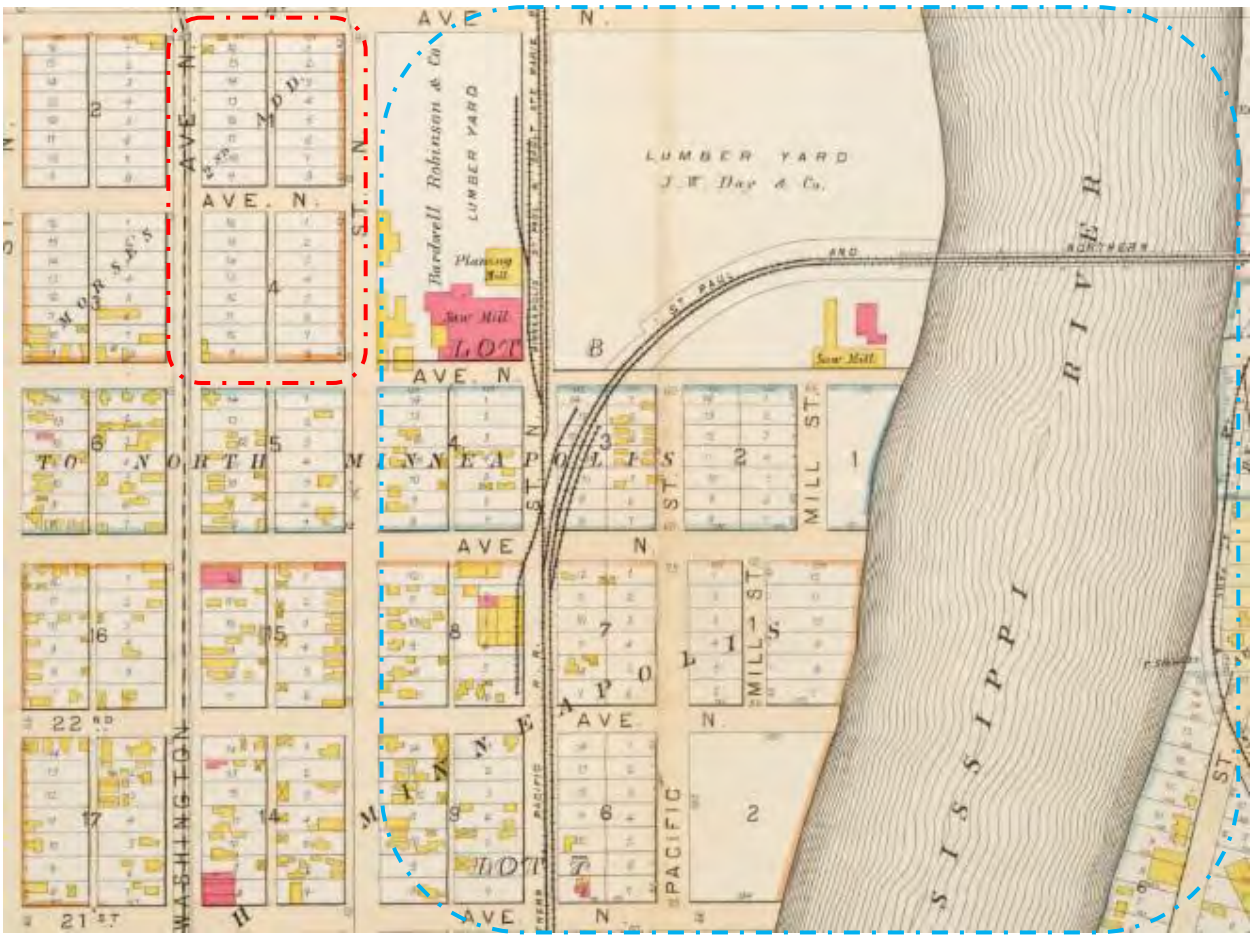

Figure 5. Site of North Side Station prior to construction, outlined in dashed red line, area of water or wet surface depression outlined in dashed blue line (streetcar tracks are visible as a dashed line running along Washington Avenue North), source: C.M. Foote and Company, *Atlas of the City of Minneapolis*, plate 22, 1892.

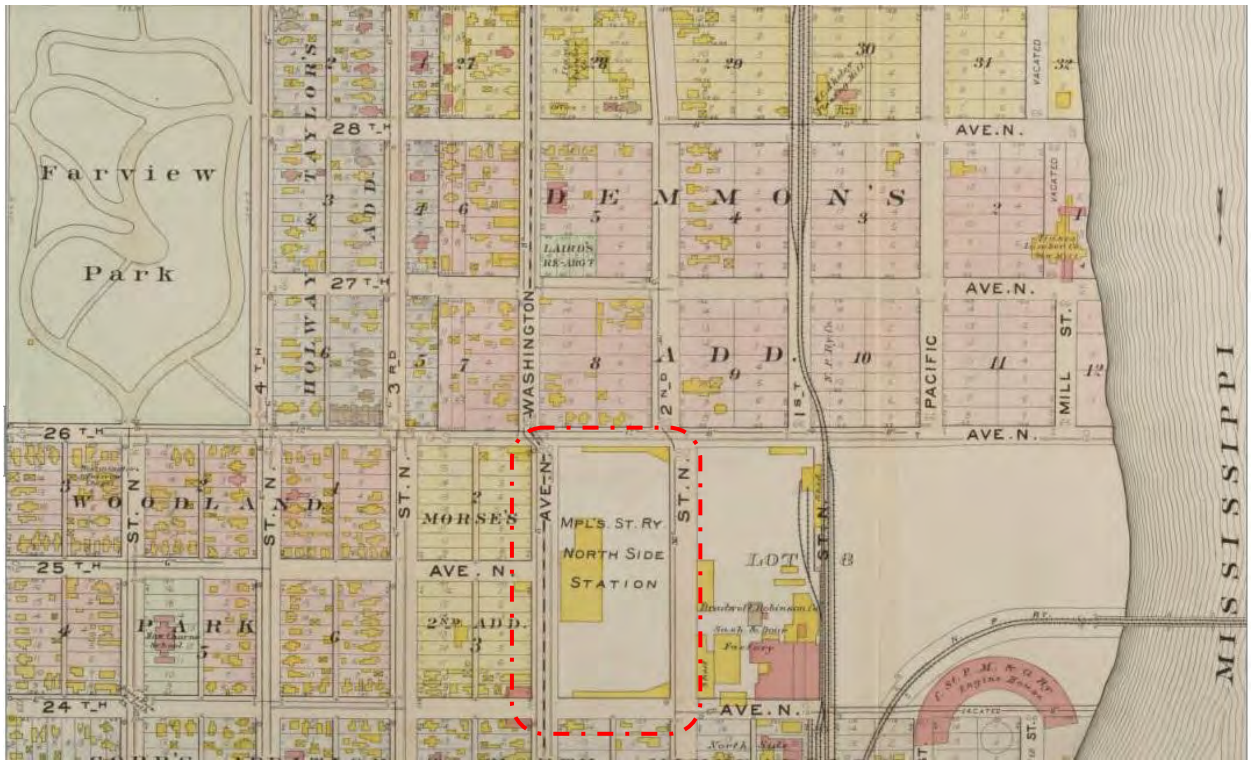

Figure 6. North Side Station, 1914 (Streetcar tracks shown as dashed line running along Washington Avenue North), source: H.W. Bennecke, *Index Map of the City of Minneapolis*, plate 25, 1914.

Figure 7. North Side Station, south elevation, 1914, source: Minnesota Streetcar Museum

Figure 8. North Side Station, south elevation, about 1918, winter, streetcar shed bay doors closed, source: Minnesota Streetcar Museum

Figure 9. View of North Side Station from the southwest, 1922, source: Minnesota Streetcar Museum

Figure 10. A group of trainmen pose on a bench in the Trainmen's room in North Side Station, about 1915, source: Minnesota Streetcar Museum

Figure 11. Trainmen posed with a “Cedar-Camden” streetcar at North Side Station, about 1915-17, source: Minnesota Streetcar Museum

Figure 12. Trainmen posing in front of a streetcar at North Side Station, 1915, source: Minnesota Streetcar Museum

Figure 13. Looking southeast from the roof of North Side Station with the yard below full of streetcars, source: Minnesota Streetcar Museum

Figure 14. Bus in the yard at North Side Station, 1950, source: Minnesota Historical Society

Figure 15. A fold out brochure promoting tours of the Twin Cities area via the TCRT's streetcars and boats, from 1914, source: Minnesota Streetcar Museum

Figure 16. Drawing from the fold out brochure, “The Twin Cities 1914,” source: Minnesota Streetcar Museum

Figure 17. North Side Station, Washington Avenue façade, view from southwest. 1914 streetcar station on left, lower building is the 1953-1954 bus garage addition. October, 2014, source: CPED files

Figure 18. North Side Station, Washington Avenue façade, view from northwest, October, 2014, source: CPED files

Figure 19. North evelation of 1914 streetcar station. 1953-1954 bus garage addition is on the left, to the east, just out of the photograph. October, 2014, source: CPED files

Figure 20. West elevation of 1953-1954 bus garage addition that lies north of the 1914 streetcar station. 1914 building is to the right, at the edge of the frame. October, 2014, source: CPED files

Figure 21. North elevation of 1953-1954 bus garage addition, October, 2014, source: CPED files

Figure 22. View from northeast on North 2nd Avenue facade, 1953-1954 bus addition, October, 2014, source: CPED files

Figure 23. East elevation, southern portion of 1953-1954 bus garage addition along North 2nd Avenue, October, 2014, source: CPED files

Figure 24. South elevation, 1953-1954 bus garage addition as viewed from corner of North 2nd Avenue and North 24th Avenue, October, 2014, source: CPED files

Figure 25. Present entry – 1953-1954 bus garage addition meeting the 1914 streetcar station on Washington Avenue North, replacement brick visible beneath bay window, source: CPED files

Figure 26. Projecting bay window of foreman's office adjacent to main entry on Washington Avenue North, note the four-over-four divided light, double hung sashes that appear to date to the period of significance, newer storm windows and repair visible. October, 2014, source: CPED files

Figure 27. Interior of present main entry. Projecting bay window of foreman's office, two-over-four divided light, double hung sashes that appear to date to the period of significance, repair work visible, October, 2014, source: CPED files

Figure 28. Interior fire door, October, 2014, source: CPED files

Figure 29. Fire door detail, October, 2014, source: CPED files

Figure 30. Fire door detail, October, 2014, source: CPED files

Figure 31. First floor bathroom, presumably historic subway tile on left, replacement windows and suspended ceiling tiles, October, 2014, source: CPED files

Figure 32. Stairs to second floor, presumably historic, October 2014, source: CPED files

Figure 33. Second floor, interior, replacement windows, alterations, October, 2014, source: CPED files

Figure 34. Second floor, interior, newer partition walls, October, 2014, source: CPED files

Figure 35. Alterations to second floor, October, 2014, source: CPED files

Figure 36. Alterations to second floor, October, 2014, source: CPED files

Figure 37. Second floor interior wall, October 2014, source: CPED files

Figure 38. View from second floor window, looking south, downtown Minneapolis skyline in the distance. Roof in foreground is 1953-1954 bus garage addition; Washington Avenue North is below and to the right. October, 2014, source: CPED files

