



# CPED STAFF REPORT

Prepared for the Heritage Preservation Commission  
 HPC Agenda Item #2  
 August 9, 2016  
 BZH-29257

## HERITAGE PRESERVATION APPLICATION SUMMARY

*Property Location:* 919 Minnehaha Parkway West  
*Project Name:* 919 Minnehaha Parkway West Demolition  
*Prepared By:* Shanna Sether, Senior City Planner, (612) 673-2307  
*Applicant:* Peter and Kari Hainey  
*Project Contact:* John Daly, Revision, LLC  
*Ward:* 13  
*Neighborhood:* Lynnhurst Neighborhood Association  
*Request:* To demolish the existing single-family dwelling  
*Required Applications:*

<b>Demolition of a Potential Historic Resource</b>	To allow for the demolition of an existing single-family dwelling in the Minnehaha Parkway Potential Historic District.
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## PROPERTY INFORMATION

<b>Current Name</b>	Not applicable
<b>Historic Name</b>	Not applicable
<b>Historic Address</b>	919 Minnehaha Parkway West
<b>Original Construction Date</b>	1941
<b>Original Architect</b>	None
<b>Original Builder</b>	Adolph Fine
<b>Original Engineer</b>	None
<b>Historic Use</b>	Single-Family Dwelling
<b>Current Use</b>	Single-Family Dwelling
<b>Proposed Use</b>	Single-Family Dwelling

<b>Date Application Deemed Complete</b>	July 15, 2016	<b>Date Extension Letter Sent</b>	Not applicable
<b>End of 60-Day Decision Period</b>	September 13, 2016	<b>End of 120-Day Decision Period</b>	Not applicable

**CLASSIFICATION**

<b>Local Historic District</b>	Minnehaha Parkway Potential Historic District
<b>Period of Significance</b>	1889 – 1951
<b>Criteria of Significance</b>	Residential development
<b>Date of Local Designation</b>	Not applicable
<b>Date of National Register Listing</b>	Not applicable
<b>Applicable Design Guidelines</b>	Not applicable

**SUMMARY**

**BACKGROUND.** The subject property is a two-story, Colonial Revival-style, brick single-family dwelling constructed in 1941, for Elmer and Sylvia Marks. Mr. Marks was a merchandise manager for Maurice Rothschild-Young Quinlan and Co. and Stevenson’s department stores on Nicollet Avenue in downtown Minneapolis. The main portion of the house is clad with brick; the second floor at the rear of the building is clad with painted cedar shakes. The second floor at the rear of the building was originally constructed as a sun porch. The dwelling has an asphalt shingled gable roof and a gabled addition on the rear. The windows are double-hung sashes and the first floor has two symmetrical bay windows on each side of the front entry. In 1956, the basement was finished to allow for an amusement room. In 1971, the roof was torn off and re-roofed. In 1989, a 20-foot by 20-foot detached garage was constructed along the public alley. The chimney was repaired and the roof was torn off and re-roofed again in 1994. The second floor sunroom was converted to two bathrooms with new roof trusses over the porch in 2004.

According to the 1999, Section 106 review assessment of significance that was completed by Hess, Roise, & Company for the Minneapolis Park and Recreation Board and the 2005 reconnaissance survey of Southwest Minneapolis, completed by Mead & Hunt the property is located in the Minnehaha Parkway Potential Historic District. The Grand Rounds National Register of Historic Places nomination, currently in progress, notes that the potential historic district includes the parkway and associated greenspaces, but excludes the adjacent residences, including the subject property.

**APPLICANT’S PROPOSAL.** The applicant submitted a building permit for remodel of the existing structure on April 1, 2016. Staff determined that more than 60% of the structure will be altered or wrecked and the proposed remodel constitutes a demolition.

The architect has designed the new dwelling using craftsman, arts-and-crafts and bungalow style elements. The proposed design alters the exterior materials from brick to lap siding and includes additional wooden brackets and shutters, an open front porch and new dormers. The applicant is proposing to increase the footprint of the existing dwelling towards the rear.

**PUBLIC COMMENTS.** Staff has received a letter from a nearby property owner and a copy is included in the public record. Any correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

**ANALYSIS**

## DEMOLITION OF HISTORIC RESOURCE

The Minneapolis Code of Ordinances, Title 23, Heritage Preservation, Chapter 599 Heritage Preservation Regulations states that before approving the demolition of a property determined to be an historic resource, the commission shall make findings that the demolition is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the demolition. In determining whether reasonable alternatives exist, the commission shall consider, but not be limited to the significance of the property, the integrity of the property and the economic value or usefulness of the existing structure, including its current use, costs of renovation and feasible alternative uses. The commission may delay a final decision for up to 180 days to allow parties interested in preserving the historic resource a reasonable opportunity to act to protect it.

The Department of Community Planning and Economic Development has analyzed the application to allow the demolition of an existing single-family dwelling in the Minnehaha Parkway Potential Historic District based on the following findings:

### SIGNIFICANCE

In CPED's review, the subject property does not appear eligible for local designation.

**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 is associated with the Minnehaha Parkway Potential Historic District. A Section 106 review assessment of significance was completed by Hess, Roise, & Company for the Minneapolis Park and Recreation Board (1999). The proposed historic district boundaries defined in this review includes both East and West Minnehaha Parkway between Hiawatha Avenue to the east and Lake Harriet Parkway to the west. In 1893, the Park Board hired landscape architect Horace William Shaler Cleveland to develop a comprehensive park system for Minneapolis. Cleveland proposed a twenty-mile loop of parkways, all within two miles of downtown Minneapolis. The assessment concluded that Minnehaha Parkway, including the private property, one lot deep, fronting on the parkway were to be eligible as a National Register historic district, within the defined boundary described previously. This conclusion was drawn because one of Cleveland's justifications for creating parks in Minneapolis was to benefit adjacent real estate. By 1926, a park board publication reported that "Minnehaha Parkway is lined with beautiful homes throughout its entire length." Minnehaha Parkway was determined to be significant under Criterion A for its influence on the growth and character of south Minneapolis. In *Where We Live*, a book analyzing the residential districts of Minneapolis and Saint Paul authors, Judith Martin and David Lanegran include the neighborhoods along the creek in the "prewar amenity zone." Largely dating from a time when individual automobile ownership eliminated reliance on public transportation, this zone attracted the prosperous professional and managerial class that expanded around the turn of the century." The 1999, 106 assessment review defines the period of significance at the beginning of the Park Board's initial acquisition of land along the creek in 1889. Efforts to improve the alley were fairly constant until the inception of World War II; a significant number of houses date from 1940-51. The study concludes that the period of significance terminates in 1951. <sup>1</sup>

The 2005 reconnaissance survey completed by Mead & Hunt similarly identifies Minnehaha Parkway and many of the adjacent homes as eligible for listing in the National Register of Historic Places by the State Historic Preservation Office (SHPO). Outlined by the natural topography of Minnehaha Creek, the parkway includes winding streets and trails, dense vegetation and several bridges. The parkway increased land values and stimulated residential development along the creek. Many of the homes constructed along the parkway are associated with prominent developers and/or architects

<sup>1</sup> Charlene K. Roise, *Minnehaha Parkway, An Assessment of Significance* (Hess, Roise and Company, 1999), pg. 4, 8-9, 17.

and were built in popular Period Revival styles. According to the survey, Minnehaha Parkway appears to be a good candidate for local landmark designation, under *Criterion 5* as a significant landscape design and/or pattern of development.<sup>2</sup> Several individual properties were identified in the survey as being eligible for individual designation; the subject property was not included on this list.

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

The property is not associated with the lives of significant persons or groups. The original owner was a merchandise manager for Maurice Rothschild-Young Quinlan and Co. and Stevenson's department stores on Nicollet Avenue in downtown Minneapolis.

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

The property does not contain, nor is associated with distinctive elements of Minneapolis or the Lynnhurst neighborhood identity. The dwelling is a two-story, Colonial Revival-style; this is a very common building form and architectural style found in South Minneapolis.

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

The property does embody characteristics emblematic of the Minnehaha Parkway Potential Historic District. However, the proposed dwelling is consistent with characteristics that would be representative of the district for new construction. The proposed dwelling would be emblematic of the residential dwellings along Minnehaha Parkway, including the architectural style, window pattern, scale, building design and exterior materials.

**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 have a particular landscape design or development pattern that is innovative, rare, unique, or possess a quality that is a stand out in design or detail.

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

The dwelling is a two-story, Colonial Revival-style, brick single-family dwelling constructed in 1941. The structure has a very common building form and architectural style found in South Minneapolis. The proposed construction has features that would be emblematic of design guidelines for the Minnehaha Parkway Potential Historic District, including: the architectural style, window pattern, scale, building design and exterior materials.

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

This property is unlikely to yield any information important in prehistory or history.

## **INTEGRITY**

The Minneapolis Code of Ordinances, Title 23, Heritage Preservation, Chapter 599 Heritage Preservation Regulations recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. The subject property does not retain

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<sup>2</sup> Mead and Hunt, *Southwest Minneapolis Historic Resources Inventory* (Mead and Hunt, 2005), pg. 27

the integrity required to be a contributing resource in the Minnehaha Parkway Potential Historic District.

**Location:** The location of the subject property is located within the defined boundary of the Minnehaha Parkway Potential Historic District. The 1999, Section 106 assessment completed by Hess, Roise & Company includes Minnehaha Parkway and all properties fronting along both sides of the parkway between Hiawatha Avenue to the east and Lake Harriet Parkway to the west. The 2005, reconnaissance survey conducted by Mead & Hunt included all of the residential properties adjacent to Minnehaha Parkway. In both surveys, the subject property is a contributing resource based on the location.

**Design:** The dwelling is a two-story, Colonial Revival-style, brick single-family dwelling constructed in 1941. The structure has a very common building form and architectural style found in South Minneapolis. The property does embody characteristics emblematic of the Minnehaha Parkway Potential Historic District and was constructed during the period of significance, defined in both surveys. However, the proposed dwelling is consistent with characteristics that would be representative of the district for new construction. The proposed dwelling would be emblematic of the residential dwellings along Minnehaha Parkway, including the architectural style, window pattern, scale, building design and exterior materials.

**Setting:** The property fronts Minnehaha Parkway and is located in the center of the potential historic district, as defined in the 2005 reconnaissance survey of Southwest Minneapolis by Mead and Hunt. The adjacent houses at 915 and 923 Minnehaha Parkway West are both ramblers, constructed in 1951, after the period of significance. The 2005, Mead and Hunt survey recommended that two houses on the same block, 1001 and 1017 (1015) Minnehaha Parkway West as eligible for individual designation; both constructed in 1924. The block inclusive of the subject property does not appear to be cohesive and particularly strong representations of the potential historic district.

**Materials:** The subject property is a two-story, Colonial Revival-style, brick single-family dwelling constructed in 1941. The main portion of the house is clad with brick; the second floor at the rear of the building is clad with painted cedar shakes. The second floor at the rear of the building was originally constructed as a sun porch. The dwelling has an asphalt shingled gable roof and a gabled addition on the rear. The windows are double-hung sashes and the first floor has two symmetrical bay windows on each side of the front entry. In 1956, the basement was finished to allow for an amusement room. In 1971, the roof was torn off and re-roofed. In 1989, a 20-foot by 20-foot detached garage was constructed along the public alley. The chimney was repaired and the roof was torn off and re-roofed again in 1994. The second floor sunroom was converted to two bathrooms with new roof trusses over the porch in 2004.