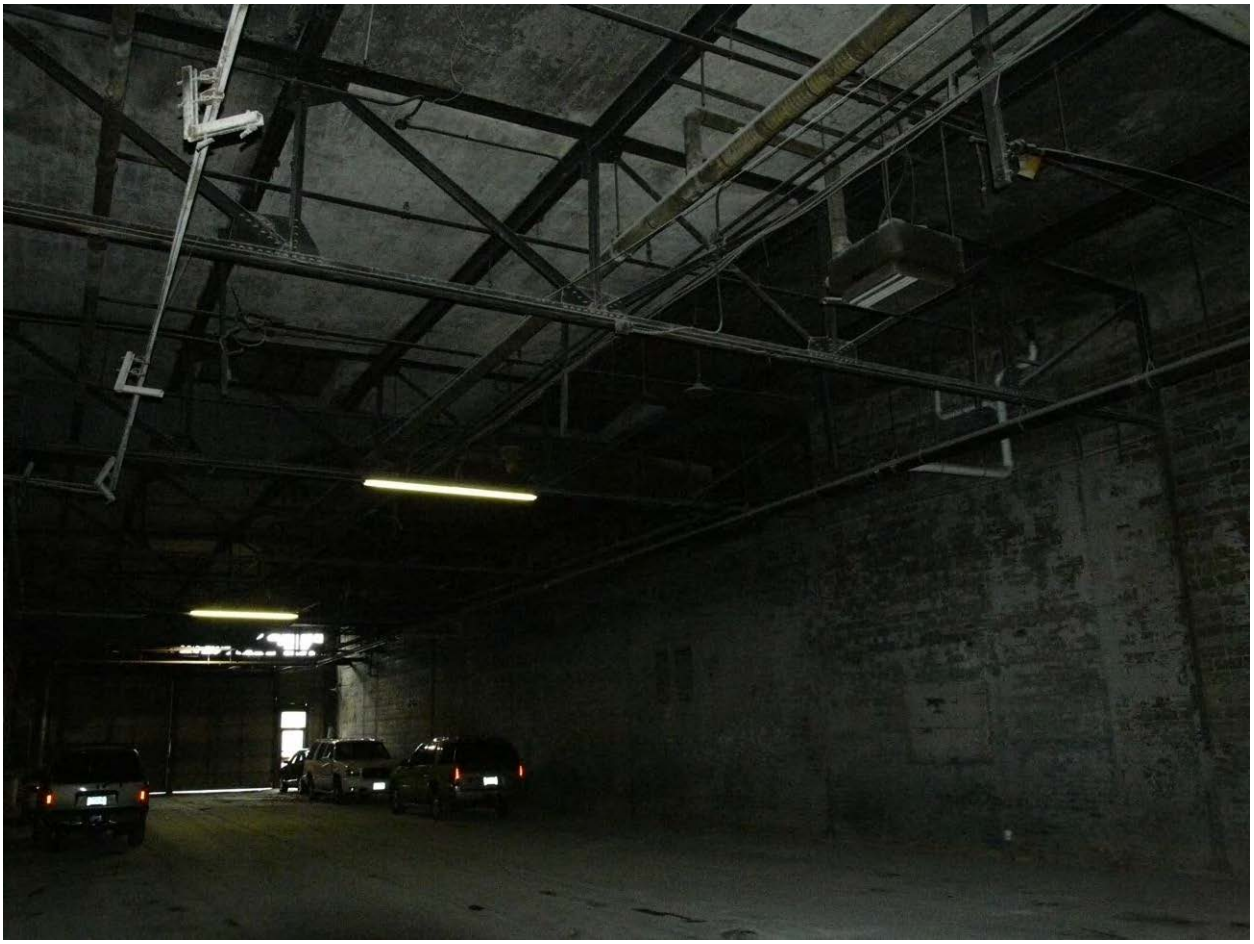

Figure 39. Interior of former streetcar shed, presumably original steel trusses on ceiling, October, 2014, source: CPED files

Figure 40. Interior of former streetcar shed, original fire door and original hollow tile wall. Note the traces of streetcar tracks in the floor. October, 2014, source: CPED files

Figure 41. Interior of 1953-1954 bus garage addition, October, 2014, source: CPED files

Figure 42. Interior wholesale / retail space in 1953-1954 bus garage addition, October, 2014, source: CPED files

Figure 43. Non-historic interior wall partitions, October, 2014, source: CPED files

Figure 44. Non-historic interior wall partitions, October, 2014, source: CPED files

Figure 45. Non historic interior wall partitions, October, 2014, source: CPED files

Figure 46. Brickwork adjacent to entry, presumably new masonry from 1953-1954 bus addition visible to the right in lighter color brick, October, 2014, source: CPED files

Figure 47. Detail of brick by entry, original brown brick of 1914 building on left, repair with lighter tan colored brick, presumably from the 1953-1954 addition on right, October, 2014, source: CPED files

Figure 48. Replacement windows and panel infill, presumably original cornice, Washington Avenue North façade, October, 2014, source: CPED files

Figure 49. View of fenestration, cornice, and structural bays along Washington Avenue North, October, 2014, source: CPED files

Figure 50. Detail of brickwork, lintel and clay tile coping, north elevation of office building, October 2014, source: CPED files

Figure 51. Original transom lights, upper left, north elevation of car shed, October, 2014, source: CPED files

Figure 52. Cornice, tall parapet behind, sagging lintels, north elevation of office building, October 2014, source: CPED files

Figure 53. Loading dock, north elevation of 1914 streetcar station, October 2014, source: CPED files

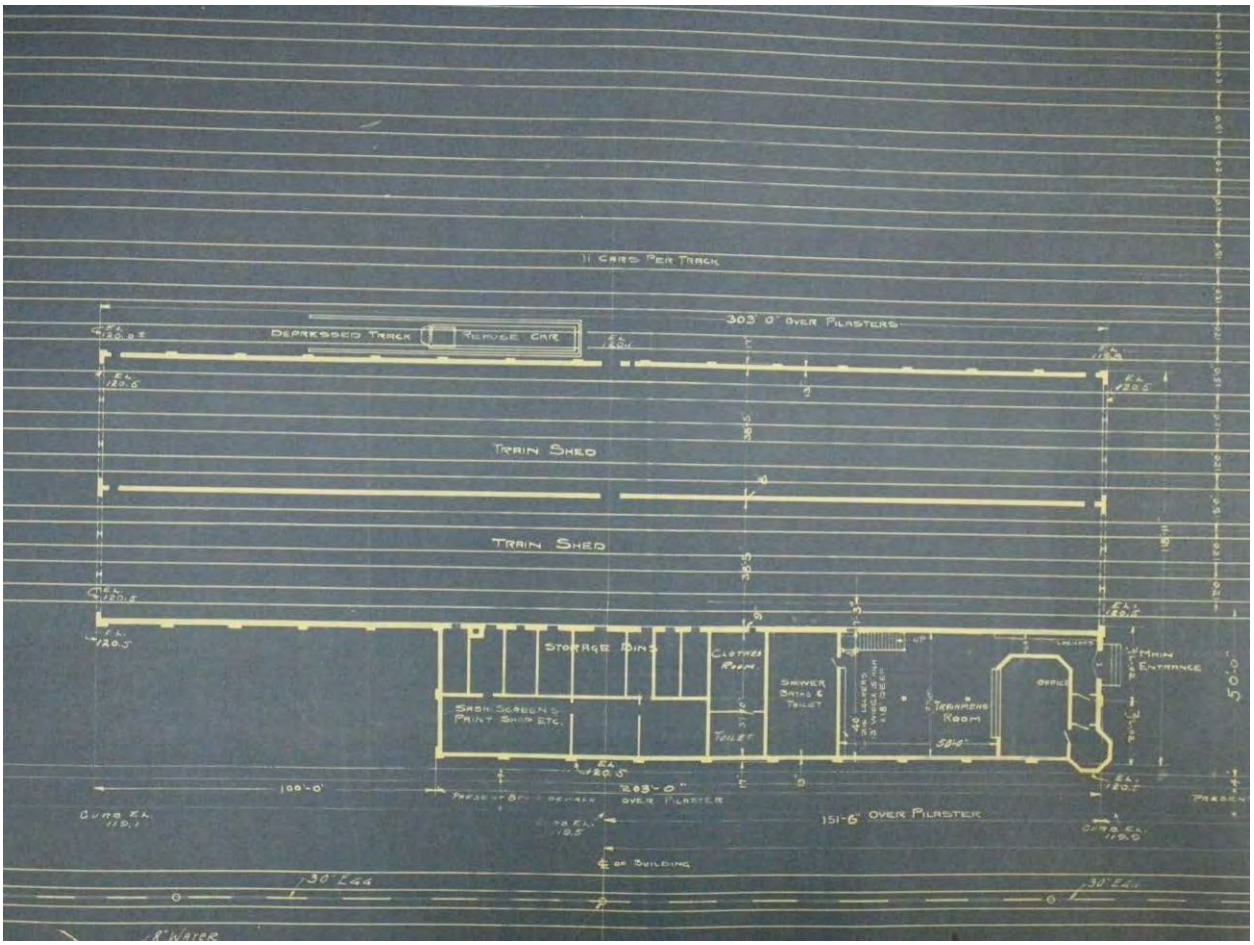

Figure 54. First floor plans, 1914 building, source: Northwest Architectural Archives

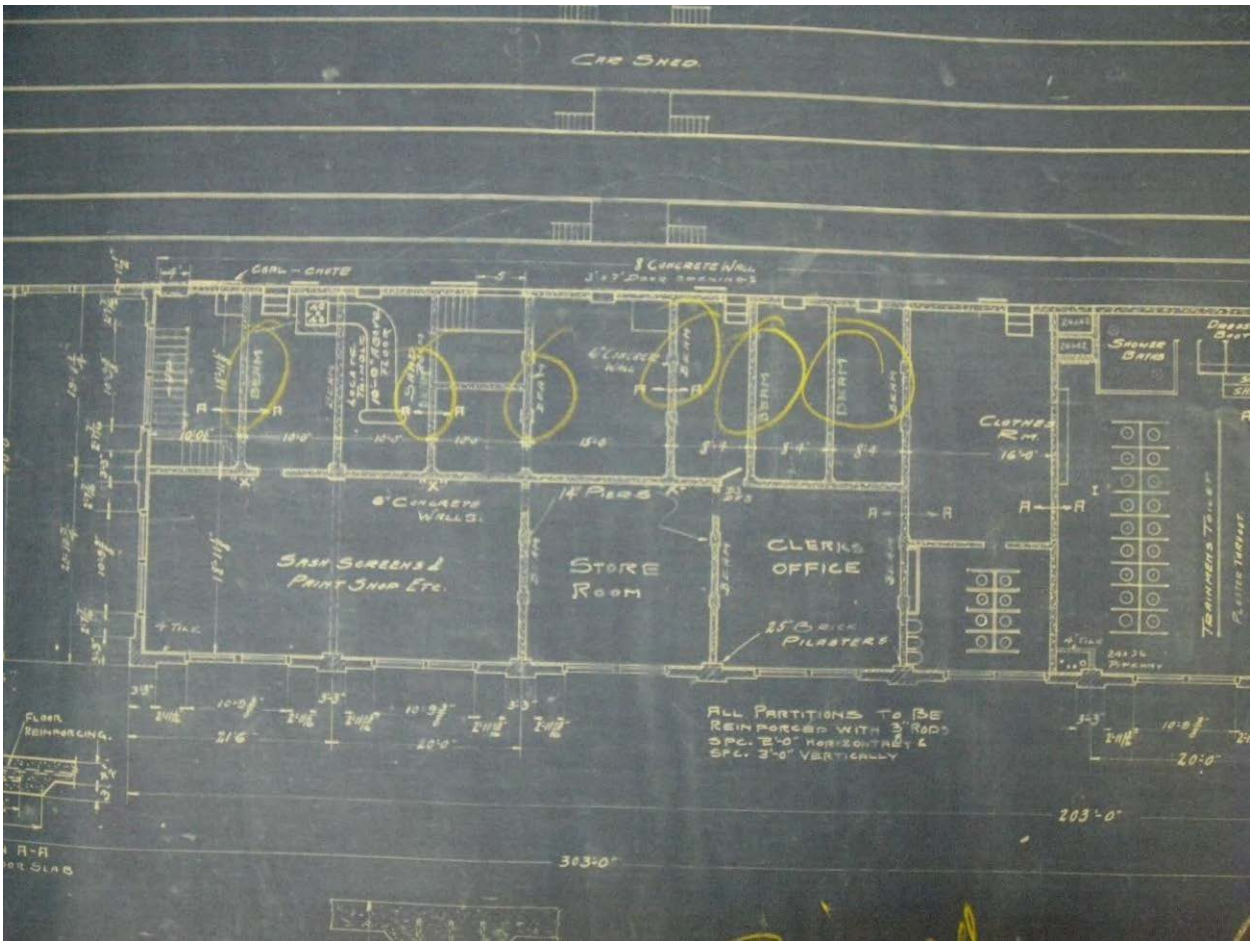

Figure 55. First floor service rooms, north side of building, source: Northwest Architectural Archives