The architect has designed the new dwelling using craftsman, arts-and-crafts and bungalow style elements. The proposed design alters the exterior materials from brick to lap siding and includes additional wooden brackets and shutters, an open front porch and new dormers. The applicant is proposing to increase the footprint of the existing dwelling towards the rear. Staff finds that the proposed dwelling is consistent with characteristics that would be representative of the district for new construction. The proposed dwelling would be emblematic of the residential dwellings along Minnehaha Parkway, including the architectural style, window pattern, scale, building design and exterior materials.

**Workmanship:** The structure is clad with brick and according to the applicant has undergone brick replacement, since construction as evidenced by the inconsistencies in brick color. The dwelling has undergone only one addition to convert the second floor sunroom at the rear to an

enclosed building and the exterior material is painted cedar shake. The workmanship is consistent with the area and era of construction.

**Feeling:** The block including the subject property is a collection of different architectural styles and eras of construction and does not stand out among the other residential blocks in the proposed historic district. The adjacent houses at 915 and 923 Minnehaha Parkway West are both ramblers, constructed in 1951, after the period of significance. The 2005, Mead and Hunt survey recommend that two houses on the same block, 1001 and 1017 (1015) Minnehaha Parkway West as eligible for individual designation; both constructed in 1924. Minnehaha Parkway elicits the feeling of a well-maintained linear park with a variety of landscape materials. The demolition and reconstruction of the proposed dwelling will not disrupt the existing feeling of Minnehaha Parkway.

**Association:** The association of the subject property to the potential historic district is due to its proximity to Minnehaha Parkway. The block on which the property is located does not stand out as exemplary in the potential historic district and the pattern, forms and styles are not consistent. The demolition and reconstruction of the proposed dwelling will not result in a loss of the property's association to Minnehaha Parkway.

## **UNSAFE OR DANGEROUS CONDITION**

According to the applicant, the brick in places and windows have deteriorated due to water damage. Staff finds that this is a repairable condition that is neither unsafe nor dangerous.

## **REASONABLE ALTERNATIVES TO DEMOLITION**

The applicant has stated that the reason for demolition is to allow for an expansion of the dwelling to accommodate more bedrooms and accessible bathrooms. Staff finds that there are reasonable alternatives to the demolition, whereas at least 40% of the existing structure is not altered and additions may be constructed. However, staff finds that the proposed construction would be compatible with future design guidelines for new residential construction, if a district includes the subject property.

## **ECONOMIC VALUE OR USEFULNESS OF THE EXISTING STRUCTURE**

The applicant has not provided estimates as to the difference in cost for repairs in lieu of demolition and new construction. While staff finds that there is economic value and usefulness of the existing structure, the proposed construction would be compatible with future design guidelines for new residential construction, if a district includes the subject property.

## **FINDINGS**

1. The subject property is located within the boundaries of the Minnehaha Parkway Potential Historic District, according to the 1999 Section 106 review, and the Minnehaha Parkway Potential Historic District identified in the 2005 reconnaissance survey conducted by Mead & Hunt.
2. The subject property is not located within the boundaries of the Minnehaha Parkway Potential Historic District, in the current study of the Grand Rounds.
3. The subject property does not qualify for individual designation.
4. The subject property is contributing to the potential historic district due to its proximity to Minnehaha Parkway. The adjacent houses at 915 and 923 Minnehaha Parkway West are both ramblers, constructed in 1951, after the period of significance. The 2005, Mead and Hunt survey

recommend that two houses on the same block, 1001 and 1017 (1015) Minnehaha Parkway West as eligible for individual designation; both constructed in 1924. The block inclusive of the subject property does not appear to be cohesive and particularly strong representations of the potential historic district.

5. The dwelling is a two-story, Colonial Revival-style, brick single-family dwelling constructed in 1941. The structure has a very common building form and architectural style found in South Minneapolis.
6. The proposed dwelling would be emblematic of residential dwellings in the potential historic district, including architectural style, window pattern, scale building design and exterior materials.
7. The association of the subject property to the potential historic district is due to its proximity to Minnehaha Parkway. The block on which the property is located does not stand out as exemplary in the potential historic district and the pattern, forms and styles are not consistent. The demolition and reconstruction of the proposed dwelling will not result in a loss of the property's association to Minnehaha Parkway.

## RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings for the demolition of a potential historic resource by John Daly, of Revision, LLC, for the property located at 919 West Minnehaha Parkway in the Minnehaha Parkway Potential Historic District:

### A. Demolition of Historic Resource.

Recommended motion: **Approve** the demolition of historic resource application for the property located at 919 West Lake Minnehaha Parkway..

## ATTACHMENTS

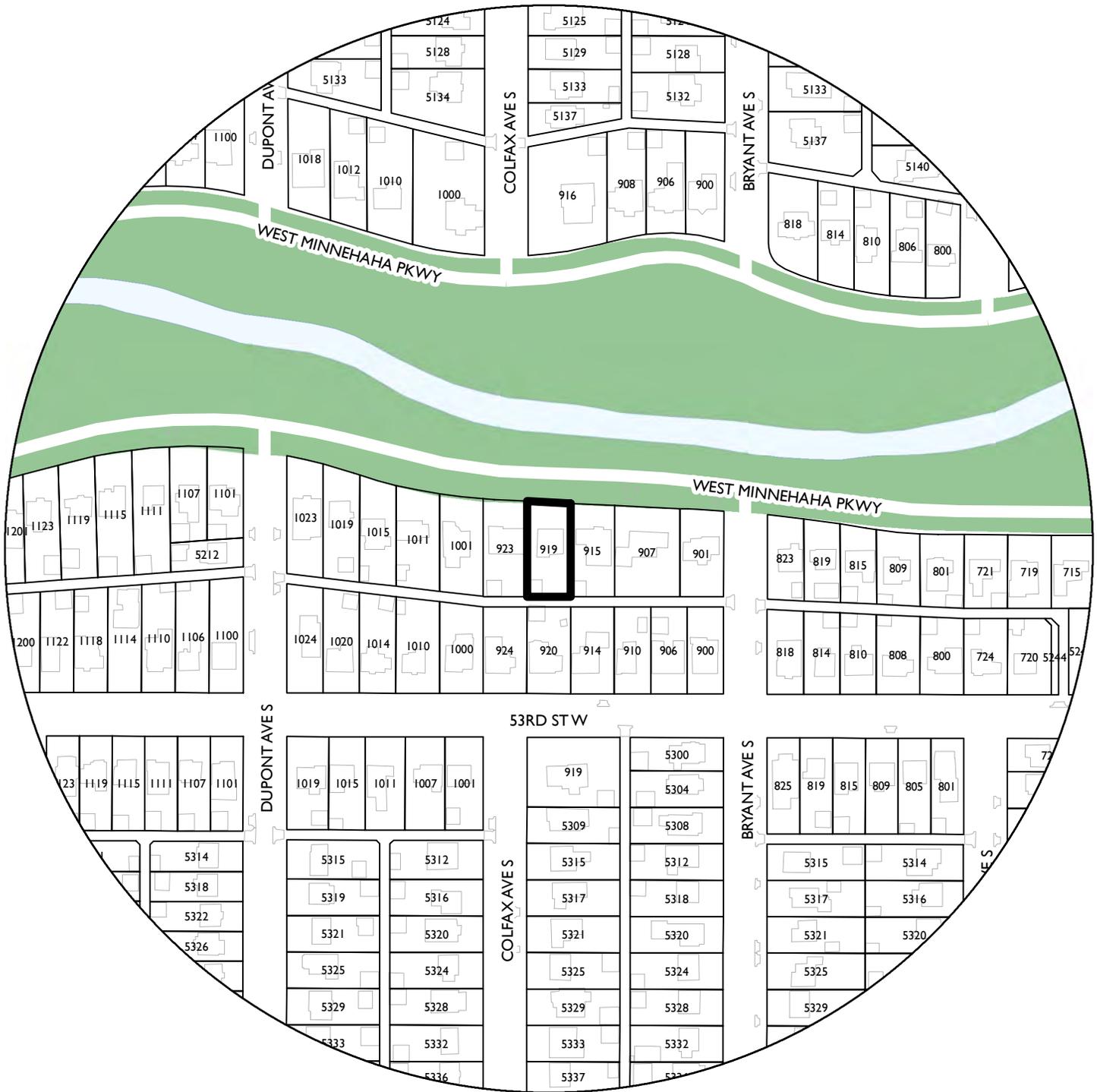
1. BZH Map
2. Written description and findings submitted by applicant
3. Site plan
4. Renderings
5. Photos
6. Excerpts from the 1999, Section 106 review assessment of significance was completed by Hess, Roise, & Company for the Minneapolis Park and Recreation Board
7. Excerpts from the 2005 reconnaissance survey of Southwest Minneapolis, completed by Mead & Hunt
8. Public comments

Revision, LLC

13th

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

919 West Minnehaha Pkwy

FILE NUMBER

BZH-29257

Pete and Kari Hainey  
919 West Minnehaha Parkway  
Minneapolis, Minnesota 55419

June 20, 2016

Dear Preservation Commission Members,

We respectfully request that you approve our application to substantially alter our home, which is located at 919 West Minnehaha Parkway in Minneapolis. Our home is located in the potential Minnehaha Parkway Historic District. Consequently, before we may start a major alteration of our home, the Heritage Preservation Commission must approve our application. We believe that our home is not a historical resource, as it does not have any significant historical, cultural, architectural, archaeological, or engineering importance. Moreover, our proposed alterations both embrace and exemplify the characteristics of our neighborhood.

*History of Our Neighborhood and Home*

During the 1920s, many homes were constructed along Minnehaha Parkway. (See Sanborn Map of 1912-1930.) In fact, most of the homes built on our block were built during that time. One study has explained the significance of the development:

Adjacent houses . . . contributed to the aesthetic character of the parkway by providing a relatively homogeneous backdrop of period revival architecture. . . . In that way, Minnehaha Parkway influenced the growth and character of South Minneapolis, providing a "prewar amenity zone." . . . Minnehaha Parkway maintains the character of late nineteenth- and early twentieth-century parkways.

(Roise, *Minnehaha Parkway: An Assessment of Significance*, September 1999, at pages 5-7.)

A more recent study, completed in 2005, specified that the residential development included:

large concentrations of Period Revival and Craftsman style homes dating from the early-to-mid twentieth century. These Period Revival and Craftsman style residences represent a period of rapid residential

development in Minneapolis during the early twentieth century. The survey area contains concentrations of architect-designed residences that represent outstanding examples of Period Revival style architecture.

(Mead & Hunt, *Southwest Minneapolis Historic Resource Inventory*, July 2005 at 9-10.)

The study further explained: "Many homes constructed along the parkway are associated with prominent developers and/or architects and were built in the popular Period Revival styles." (*Id.* at 27.)