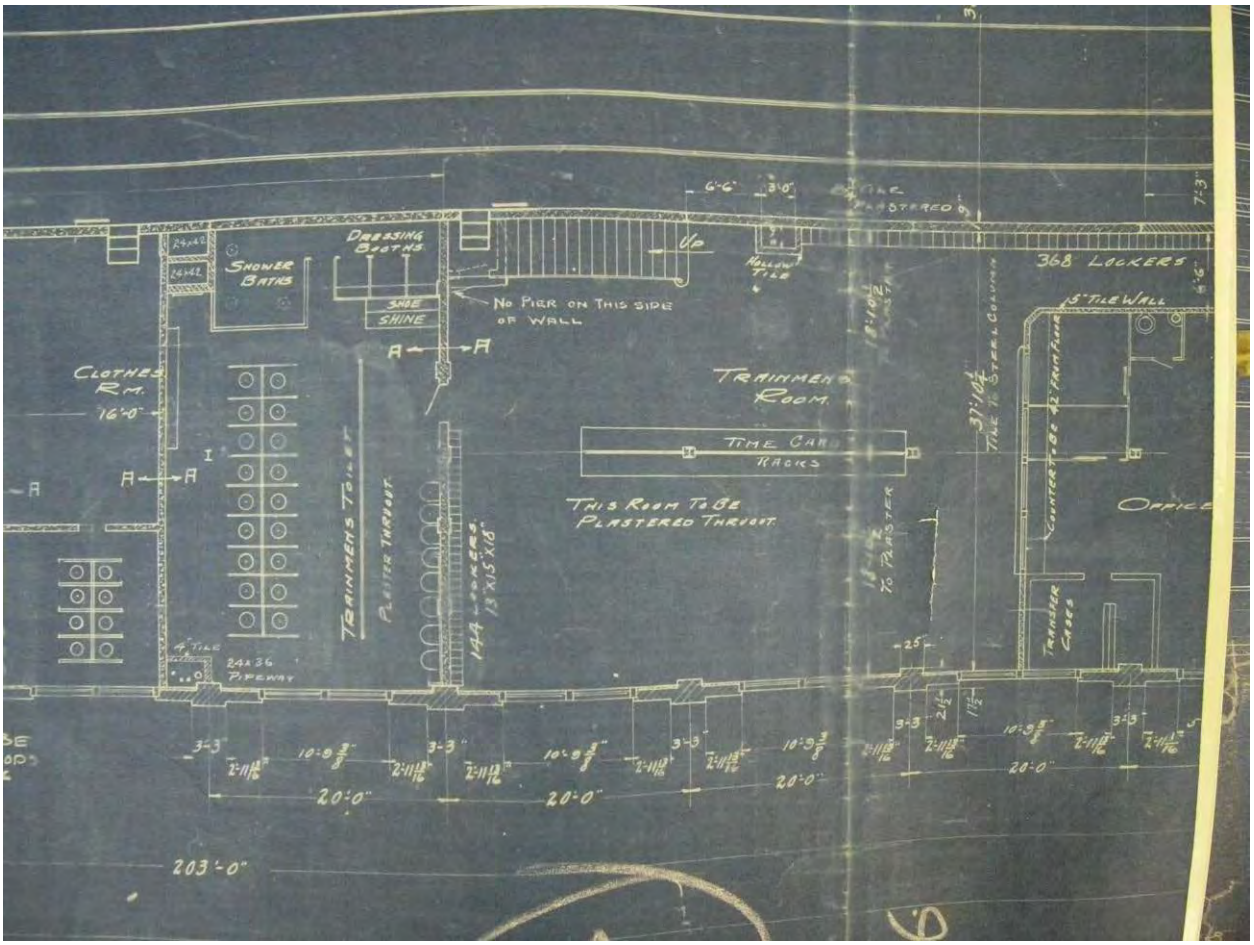

Figure 56. First floor plans, middle portion, source: Northwest Architectural Archives

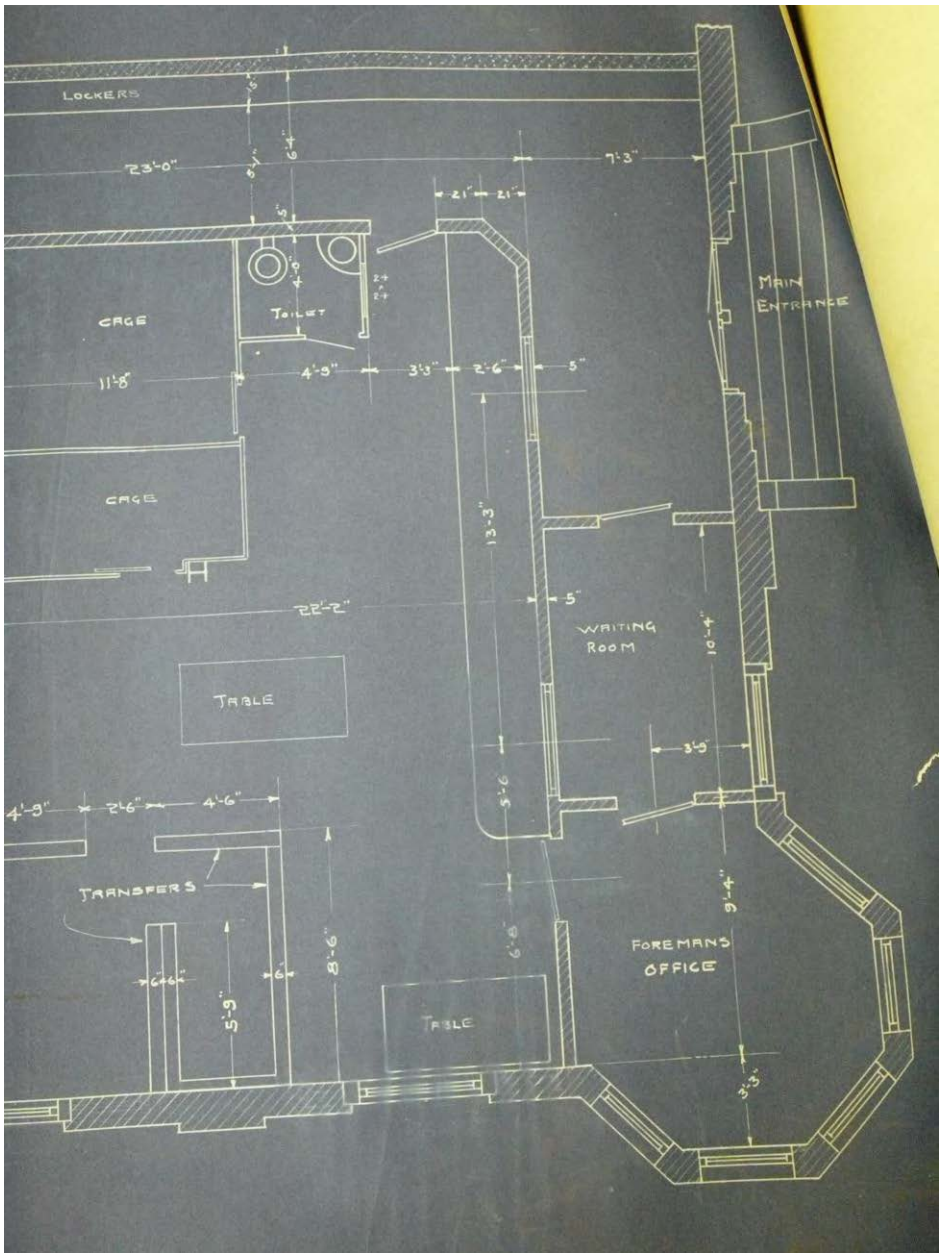

Figure 57. First floor plans, southern portion, former main entrance and foreman's office, source: Northwest Architectural Archives

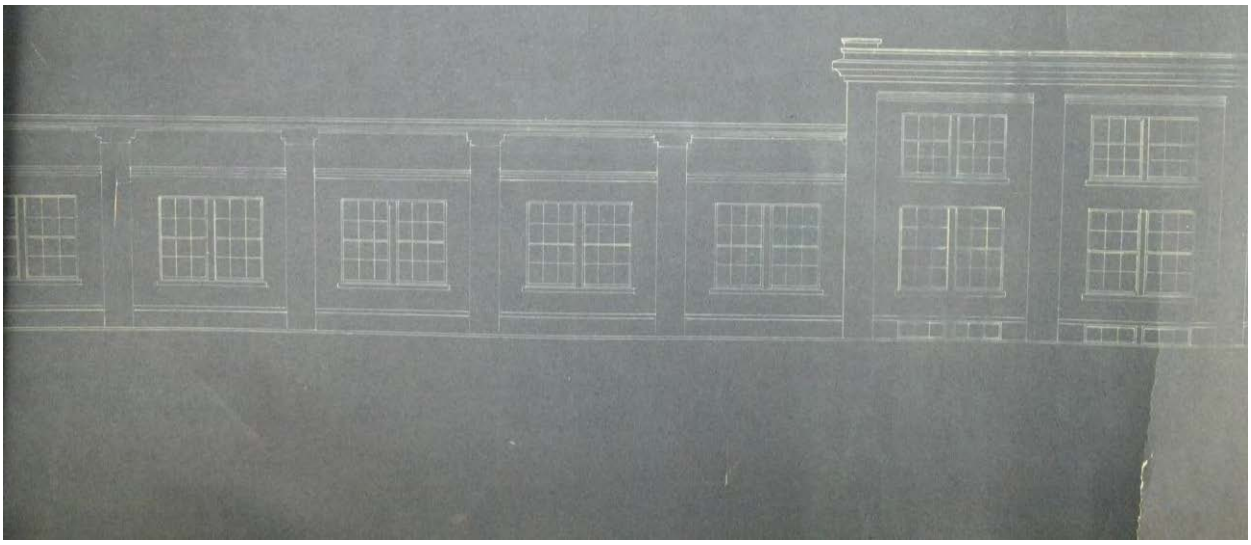

Figure 58. Partial elevation, Washington Avenue, source: Northwest Architectural Archives

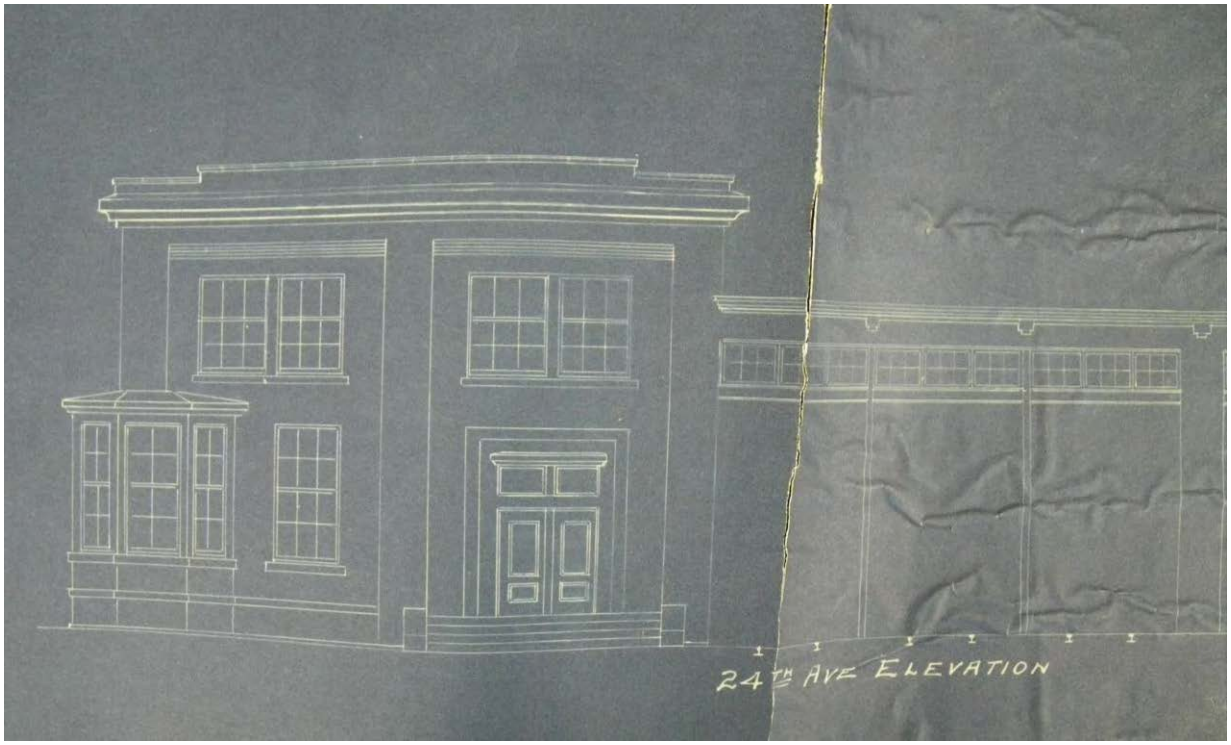

Figure 59. 24th Avenue elevation, foreman's office bay window, main entrance, streetcar shed bay doors, source: Northwest Architectural Archives

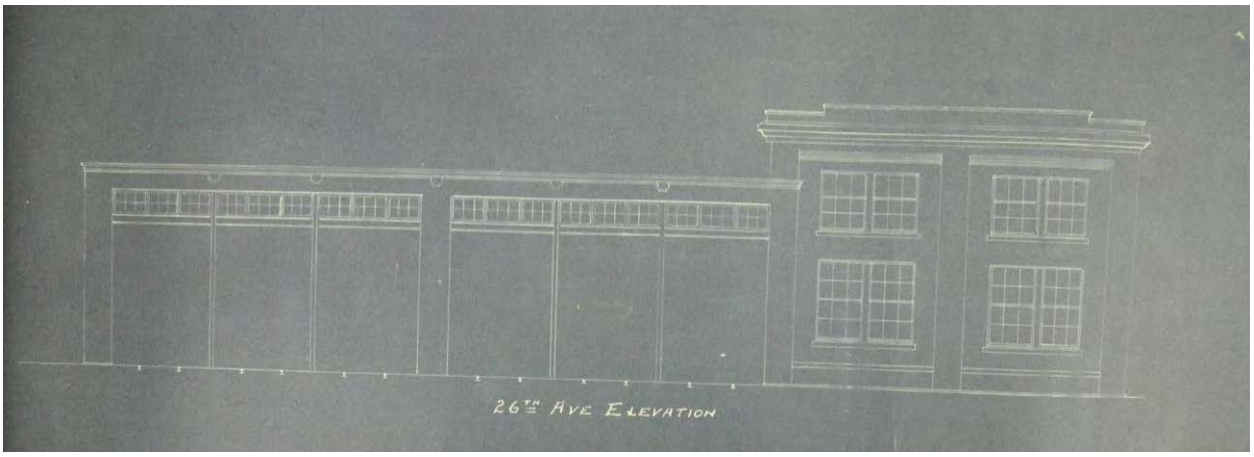

Figure 60. 26th Avenue elevation, source: Northwest Architectural Archives

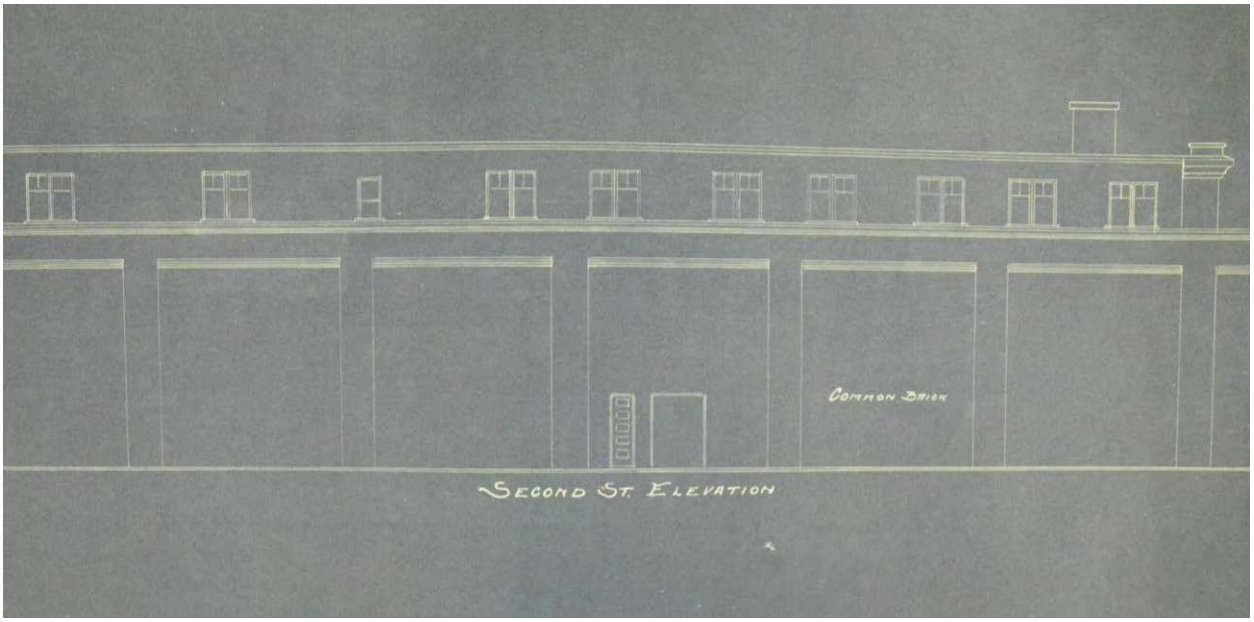

Figure 61. Partial Second Street elevation, now obscured from pedestrian right-of-way by the 1953-1954 bus garage addition, source: Northwest Architectural Archives

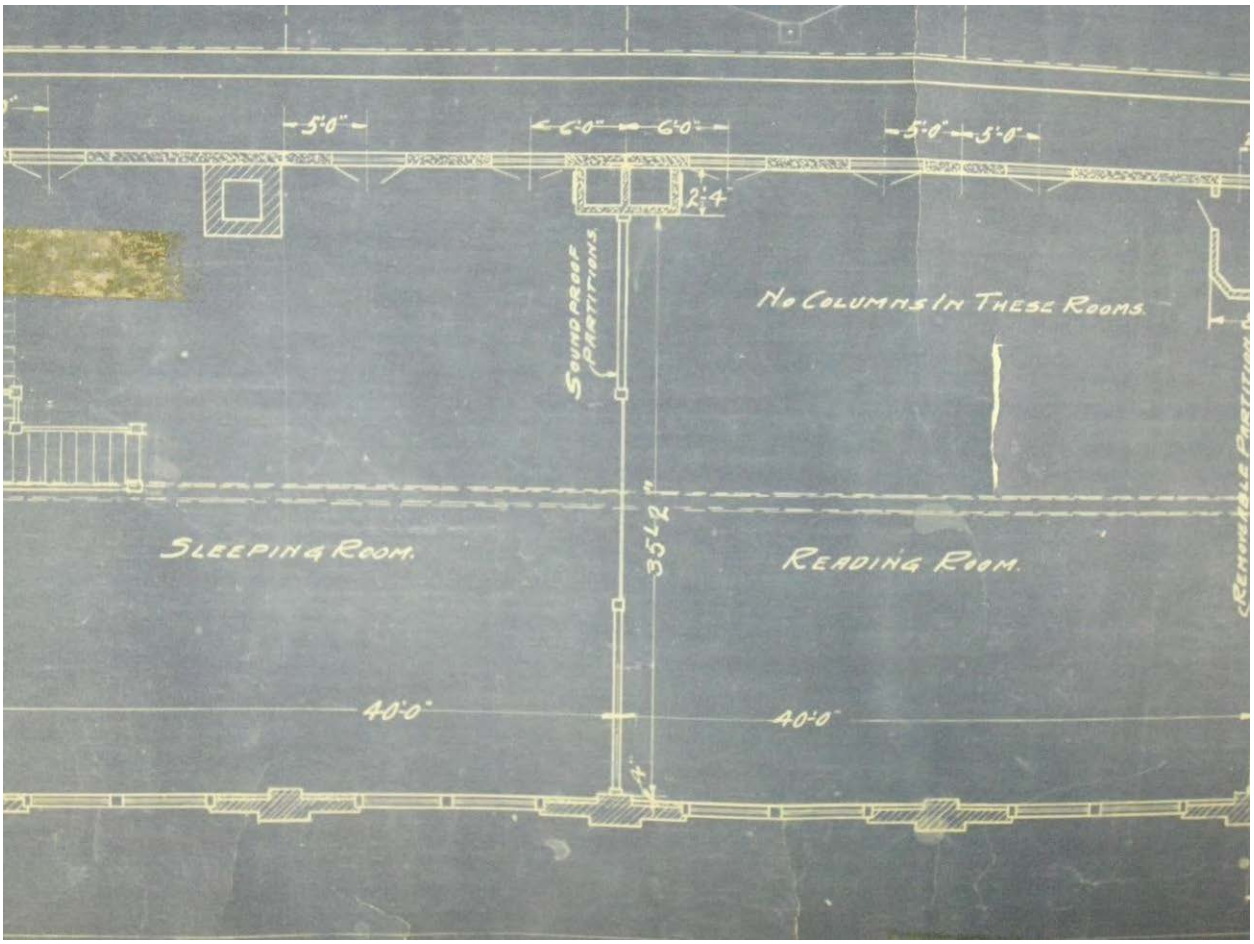

Figure 62. Second floor plan detail, sleeping room and reading room facilities for trainmen, source: Northwest Architectural Archives

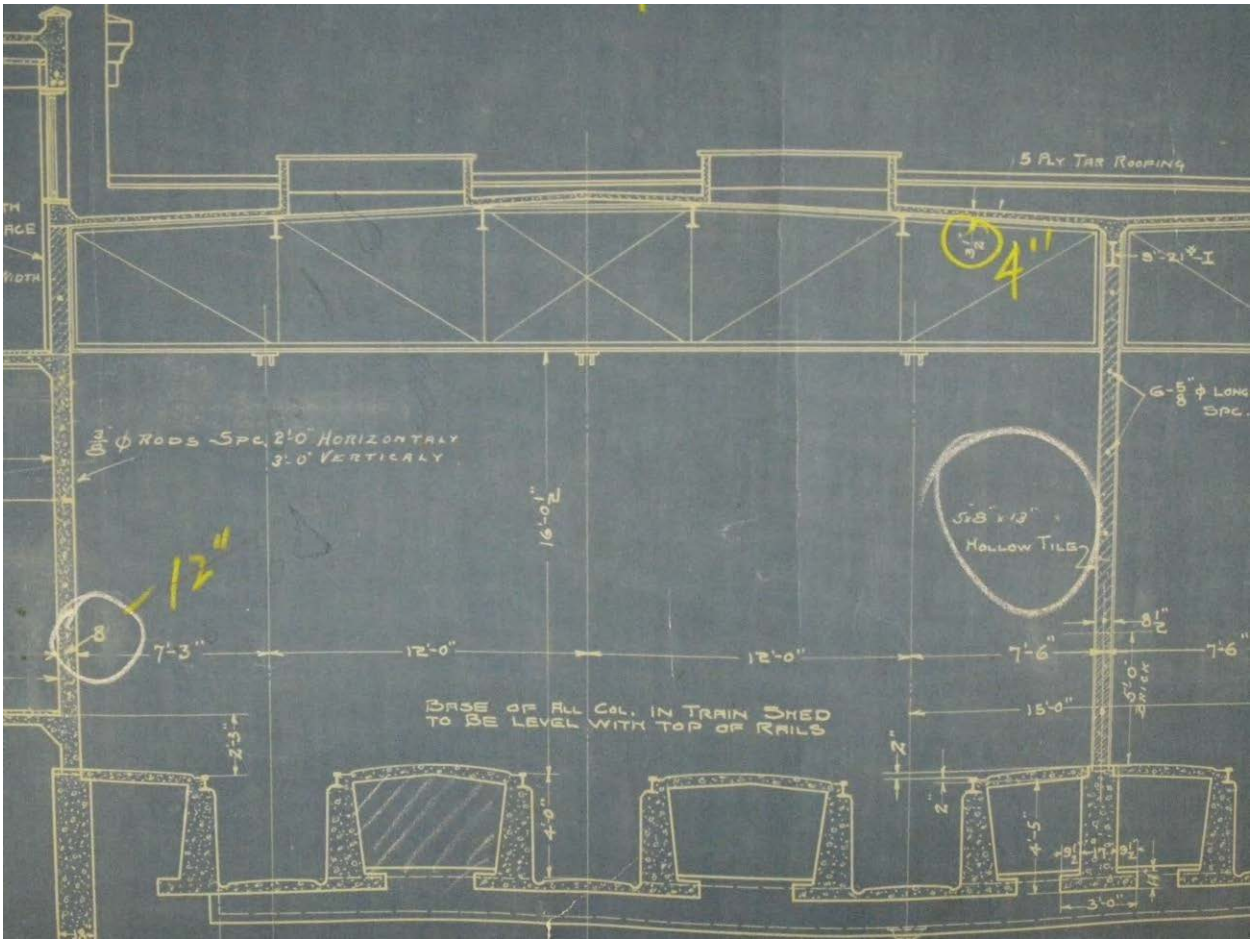

Figure 63. Partial building section through streetcar shed showing skylights, and rails, source: Northwest Architectural Archives