The study recommended that two houses on our block be designated as part of the Minnehaha Parkway Potential Historic District. (*See id.* at Appendix C-57, Appendix D-75) (identifying 1001 West Minnehaha Parkway and 1017 West Minnehaha Parkway as recommended)).<sup>1</sup> Both of those houses were built in the 1920s. Indeed, all eight houses on West Minnehaha Parkway recommended be included in the historic district were built before 1940.<sup>2</sup>

Our home was not. Rather, our home was built in 1942. (*See* Permit Index and HC website summary; *see also* Sanborn Map of 1912-1930 (showing that Colfax Avenue ran directly to Minnehaha Parkway and therefore through our property); 1940 plat (showing property undeveloped). Notably, the 2005 survey does not identify our property as being individually eligible for local or national designation.

#### *Why Our Home Does Not Meet Local or National Designation*

Our home is not associated with any significant events, historical figures, or distinctive design. Our home was built by Elmer and Sylvia Marks in 1942.<sup>3</sup> (*See* Permit Index and HC website summary.) Mr. Marks was a merchandise manager for Maurice Rothschild and Co. and Stevenson's department stores on Nicollet Avenue in Minneapolis. (*See* newspaper articles.)

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<sup>1</sup> We believe the reference to 1017 West Minnehaha Parkway is erroneous, as that address does not exist in Minneapolis.

<sup>2</sup> 227 West Minnehaha Parkway was built in 1927; 501 West Minnehaha Parkway was built in 1929; 620 West Minnehaha Parkway was built in 1915; 1001 West Minnehaha Parkway was built in 1925; the study identifies 1017 West Minnehaha Parkway but no such house exists (but the houses surrounding that address were built in 1922 and 1924); 1214 West Minnehaha Parkway was built in 1921; 1233 West Minnehaha Parkway was built in 1935; 1238 West Minnehaha Parkway was built in 1925; and 1242 West Minnehaha Parkway was built in 1922.

<sup>3</sup> Our home still falls within the historic district because the period of significance ended in 1951. One study explained that houses built between 1940 and 1950 filled in blocks that had been vacant, and contributed to the parkway's character. (Roise, *Minnehaha Parkway: An Assessment of Significance*, September 1999, at page 7.)

The property does not embody any distinctive characteristics of an architectural or engineering type or style, or method of construction.

Moreover, the original property does not exemplify works of master builders, engineers, designers, artists, craftsmen, or architects.

Similarly, the property does not exemplify a landscape design distinguished by innovation, rarity, uniqueness, or quality of design or detail. Rather, it possesses common shrubs, trees, and grass. These elements are not part of a unified landscape design.

*Previous Changes to our Home Have Undermined its Historic Integrity*

Another reason why our home is not historically significant is that it has undergone many modifications that have transformed the original structure.

In 1956, the Marks constructed an entertainment room in the basement. (*See Permit Index.*) In 1962 and 1963, they added and installed appliances such as a dryer, dishwasher, and air conditioning. (*Id.*) In 1971, they replaced the roof. (*Id.*) In late 1972, they added a gas stove and replaced the furnace. (*Id.*)

Mr. Marks died on November 7, 1992, and soon thereafter Mrs. Marks sold the house to Douglas M. Smith.

In 1994, Mr. Smith repaired both the roof and chimney. (*See permit history.*) The chimney repair required brickwork that does not match the original exterior brick. (*See photo.*)

Pete bought the house in 1998. After we got engaged, we decided that we wanted to raise our family in this community and home. And we have, as we now have three boys who are 10, 8, and 6 years old. We love living here. Our neighbors are fantastic, we enjoy exploring the creek and surrounding parks, riding our bikes in the neighborhood, and walking to shops and restaurants.

In 2004, we remodeled the master bathroom and converted a second-floor sun room to another bathroom. In doing so, we replaced several windows that had deteriorated and rotted. Because we also moved the location of a window, we had to replace brick on the exterior. However, the bricklayer did not match the brick, so the exterior wall is mismatched. Indeed, one of our neighbors asked us to plant a tree to block the view of the mismatched brick. As part of that project, we also built out the roof over the room.

Additionally, we removed wood siding that had deteriorated and replaced it with vinyl siding.

In 2005, we remodeled the kitchen. This project entailed tearing down interior walls to remove a breakfast nook, moving and replacing windows, and moving and replacing a door. In making these alterations, we had to replace brick on the exterior. Again, the bricklayer did not match the brick well, so the exterior walls are mismatched where windows and doors were moved.

In 2009, due to leaking, we replaced the roof again.

Although we are unsure when it occurred, the garage was replaced, as the original structure was 20 feet by 12 feet (see 1941 survey), and the existing structure is 20 feet by 19 feet. The existing garage has aluminum siding and an aluminum garage door.

#### *Why We Are Changing our Home*

A major impetus for the renovation is that two of our parents cannot visit our home. Presently, our home has only a tiny half-bath on the main floor. Pete's stepfather has multiple sclerosis and is confined to a wheelchair. Getting him into our home is problematic but possible. However, he cannot access a bathroom in our home. Similarly, Kari's mom has had several strokes, so cannot ascend or descend stairs and requires assistance of a walker. She has had significant troubles maneuvering in the present layout and even fell and broke her hip in our home. To accommodate our family, one of the significant changes we propose is adding a full bathroom and guest bedroom to the main floor of our home.

Another reason for the renovation is to provide each of our sons with a room of his own. Presently, all three share one room. The proposed design provides each son with his own room, as well as sufficient storage and living space for three growing boys.

#### *Issues with Our Home*

We also want to renovate to remedy several home deteriorations. The exterior brick on our home is problematic for two reasons. First, the brick is dilapidated in many areas. The brick on the chimney, near the windows, and near the foundation is failing due to erosion and water damage. (See PHOTOS.)