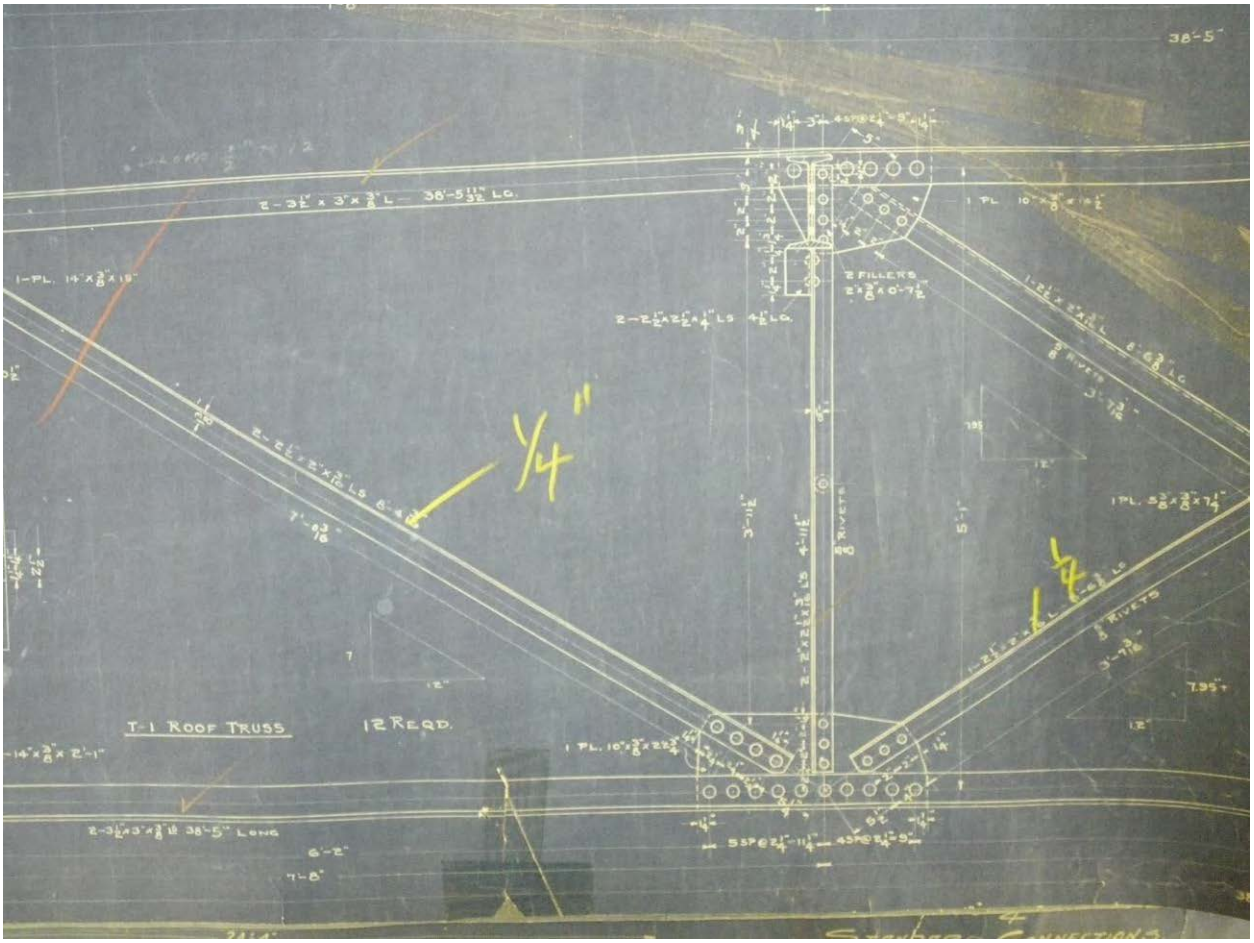

Figure 64. Truss detail, source: Northwest Architectural Archives

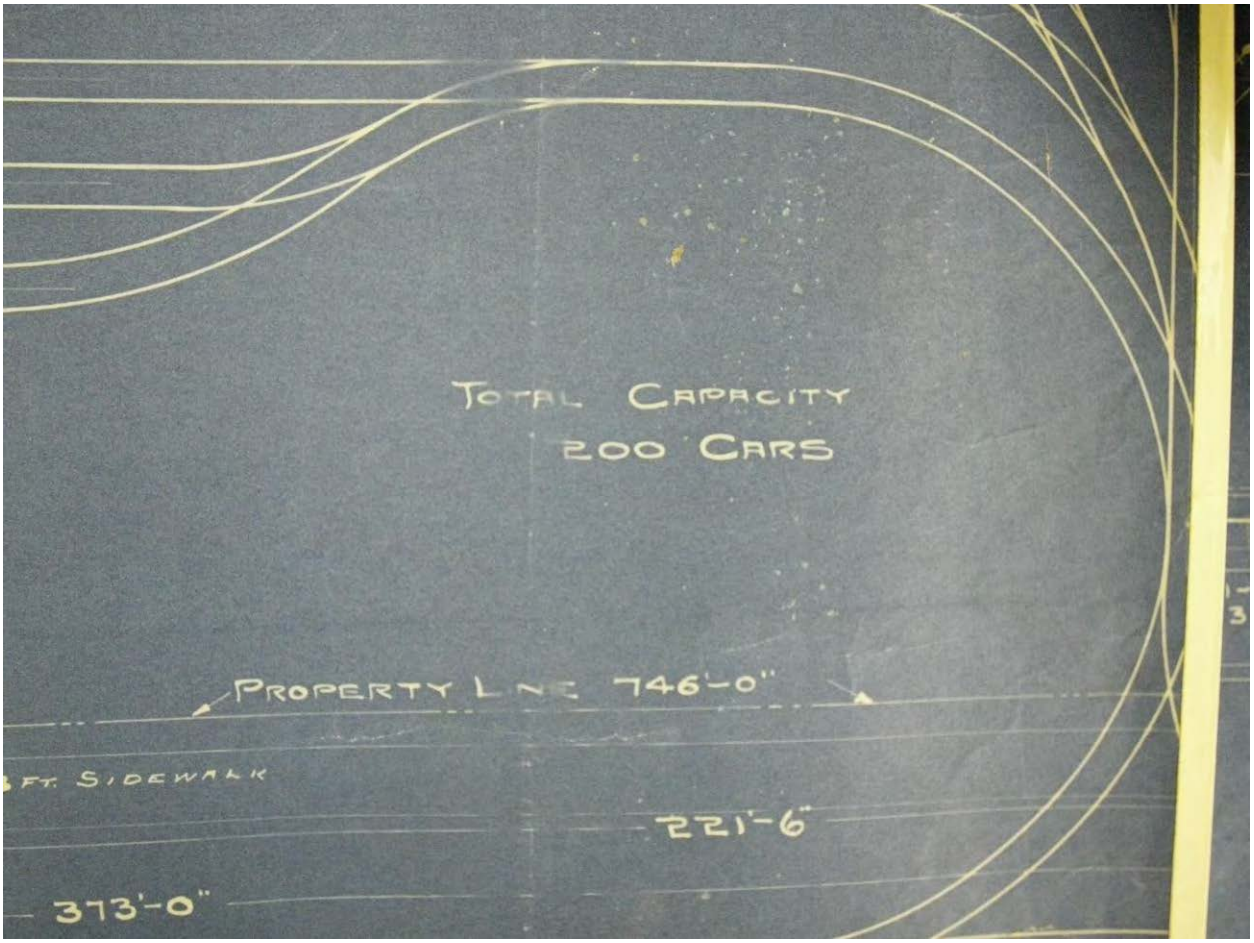

Figure 65. Original plans indicate the site was designed to hold 200 streetcars, source: Northwest Architectural Archives

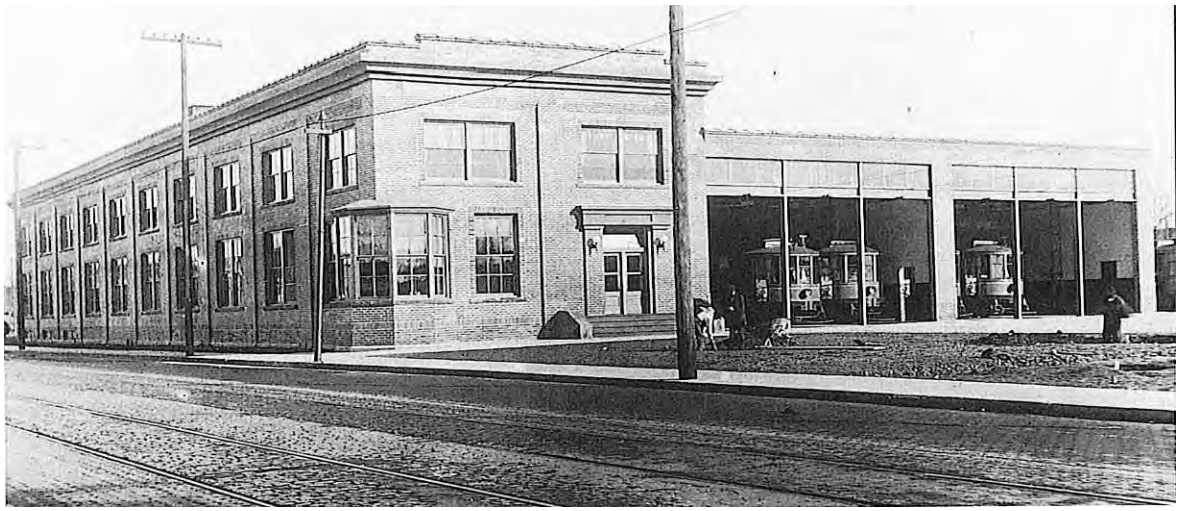

Figure 66. View of the windowless rear of the North Side Station, as seen from the interior (top photo, right side) and exterior (bottom, to left of rail yard), source: Diers and Isaacs, 73 and 134

END NOTES

[1] Stark Preservation Planning LLC, "Historic Resources Inventory Capstone" Prepared for the City of Minneapolis Department of Community Planning and Economic Development and the Minnesota State Historic Preservation Office, Community Planning and Economic Development Department, Minneapolis, MN, 2013, 56 (44) and 229.

[2] Minneapolis Inspector of Buildings, Permits B 110330 (6-9-1914), 2418 Washington Avenue North; Minneapolis Inspector of Building Permit B 334015 (5-11-1953), 2418 Washington Avenue North; Minneapolis Inspector of Building Permit B 340041 (4-22-1954), 2418 Washington Avenue North.

[3] Minneapolis Inspector of Buildings, Permit B 110330 (6-9-1941), 2418 Washington Avenue North.

[4] Minneapolis Inspector of Building Permit B 334015 (5-11-1953), 2418 Washington Avenue North; Minneapolis Inspector of Building Permit B 340041 (4-22-1954), 2418 Washington Avenue North.

[5] Minneapolis Inspector of Building Permit B 334015 (5-11-1953), 2418 Washington Avenue North; Minneapolis Inspector of Building Permit B 340041 (4-22-1954), 2418 Washington Avenue North.

[6] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 73.

[7] Sanborn Map Company, *Insurance Maps of Minneapolis, Minnesota,* vol. 1, 1912-April 1951, sheet 24.

[8] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 3-5.

[9] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 62.

[10] Thomas R. Zahn & Associates, *Preservation Plan for the City of Minneapolis, Minneapolis Heritage Preservation Commission*. *Sub-Context: Street Railways, 1873-1954.* 1991, Community Planning and Economic Development Department, Minneapolis, Minnesota, 1, 3.

[11] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 3-4.

[12] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Potential Historic Resource Files, Community Planning and Economic Development Department, Minneapolis, MN, 2013, 14.

[13] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 62, 64-65, 69-70, 314-316.

[14] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 72,73.

[15] Sanborn Map Company, *Insurance Maps of Minneapolis, Minnesota,* vol. 1, 1912-April 1951, sheet 24.

[16] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 72,73.

[17] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 73.

[18] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Potential Historic Resource Files, Community Planning and Economic Development Department, Minneapolis, MN, 2013, 21-22.

[19] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 73.

[20] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 5.

[21] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 23 - 27.

[22] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Potential Historic Resource Files, Community Planning and Economic Development Department, Minneapolis, MN, 2013, 14.

[23] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 36.

[24] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era*

in Minneapolis and St. Paul (Minneapolis: University of Minnesota, 2007), 177.

[25] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 99.

[26] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 99-100, 102, 111.

[27] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 108-109.

[28] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 109-111.

[29] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 109, 111.

[30] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007),111, 112.

[31] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007),112-114.

[32] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007),115,118.

[33] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007),119.

[34] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 119-120.

[35] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 120.

[36] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 120-121.

[37] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 120-121.

[38] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era*

in Minneapolis and St. Paul (Minneapolis: University of Minnesota, 2007), 124.

[39] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 126-127.

[40] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007),124-126.

[41] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 112-121, 127.

[42] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 126,128.

[43] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 130-131.

[44] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 126.

[45] Minnesota Historical Society, "History of the Twin City Rapid Transit Company," accessed December 23, 2014, www.mnhs.org/library/findaids/00207.xml.

[46] Minnesota Historical Society, "History of the Twin City Rapid Transit Company," accessed December 23, 2014, www.mnhs.org/library/findaids/00207.xml.

[47] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Minneapolis, MN," 2013, 17. W.J. Smith is listed as the architect, Minneapolis Building Permit B 97284, (4-2-1912). The permit lists the Minneapolis Street Railway Company as the owner, the addition as built with day labor. The preparer of this report could not locate a record for the career of W.J. Smith.

[48] Minneapolis Inspector of Buildings, Permit B 110330 (6-9-1914).

[49] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis*:* University of Minnesota Press, 2010). 1.

[50] Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis*:* University of Minnesota Press, 2010). 1.

[51] Barbara Flanagan and Leonard Inskip, "Slayer Called 'Tease' Victim, Boy Was Angered Day He Shot Dad," Minneapolis Tribune, April 29, 1956.

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[52] Mississippi River Management Organization, *Historic Waters of the Mississippi Watershed Management Organization* (Minneapolis: Mississippi Watershed Management Organization, 2011) 34.

[53] C.M. Foote and Company, *Atlas of the City of Minneapolis*, Plate 22, 1892.

[54] H.W. Bennecke, *Index Map of the City of Minneapolis*, Plate 25, 1914.

[55] C.M. Foote and Company, *Atlas of the City of Minneapolis*, Plate 22, 1892.

[56] City of Minneapolis Sewer Permit 33391 (4-29-1914).

[57] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 132,133.

[58] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 51, 62.

[59] "The Colonial Warehouse," accessed December 23, 2014, http://www.colonialwarehousempls.com/colonial_warehouse_mpls.html.

[60] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 54, 132.

[61] Eric Roper, "Still Standing: The Last Streetcar Shelter," Star Tribune, September 23, 2014, http://www.startribune.com/local/blogs/276184441.html.

[62] Thomas R. Zahn & Associates, *Preservation Plan for the City of Minneapolis, Minneapolis Heritage Preservation Commission*. *Sub-Context: Street Railways, 1873-1954.* 1991, Community Planning and Economic Development Department, Minneapolis, Minnesota, 23.

[63] Minneapolis Inspector of Building Permit B 140355 (2-19-1920), 1465 West 33rd Street.

[64] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 316.

[65] The 106 Group Ltd. "Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota, Volume 1," Prepared for the Hennepin County Department of Transit and Community Works, 2003, 24, 36, http://www.metrocouncil.org/METC/files/95/950c5827-d517-4390-9ec5-d1b65d51e57a.pdf.

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[66] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 132, 316.

[67] Don Jacobson, "Como Park's 'Bridge to Nowhere' is Finally Being Restored," Star Tribune, November 13, 2014, www.startribune.com/local/stpaul/282631831.html.

[68] Heirloom and Landmark Sites Program and Stillwater Historic Preservation Commission, "Landmark Site, 518 Owens Street," accessed December 23, 2014, http://www.stillwatermn.org/hpc/Sample_interface/Categories/Parcel.asp?PIN=2803020230079.

Appendix A: Action initiating nomination

City of Minneapolis
Community Planning & Economic Development

250 South 4th Street, Room 300
Minneapolis MN 55415-1316
612-673-3000

NOMINATION APPLICATION

This application packet is used to file an application(s) for the nomination of a property as an individual landmark or for a group of properties as an historic district that requires approval by the Minneapolis Heritage Preservation Commission. The packet is a tool for gathering information relevant to an application. It contains a checklist of the commission with authority to recommend the designation of landmarks and historic districts and to adopt design guidelines for designated properties. (2001-Or-029, § 1, 3-2-01)

599.210. Designation criteria. The following criteria shall be considered in determining whether a property is worthy of designation as a landmark or historic district because of its historical, cultural, architectural, archaeological or engineering significance:

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

(2) The property is associated with the lives of significant persons or groups.

(3) The property contains or is associated with distinctive elements of city or neighborhood identity.

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

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

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

(7) The property has yielded, or may be likely to yield, information important in prehistory or history. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 9, 3-27-2009)

599.220. Nomination of property. Nomination of a property to be considered for designation as a landmark or historic district shall be submitted to the planning director on a nomination application form approved by the planning director and shall be accompanied by all required supporting information. A nomination may be made by any of the following:

(1) A member of the heritage preservation commission.

(2) A member of the city council.

(3) The mayor.

(4) The planning director.

Attention: If you need other disability related accommodations, such as a sign language interpreter, accessible meeting site, or materials in alternative format, please contact 612-673-2162 (673-2157 TTY/VOICE) at least five days prior to the meeting. If you want help translating this information, call – **Hmong** – Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj 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.

(5) Any person with a legal or equitable interest in the subject property. (2001-Or-029, § 1, 3-2-01)

599.230. Commission decision on nomination. The commission shall review all complete nomination applications. If the commission determines that a nominated property appears to meet at least one (1) of the criteria for designation contained in section 599.210, the commission may direct the planning director to prepare or cause to be prepared a designation study of the property. In cases where an application for demolition is initiated by the property owner, the planning director may determine that the property owner bears the full financial responsibility of conducting the designation study. In all cases, the planning director shall define the scope of services for a designation study, review qualifications of agent conducting study and make a determination of what constitutes a final submission upon completion. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 10, 3-27-2009)

599.240. Interim protection. (a) Purpose. Interim protection is established to protect a nominated property from destruction or inappropriate alteration during the designation process.

(b) Effective date. Interim protection shall be in effect from the date of the commission's decision to commence a designation study of a nominated property until the city council makes a decision regarding the designation of the property, or for twelve (12) months, whichever comes first. Interim protection may be extended for such additional periods as the commission may deem appropriate and necessary to protect the designation process, not exceeding a total additional period of eighteen (18) months. The commission shall hold a public hearing on a proposed extension of interim protection as provided in section 599.170.

(c) Scope of restrictions. During the interim protection period, no alteration or minor alteration of a nominated property shall be allowed except where authorized by a certificate of appropriateness or a certificate of no change, as provided in this chapter. (2001-Or-029, § 1, 3-2-01)

599.250. State historic preservation office review. The planning director shall submit all proposed designations to the state historic preservation officer for review and comment within sixty (60) days. (2001-Or-029, § 1, 3-2-01)

599.260. City planning commission review. The planning director shall 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 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. (2001-Or-029, § 1, 3-2-01)

599.270. Designation hearing. Following completion of the designation study the commission shall hold a public hearing to consider the proposed designation, as provided in section 599.170. Any person having a legal or equitable interest in a nominated property shall be allowed reasonable opportunity to give testimony or present evidence concerning the proposed designation. (2001-Or-029, § 1, 3-2-01)

599.280. Commission recommendation. Following the public hearing, the commission shall make findings with respect to the proposed designation and shall submit the same together with its recommendation to the zoning and planning committee of the city council. In making its findings and recommendation, the commission shall consider the designation criteria contained in section 599.210, the information contained in the designation study, the state historic preservation officer's comments, the city planning commission's comments, the planning director's report and all testimony and evidence received at the public hearing relating to the designation. (2001-Or-029, § 1, 3-2-01)

599.290. City council decision. The city council shall make the final decision on all designations. (2001-Or-029, § 1, 3-2-01)

599.300. Design guidelines. The commission shall adopt design guidelines for landmarks and historic districts. Prior to adoption, the planning director shall submit all proposed design guidelines to the state historic preservation officer for review and comment within sixty (60) days. (2001-Or-029, § 1, 3-2-01)

NOMINATION APPLICATION REQUIREMENTS CHECKLIST

Staff will accept only complete applications that include all of the items listed below. If any of the items are missing at the time of submittal, the application will be deemed incomplete and staff will not accept the application. [1]

	Pre-application meeting.
	Electronic copy of the application submittal. Please see our instructions for electronic submittal: http://www.ci.minneapolis.mn.us/hpc/WCMS1P-106443
	Completed Application Worksheet.
	Letter of support from the property owner, if applicable.
	Statement describing the applicant's relationship to the property to be designated. This statement should indicate the applicant's interest in or association with this property.
	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.
	Statement describing the physical condition of the property and whether the property retains integrity (i.e. the ability to communicate its historical significance as evident in its location, design, setting, materials, workmanship, feeling and association).
	Map showing the location of the property.
	Photos of the property and existing structures. Must include the following items: Photos of all elevations of the structure(s) Photos of significant interior features

City staff will review the initial application submission to determine completeness and will notify the applicant of what, if any, additional information must be submitted. Please be aware that supplemental information may also be requested during the evaluation and hearing process.

NOMINATION APPLICATION WORKSHEET

Applicant **(This person will be the primary contact for staff)**	Name	Constance Vork, Commissioner, Minneapolis Heritage Preservation Commission
	Mailing Address Including City, State and Zip Code	250 South 4th St, PSC 300 Minneapolis, MN 55415
	Phone Number	
	Fax	
	Email	
Property Owner	Name	Classic Space, LLC Attn: Ron Lonetti
	Mailing Address Including City, State and Zip Code	2500 Washington Ave N Minneapolis, MN 55411
	Phone Number	(612) 529-4798
	Fax	(612) 529-4798
	Email	
Property Information	Address(es)	2418 Washington Ave N
	Identification Number(s)	1502924210028
	Legal Description	Zoned I2 / Medium Industrial District (1999) Multi-tenant industrial (wholesale, warehouse, fabrication)
Name of Proposed Project (If applicable)	Northside Station – Twin Cities Rapid Transit Company	

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 9/25/14

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.