Second, the exterior brick is mismatched in several areas. Although we could not find a record of when the current brick surrounding the bay windows was installed, that brick is different from the original brick. (See PHOTOS.) Similarly, brick on both the east

and west exterior walls have patches of mismatched brick from projects that moved windows. (See PHOTOS.)

Another issue that we must remedy is that several windows are rotting due to mold. (See PHOTOS.)

*The Proposed Changes are Compatible with the Historic Character of the Neighborhood*

We live in south Minneapolis because we love the look and feel of south Minneapolis. We have taken great care to maintain the character of the neighborhood in both detailing as well as scale. Indeed, our neighbors have approved of the design. (See Neighborhood Poll.) We certainly do not want to live in a home that sticks out like a sore thumb.

The renovation would not substantially change the existing footprint. The exterior modifications, such as the addition of a front porch, the addition of the gable and dormer, and living room expansion will not affect the ability to recognize the structure as a single-family dwelling.

Our architect has worked very hard to design a house that fits the character of the existing neighborhood. Indeed, the proposed changes will make our home look more like a home built in the 1920s, so it will blend in well with the neighborhood homes. (See Design Plans.)

The design of the new remodel draws on the predominant styles of Midwestern homes from the early 20th century. In particular, craftsman, arts-and-crafts, and bungalow style elements have been incorporated in order to ensure the home appears consistent within its immediate neighborhood context. For example, wooden brackets and shutters are incorporated in multiple areas similar to many craftsman homes of the 1920's and 30's. The large front porch, with its columns and roof beneath a larger gable above, is reminiscent of early bungalow homes ubiquitous across the upper Midwest. Furthermore, the home's rooflines and eaves have been carefully considered to fit within the context of all three aforementioned styles

Moreover, the houses directly on either side of us are not historically significant and will not be impacted by our alterations. Both houses are 1950 ramblers. One was substantially altered in 2006-2007, and was granted a variance to reduce the front yard setback and now is a beautiful home that adds interest to the neighborhood. (See Permit Index for 923 West Minnehaha Parkway.)

*Conclusion*

Because our home is not associated with significant events, individuals, periods that exemplifies broad patterns of cultural, political, economic, or social history, we ask that you allow us to substantially alter it.

Sincerely,

Pete and Kari Hainey

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## INSPECTOR OF BUILDINGS

LOCATION 919 W. Minnehaha Parkway

LOT 5

BLOCK 2 ADD. Badger & Dean's  
0111 2289 0083 1132

PERMIT NO.	CONSTRUCTION	DATE	CONTRACTOR	COST	O. K.
B-266850	35x36 2 sty. B.V. dwlg. & 12x20 garage	5-14-41	Adolph Fine	7,500.	S-266850
P-3670	Mech. W.A. Htg.	5-27-41	Cronstrom Furn. Co.	600.	
D-320758	Plbg. & water htr.	6-4-41	Bowler & Co.	750.	
F-343859	Wiring	6-19-41	C.S. Williams	275.	
L-22087	Int. rock lath	7-8-41	John Lindgren	145.	
K-50069	Int. plastering	7-8-41	do	640.	
F-345355	Motor for gas & mech.	8-6-41	Edw. F. Seestrom	20.	
M-14426	Gas burner	8-6-41	H.O. Soderlin	15.	
F-347076	Fixts.	9-16-41	O.B. Thompson	100.	
D-325520	con. gas range	9-22-41	M. Mattson	5.	
P 32792	Alt. mech w.a. htg.	4-23-56	Cronstroms	100.	
B 351626	Amuse rm in bsmt	4-30-56	Robt J Chapman	900.	
F 591434	Mtr; 2 htg dev; wir;	9-6-62	John Ess & Sons Inc.	300.	
D 624610	dryer	10-15-62	Mpls Gas	5	
D 624761	sink disp dishw	10-17-62	Plymouth Plbg	200.	
G 66252	Air Cond.	7-30-63	Fred Vogt & Co.	700.	
P 48465	Air Cond.	7-30-63	do	700.	



# Stevensons, Newest Store in City, Long Has Operated in Area

By RICHARD SAUNDERS  
 Minneapolis Tribune  
 Staff Writer

The newest face on "retailing row" in Minneapolis is an old one around the Upper Midwest.

Since 1921, when Jay Levine and Frank Tanz opened a small shop in St. Cloud, Minn., Stevensons has been selling moderate priced women's ready-to-wear goods.

At one point, the two St. Paulites operated 23 stores in Minnesota, North Dakota, Wisconsin and Iowa. By 1956, when they sold the chain to Salkin and Linoff, Inc., Minneapolis, 16 remained.

LAST WEEK, Stevensons added its 17th—and most important—outlet at 815 Nicollet Av. The firm's initial entry into a metropolitan market prompted Stevensons officials to exult:

APR 19 '59 T  
 "We've arrived."

"Nicollet avenue long has been regarded in fashion circles as the 'Fifth Avenue of the Upper Midwest,'" said Elmer G. Marks, new Stevensons merchandise director and a 28-year veteran of Minneapolis retailing.

The "big-city" fashion image, Marks indicated, will add an immeasurable amount of prestige to the Stevensons name in the smaller communities in which it operates.

BUT the Minneapolis location is important for another reason, said Marks, who resigned last September as



Salkin Marks  
 Key store opens

vice president and merchandise manager of Maurice L. Rothschild Young Quinlan Co. to take the Stevensons post.

"Big cities catch fashion trends—such as the chemise—faster" than small towns, Marks explained. By stocking the same goods as the Minneapolis stores, Stevensons hopes its regional outlets will be the jump on

their Main Street competitors.

And when a whole season's success rests on being first with a particular style, time becomes a critical factor.