Appendix B: Nomination staff report

CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #2
October 21, 2014
BZH-28377

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location:	2418 Washington Avenue North
Project Name:	North Side Station
Prepared By:	Alex Young, CPED Intern with John Smoley Ph.D., Senior Planner, (612) 673-2830
Applicant:	Constance Vork, Minneapolis Heritage Preservation Commission
Project Contact:	Alex Young
Ward:	5
Neighborhood:	Near Northside
Request:	Nomination for Designation as a Local Landmark

HISTORIC PROPERTY INFORMATION

Current Name	Classic Space
Historic Name	North Side Station
Historic Address	2418 Washington Avenue North
Original Construction Date	1914
Original Owner	Minneapolis Street Railway Company
Original Architect	W.J. Smith
Original Builder	Day Labor
Historic Use	Train Barn
Current Use	Multi-tenant, wholesale, warehouse, fabrication
Proposed Use	Multi-tenant, wholesale, warehouse, fabrication
Other Historical Designations	n/a

SUMMARY

BACKGROUND

The North Side Station is the last surviving carhouse of the Twin City Rapid Transit Company in the City of Minneapolis. In July of 2013, Stark Preservation Planning LLC prepared a report for the City of Minneapolis Department of Community Planning and Economic Development and the Minnesota State Historic Preservation Office entitled *"Historic Resources Inventory Capstone"*. The building was recommended for potential designation.[1] The building appears to remain intact with good integrity. The owner has not responded to repeated attempts by CPED staff to discuss the nomination.

PUBLIC COMMENTS

Staff has received no public comments.

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.

Due to its associations with Minneapolis' streetcar heritage, the North Side Station appears to meet criterion 1, "the property is associated with significant events or periods that exemplify broad patterns of cultural, political, economic or social history." Its primary significance is due to its relationship to the Minneapolis streetcar system and its influence on the built environment of Minneapolis.

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[1] Stark Preservation Planning LLC, *"Historic Resources Inventory Capstone" Prepared for the City of Minneapolis Department of Community Planning and Economic Development and the Minnesota State Historic Preservation Office.* 2013, 56, 119, 161, 229.

The Twin City Rapid Transit Company (TCRT) was a privately operated public transportation company whose geographic breadth and economic impacts were enormous. Its 523 miles of track spanned the distance from Lake Minnetonka to the St. Croix River. At its heyday in the 1920s more than 200 million passengers traveled in over 900 company streetcars each year. With roughly 3,500 employees, TCRT also became one of the area's largest employers.[2]

The Twin Cities street railway system stood apart from other streetcar systems in American cities. Even the systems in larger cities such as Chicago or New York did not meet the threshold of excellence set by the TCRT. The streetcars themselves were a source of local pride because of the quality of their construction and the continual improvement of their design. The public was attracted to the streetcars because so many people rode them, and they were immaculately maintained. The cars were so envied that some were built for the streetcar systems of other cities. The work in these shops was of such great quality that streetcars built in 1906 were still in operation on the last day of service in 1954.[3]

The streetcar enhanced land and property values; neighborhood commercial nodes developed where streetcar lines would stop or intersect with other lines. Streetcars made it possible for workers to live further away from their places of work than they were previously able to. This change greatly influenced the patterns of growth that define the present boundary of the city. Additionally, the streetcar made it both convenient and affordable for city dwellers to travel to city parks and nearby resort areas.[4] Since the inception of cities, the distance one could cover on foot or on horseback limited the reach of a city. The streetcar created a new time/space relationship to the geography of the city. Importantly, it offered an efficient, affordable, and viable means of modern transportation for the majority of the city's inhabitants.[5] It greatly contributed to the enjoyment of these amenities that give The "City of Lakes" its unique character.

At the end of the horsecar era, four of the eleven original horsecar barns in Minneapolis were converted to carhouses as TCRT began the conversation to electric cars in 1891. Additionally, the Nicollet Avenue carhouse was updated for use as a repair shop in the same year.[6] The remaining facilities were closed and sold, or were used for storage. As a result, three new carhouses were built for the new electric streetcars in 1891: Bloomington Station on Bloomington Avenue and 32nd Street,

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[2] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 3-5.

[3] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 62.

[4] Thomas R. Zahn & Associates, *Preservation Plan for the City of Minneapolis, Minneapolis Heritage Preservation Commission*. *Sub-Context: Street Railways, 1873-1954*. 1991, Community Planning and Economic Development Department, University of Minnesota, 1, 3.

[5] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 3, 4.

[6] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Minneapolis, MN 2013, 14.

East Minneapolis Station (East Side Station) on 1st Avenue Northeast between University Avenue and 4th Street Northeast, and Midway Station on University Avenue, east of Raymond Avenue in St. Paul. The TCRT expanded the scope of its services from 1904-1914. During this time of growth, the system was outrunning its ability to maintain itself. In 1904 TCRT built the Snelling Complex on forty-acres between University and St. Anthony Avenues in St. Paul. The company turned to expanding and modernizing its carhouses once the Snelling shops opened. In 1910, Lake Street Station was built between 21st and 22nd Avenues South, replacing Bloomington Station, to relieve overcrowding from the inter-city Selby-Lake line due to the rapid growth of neighborhoods east of Chicago Avenue. The old 31st Street carhouse and repair shop was demolished in 1911 followed by the immediate construction of Nicollet Station in 1912.[7]

The TCRT's last carhouse, North Side Station, opened in 1914. Situated in the city block bounded by Washington Avenue and 2nd Street North and 25th and 26th Avenues, North Side was built to relieve the overcrowding at the Lake Street Station. It featured a two-story wing that fronted on Washington Avenue. [8] The first floor provided separate offices for the foreman and clerk, locker rooms for the trainmen, as well as a storage room and paint shop. The second floor appears to have functioned as a 'men's club' of sorts; the facility provided a pool room, reading room, and sleeping rooms for use by employees.[9] Behind this was the one-story, car repair shop. Outside, there were thirteen storage tracks to accommodate as many as 148 cars assigned to the Chicago-Penn and Chicago-Fremont, Broadway, 28th Avenue South-Robbinsdale, and the 34th Avenue South-North Bryant lines.[10]

Nicollet Station was converted to a bus garage in 1953 which was demolished in the 1980s to make way for a new bus garage. In 1954 Lake Street Station was closed and razed. Parts of the Snelling Shop complex were converted to a bus garage in 1954, that garage was finally demolished in 2002.[11] East Side Station was demolished in April of 2014. In a *Determination of Eligibility Study* for East Side Station, the preparer cited North Side Station as a better existing example of surviving TCRT streetcar

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[7] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 62, 64-65, 69-70.

[8] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 72, 73.

[9] 1912- December 1951, vol. 1, 1912-April 1951, sheet 24, Sanborn Map, source: Hennepin County Library

[10] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 72, 73.

[11] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 73.

infrastructure.[12] This reference to North Side Station was used in part to justify the demolition of East Side Station at 315 1st Avenue Northeast.

In 1953 North Side Station was converted to a bus garage and was subsequently sold and redeveloped for other uses.[13] Of all the shop facilities that the TCRT built, the North Side Station is the last remnant.

The subject property is associated with the Minneapolis Street Railway Company and the Saint Paul Street railway company which merged into the Twin City Rapid Transit Company in 1891 and appears to be significant under criterion 2, "the property is associated with the lives of significant persons or groups." Twin City Rapid Transit (TCRT) was an exceptional company in its own time, and in comparison to the present. Its board of directors and management were community leaders and philanthropists and included recognizable names such as Pillsbury, Washburn, and Goodrich. Its first president, Thomas Lowry, was instrumental in developing many of the neighborhoods in Minneapolis, St. Paul, and the surrounding communities. [14]

Thomas Lowry was twenty-four years of age upon his arrival in Minneapolis in 1867. As a youth, he accompanied his father, Sam, to Abraham Lincoln's Springfield law office, and became a great admirer of the man who would become the 16th President. Lowry was trained as a lawyer in Illinois; he spent his first eight years in Minneapolis buying and selling real estate and building his law practice, adding influential clients as his business ventures grew. In 1873 Lowry was part of a group that organized the Minneapolis Street Railway Company. The Minneapolis City Council gave the company an exclusive charter to construct two lines built to the standards of that era. At this time, Minneapolis was but a frontier town. In the fourteen years before Lowry converted the system to electricity in 1889, track mileage grew over 3000% from 2.1 to 66 miles.[15]

In order to finance the electrification of the Minneapolis Street Railway and the St. Paul Street Railway Companies, the rail companies merged on June 3, 1891, becoming the Twin City Rapid Transit Company.[16] Thomas Lowry became the President of the TCRT and from this point onward, few events in the history of the Twin Cities can compare to the significance of the electrification of the street

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[12] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Minneapolis, MN 2013, 21-22.

[13] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 73.

[14] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 5.

[15] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 23-27.

[16] Amy M. Lucas, "Determination of Eligibility Study: East Side Station, Minneapolis Street Railway Company, 315 First Avenue N.E., Minneapolis, MN 2013, 14.

railway system and its effects on the growth and development of the urban region.[17] His vision and the street railway system resulted in land use that was zoned and planned. Residential neighborhoods could be located near the city's parks and lakes and industry could be near the river and railroad. Unlike the freeways which destroyed vibrant parts of the urban fabric, the streetcar was an integral part of the urban geography that connected neighborhoods by gathering diverse groups of people for a common journey, each on their own separate errands.[18]

When Lowry died in 1909, his brother-in-law, business partner, and TCRT's general manager, Calvin Goodrich, succeeded him as president. Upon Goodrich's death in 1915, Lowry's son, Horace became president.[19]

The subject property may also be eligible for designation as a landmark under the other five 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 Certificate of Appropriateness:

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the nomination of North Side Station as a landmark; **establish** interim protection; and **direct** the Planning Director to prepare or cause to be prepared a designation study.

ATTACHMENTS

N / A

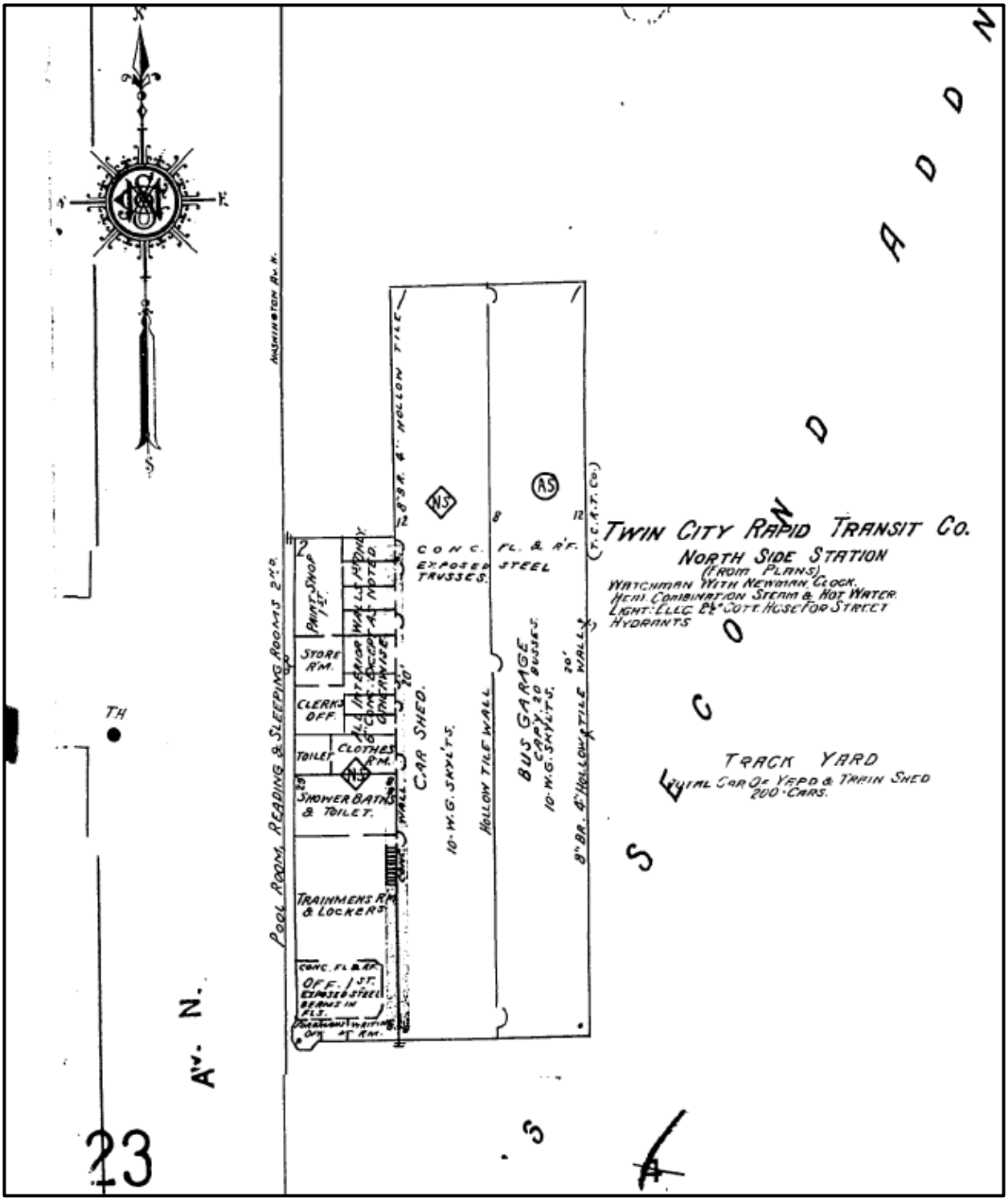
[17] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 36

[18] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 177.

[19] John Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota, 2007), 99.

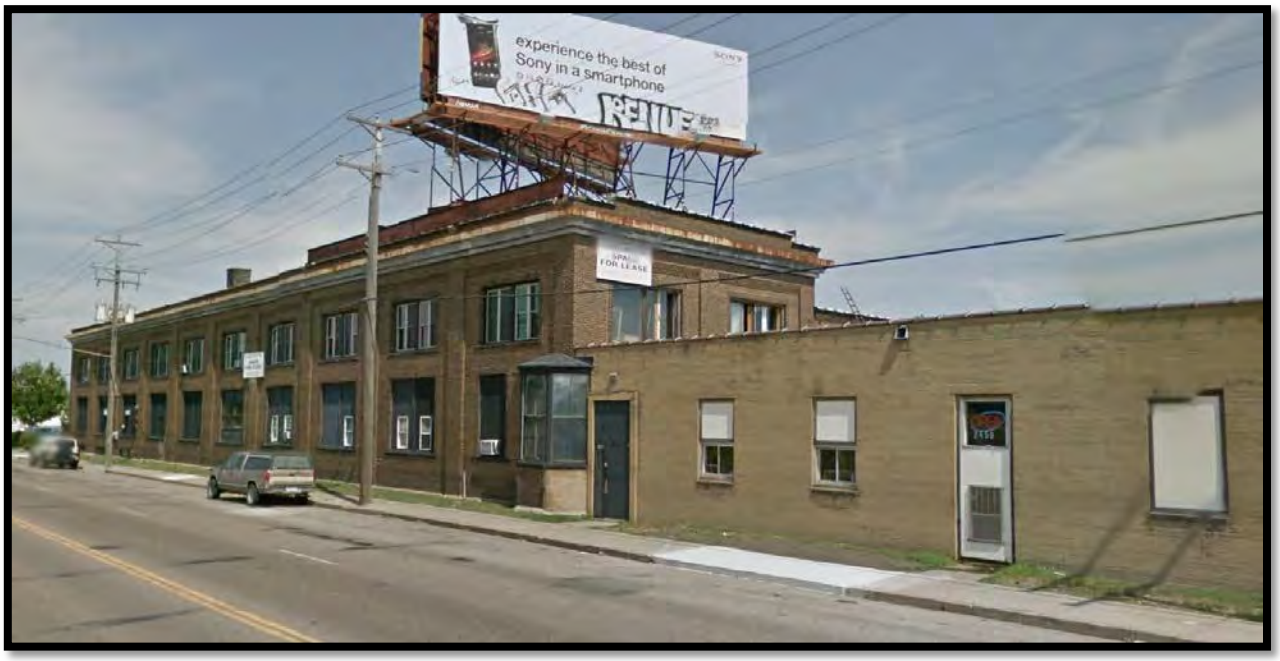
2418 Washington Avenue North and vicinity, looking north, source: MinneAtlas

Northside station and surroundings, source: Google Maps



North Side Station, 1912- December 1951, vol. 1, 1912-April 1951, sheet 24, Sanborn Map, source: Hennepin County Library

View of North Side Station from the southwest, 1922, source: Minnesota Streetcar Museum



Top - view of North Side Station from the southwest, 2013. Bottom – view of North Side Station from the northwest, 2013, source: Google Maps

Appendix C: HPC Actions from Nomination hearing

Minneapolis Heritage Preservation Commission Agenda

Regular Meeting
4:30 p.m., Tuesday, October 21, 2014
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. Robert Mack, Mr. Ian Stade, and Ms. Constance Vork

Committee Clerk: Fatima Porter, 612.673.3153

Call to Order

Roll Call
Petitions and Communications
Approval of Actions from the September 23, 2014 meeting
Approval of Agenda

Public Hearings

Public Hearing

1. 804 2nd Street Northeast (BZH # 28395, Ward 3) (Becca Farrar-Hughes)

Staff report

Catholic Eldercare, has applied for a demolition of historic resource application. The demolition of historic resource application is to allow for the demolition of the rectory building located on the property at 804 2nd Street Northeast (817 Main Street Northeast). The demolition of the building would allow for Catholic Eldercare's future campus expansion. The property is not currently locally or nationally designated.

Staff recommendation: The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the Demolition of Historic Resource application for the property located at 804 2nd Street Northeast (817 Main Street Northeast), subject to the following conditions:

1. By ordinance, approvals are valid for a period of two years from the date of the decision. 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 October 21, 2016.

Information Items

2. TCRT North Side Station (BZH 28377, Ward 5) (Alexandr Young) with (John Smoley)

Staff report

HPC Commissioner Constance Vork has nominated the TCRT North Side Station located at 2418 Washington Avenue North for designation as a Landmark.

Staff recommendation: The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the nomination of North Side Station as a landmark; **establish** interim protection; and **direct** the Planning Director to prepare or cause to be prepared a designation study.

3. 2nd Quarter 2014 Demolition Report

Staff report
Receive and file

4. 3rd Quarter 2014 Demolition Report

Staff report
Receive and file

New Business

Adjournment

The next regular Heritage Preservation Commission meeting: November 18, 2014.

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 Oct 14, 2014

Connect with the City

Appendix D: Letter to SHPO

Smoley, John

From:	Smoley, John
Sent:	Monday, March 02, 2015 7:17 AM
To:	Koop, Michael (Michael.Koop@MNHS.ORG)
Cc:	Young, Alexandr
Subject:	North Side Station Designation Study – Submittal for State Historic Preservation Office Comment
Attachments:	North Side Station Designation Study and Cover - SHPO DRAFTBinder1.pdf

March 2, 2015

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

RE: North Side Station Designation Study – Submittal for State Historic Preservation Office Comment

Mr. Koop:

The City of Minneapolis is pleased to submit the attached designation study for the North Side Station at 2418 Washington Avenue North, Minneapolis. 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 May 1, 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 receiving your comments.

Sincerely,

John Smoley, Ph.D.
612-673-2830
john.smoley@minneapolismn.gov

cc: Alexandr Young, CPED-Development Services

John Smoley, Ph.D.
Development Services Division

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

Office: 612-673-2830
Fax:612-673-2526

Appendix E: Letter from SHPO

Minnesota Historical Society

Using the Power of History to Transform Lives
PRESERVING › SHARING › CONNECTING

April 21, 2015

RECEIVED
APR 23 2015
By JS

John Smoley, Ph.D.
City of Minneapolis
Community Planning and Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415

RE: Local designation of the North Side Station, 2418 Washington Avenue North, MHS Referral Number 2015-1447

Dear John,

Thank you for the opportunity to comment on the above referenced local designation. It has been reviewed pursuant to Minnesota Statutes §471.193, subd. 6., and Section 599.210 of the City of Minneapolis Code of Ordinances.

The North Side Station consists of the original two-story brick, steel, and reinforced concrete streetcar building constructed in 1914, and a massive, one-story brick and concrete block bus garage added in 1954 that envelops the south and east sides of the 1914 building. The 1914 building is faced with brown brick; fenestration consists of first floor window openings infilled with wood panels and newer windows, and newer double hung sash on the second floor. Brick corbelling and a metal cornice define the upper part of the façade. The 1954 building is faced with tan brick and features numerous window and garage door openings on its north, south and east elevations.

The original 1914 North Side Station building is historically significant for its association with the Twin City Rapid Transit Company (TCRT), as one of the few extant car houses remaining in Twin Cities transit history. However, its historic integrity has been compromised by the addition of the 1954 bus garage, which surrounds and dwarfs the 1914 building. The 1914 building measures 118' x 303' compared to the 1954 building, which measures 223' x 736'. On the 1914 building, only the elevation facing west toward Washington Avenue and the small north elevation are fully exposed. The remaining sides are completely covered by the 1954 addition. Since the 1954 bus garage is greater than twice the size of the 1914 streetcar building, the 1954 section cannot be considered simply a minor addition; it defines the massing, footprint, and feeling of the entire building.

We note that the proposed period of significance is from 1914-1953. While we understand the rationale for an end date of 1953, we would argue that using such a date results in the 1954 bus garage being considered a noncontributing addition. Having a noncontributing addition of that size and scale is problematic because the vast majority of the footprint of the entire building is compromised because it is considered noncontributing.

As an alternative we would suggest having a period of significance from 1914-1965. Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period. By 1949 the TCRT had added 141 new cars to its fleet, and the company had for years been buying buses as they became incorporated into the public transit system. By 1954 the entire TCRT transit system had been converted to diesel buses. The culmination of the construction in 1954 of the massive bus garage attached to the North Side Station represents a transition from streetcars to buses, but more importantly, demonstrates the confidence and optimism that the TCRT had in this shift from one mode of transportation to another.

It is our opinion that if the end date for the period of significance remains 1953, our office cannot support the proposed designation as it is currently written. If the period of significance is from 1914-1965, we would concur that the North Side Station is historically significant under Criterion 1 for its association with periods that exemplify broad patterns of cultural, political, economic, or social history.

If you have any questions regarding our assessment of this property, please contact me.

Sincerely,

Michael Koop

Michael Koop
Heritage Preservation Department

cc: Laura Faucher, HPC Chair

Appendix F: Memorandum to City Planning Commission

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: Alex Young, Intern, 612-673 -2118, with John Smoley, Ph.D.

DATE: April 2, 2015

SUBJECT: The North Side Station (2418 Washington Avenue North) 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 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.

Staff anticipates this item will be on the April 2, 2015, Committee of the Whole agenda for discussion and comment.

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

The relationship of the proposed designation to the city's comprehensive plan: The designation of the North Side Station is consistent with the following comprehensive plan policies:

- Policy 8.1 states "Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture." By designating the subject property as a landmark, the City will require the preservation of a building significant to the City for its association with the Minneapolis Streetcar system, and the Twin City Rapid Transit Company.

- Policy 8.10 states, "Promote the benefits of preservation as an economic development tool and a method to achieve greater environmental sustainability and city vitality." Designating this property and encouraging its maintenance and rehabilitation may provide an anchor property for future redevelopment of the industrial northern riverfront area. This property is an asset to the City's long term goals for this area.

- Policy 8.10.5 states, "Prioritize the reuse of the city's historic buildings as a strategy for sustainable development." Oftentimes, the greenest building is the one already built. By designating the subject property and protecting it from any demolition in the future, embodied energy is conserved that would be otherwise spent in any potential demolition and construction of a new structure on this site. Therefore, this energy is conserved for future uses.

- Policy 8.11 states, "Raise awareness of the history of Minneapolis and promote the quality of the built environment." Designation of this property will help to tell the story of the Minneapolis Streetcar system to current and future residents of Minneapolis.

The effect of the proposed designation on the surrounding area: The proposed designation of the subject property will set an example of the value of rehabilitating and maintaining existing industrial building stock. It will serve as a reminder of the history of this area to North Minneapolis residents as well as to visitors.

The consistency of the proposed designation with applicable development plans or development objectives adopted by the City Council: The adaptations of the RiverFIRST plan and the Above the Falls Vision can accommodate the use of historic structures such as North Side Station into the vision of developing a regional park identity with compatible new development along Minneapolis' upper riverfront.