In addition to International Falls and St. Cloud, Stevensons has outlets in Rochester, Duluth, Virginia, Albert

Stevensons  
 Continued on Page 11

## STEVENSONS: Firm Grosses Four Million

Continued from Page 9

La., Winona, Mankato and Austin, Minn.; Devils Lake, Minn. and Fargo, N. D.; Eau Claire and La Crosse, Wis., and Mason City, Iowa.

The 16 stores gross about four million dollars annually, with the Minneapolis shop "seared to do about a million in its first year and about double that in three or four years," Marks said.

THE INDEPENDENT subsidiary of Salkin and Linoff shares offices and warehouse space in the parent firm's 130,000-square-foot headquarters at 6400 Excelsior Blvd., St. Louis Park.

Most of the space is used to service some 44 S and L dry goods stores in 11 midwest states. The home office employs 140, S and L 1,275 and Stevensons 320.

The same officers make financial and policy decisions for both units, but there the similarity ends, said Samuel Salkin, 63-year-old president and co-founder of the parent company.

OTHER officers are Morrey Salkin, his son, vice president; Samuel H. Bloom, vice president and general merchandise manager; Forrest Warner, vice president and general operating manager, and Morton B. Cannon.

The two groups maintain separate buying, selling and accounting staffs and "are as different as bread and cake," a spokesman said.

S and L dresses, for instance, range in price from \$5.95 to \$29.95, while Stevensons carries summer styles beginning at \$14.95 and going to \$135.

Salkin, a Russian immi-

grant with an intense interest in merchandising, founded the first S and L store with the late Joseph L. Linoff in Elkton, S. D., in 1921. They moved their headquarters to Minneapolis in 1927.

ITS FOUR divisions—staples, fashions, shoes and men's clothing—gross about \$6 million yearly.

Four S and L units are maintained in the Minneapolis area, with one at 400 SE Central Av. Others are in Robin Center, St. Anthony and Miracle Mile.

Salkin said the parent firm spent "about \$200,000" remodeling the site of the new Stevensons unit. The location formerly was occupied by Cook's apparel and Weid and Sons jewelers.

Stevensons officials call the location "ideal for our purposes." It lies among a number of other women's specialty shops and shares in shopper traffic generated by Dayton's on the north and the Medical Arts building on the south.

Mrs. Ethelyn Johnson manages the Minneapolis store.

# Women's Club to Open New Shop



The new women's club shop, located at 17th and Broadway, will open on Monday, Oct. 1st.

The Upper Midwest firm has a 10-year lease on property occupied by the club and will build a new building at 17th and Broadway.

The new building will provide for the club's needs and will be located at 17th and Broadway, near the 25th street intersection.

The building will be built on the site of the old building and will be completed in the fall.

The new building will be built on the site of the old building and will be completed in the fall. The building will be built on the site of the old building and will be completed in the fall.

The new women's shop will occupy 16,000 square feet of space on two floors. Furniture including the adjoining Cagle and Wald's firms will be knocked out and the interior remodeled and redecorated in an Early American theme. Exterior improvements also are planned.

The 100,000 shares in Minneapolis, North Dakota, Wisconsin and Iowa were purchased in 1922 from LaVie and Tracy Inc., St. Paul. At that time prices were about two million dollars.

The building will be built on the site of the old building and will be completed in the fall. The building will be built on the site of the old building and will be completed in the fall.

**SEP 18 1958 S**  
**S. & L. Names**  
**Division Head**

Elmer Marks has been named general merchandise manager of Stevenson stores, a division of Salkin & Linoff, Inc., owners and operators of S. & L. Stores.

Marks takes over his new duties Sept. 25 and will head-quarter at S. & L.'s home office, 7400 Excelsior Blvd. He succeeds Mort Cohen, who resigned. Marks formerly was merchandise manager of the fashion division of Maurice L. Rothschild-Young-Quinlan Co.

There are 16 Stevenson stores in Minnesota, Wisconsin and North Dakota.



**STEVENSONS, 815 Nicollet Av.**, will have its preview grand opening Saturday and will be open for business Monday. Shown seated in the Crystal room are Elmer Marks, merchandise manager of the chain of stores, and Ethelyn Johnson, who will manage the shop. The store is of Early American design from its white glazed brick front and wide Colonial door to its interior atmosphere. Wood furnishings on the main floor are cherry colonial in color and design. Stark white latticework trellises stand out against walls of Federal blue. Antiqued white iron grill work, a large crystal chandelier and a lush turquoise sectional lounge are the decorative appointments of the Crystal room.

Managers of 16 Stevenson shops in five states will meet next Tuesday and Wednesday with executives of the home office here, 7400 Excelsior Blvd., for a merchandising clinic under chairmanship of Elmer Marks, merchandise manager. Ethelyn Johnson, manager of the women's apparel shop on Nicollet, will be in attendance. New fall fashions will be shown.

**JUL 10 '59 S**



Marks

craves like the hoolie-hoop

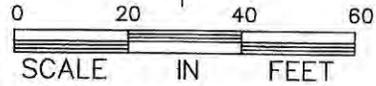
**MAR 13 '59 S**

Opening of Stevenson's new women's apparel shop at 815 Nicollet Av. has been tentatively set for April 6, or the following week depending on progress made in remodeling the building. The shop will be managed by Mrs. Ethelyn Johnson. It has been announced by Elmer Marks, merchandise manager of the 16-unit Stevenson group. She was formerly executive vice president of John W. Thomas & Co.

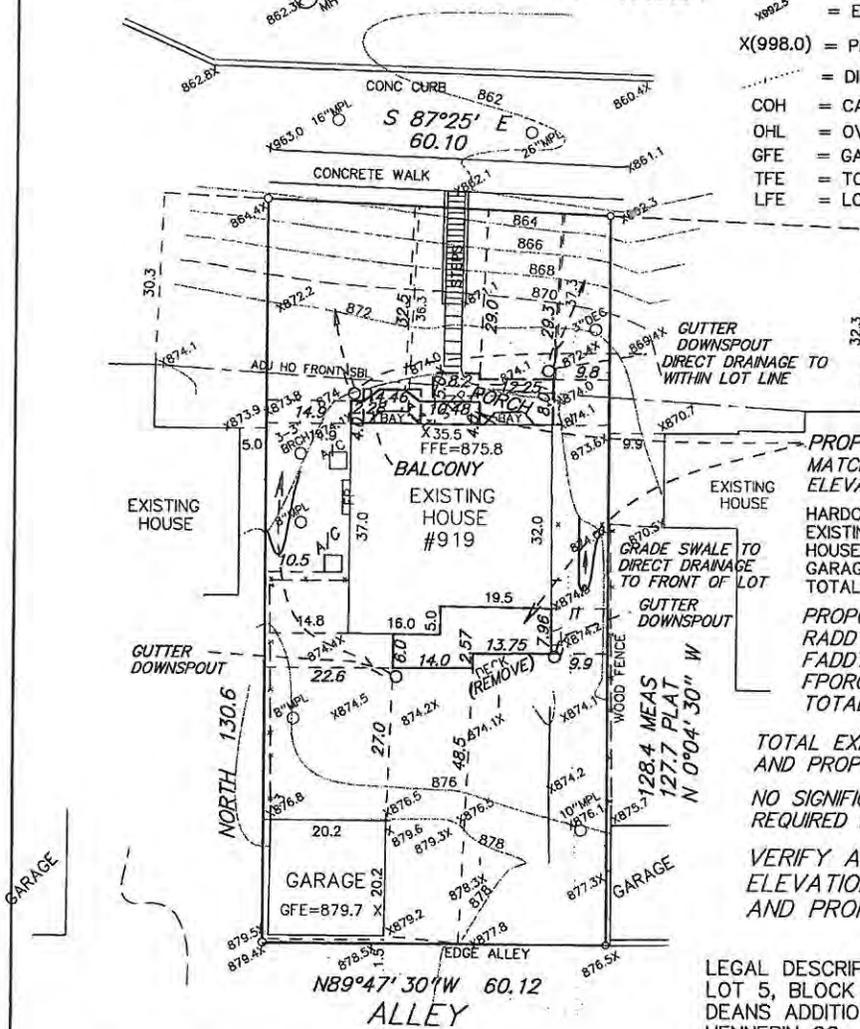
MINNEHAHA CREEK

BENCHMARK  
TR SAN MH  
ELEV = 862.3

MINNEHAHA PARKWAY WEST



- X992.5 = EXISTING SPOT ELEVATION.
- X(998.0) = PROPOSED SPOT ELEVATION
- - - = DIRECTION SURFACE DRAINAGE
- COH = CANTILEVERED OVERHANG
- OHL = OVERHEAD UTILITY LINE
- GFE = GARAGE FLOOR ELEVATION
- TFE = TOP OF FOUNDATION ELEVATION
- LFE = LOWEST FLOOR ELEVATION



**PROPOSED ADDITIONS**  
MATCH EXISTING FLOOR ELEVATIONS (VERIFY)  
HARDCOVER  
EXISTING  
HOUSE = 1246 SF  
GARAGE = 412 SF  
TOTAL = 1658 SF/21.2%

**PROPOSED**  
RADDTN = 222 SF  
FADDTN = 88 SF  
FPORCH = 130 SF  
TOTAL = 440 SF/5.64%

TOTAL EXISTING TO REMAIN  
AND PROPOSED = 2098 SF/26.9%

NO SIGNIFICANT GRADING IS  
REQUIRED FOR CONSTRUCTION

VERIFY ALL DIMENSIONS AND  
ELEVATIONS WITH EXISTING  
AND PROPOSED PLANS

LEGAL DESCRIPTION:  
LOT 5, BLOCK 2, BADGER AND  
DEANS ADDITION TO MINNEAPOLIS,  
HENNEPIN CO., MN.

ADDRESS-919 MINNEHAHA PRKWAY WEST  
PID#16-028-24-44-0023

LOT AREA = 7800 SF/0.18 AC

SURVEY IS SUBJECT TO CHANGE PER  
TITLE OR EASEMENT INFORMATION

VERIFY ALL SETBACKS WITH CITY

PROJECT NO.	BOOK
DATE NOV 25 2015	PAGE
REVISIONS 3/9/16 PROPOSED	
<small>HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.</small>	
<small>FRANK R. CARDARELLE REG. NO. 6508</small>	

**PROPOSED SITE PLAN**

for **HAINHEY RESIDENCE**  
**ALEXANDER DESIGN**

Land  
**Frank R. Cardarelle** Surveyor  
6440 FLYING CLOUD DRIVE  
EDEN PRAIRIE, MN 55344  
952-941-3031





ALEXANDER  
DESIGN  
GROUP

3D Conceptual Illustration  
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### Hainey Residence

REVISIONS	
MM/DD/YY	REMARKS
1 12/04/15	3d Illustrations
2 01/23/16	3d Illustrations Revisions
3 01/28/16	roof line comparison
4 02/26/16	revisions
5 02/01/16	revisions

A 001



ALEXANDER  
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GROUP

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**Hainey Residence**

REVISIONS		REMARKS
1	12/04/15	3d Illustrations
2	01/13/16	3d Illustrations Revisions
3	01/28/16	roof line comparison
4	02/26/16	revisions
5	03/01/16	revisions

A 002



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**Hainey Residence**

REVISIONS	
MM/DD/YY	REMARKS
1 12/04/15	3d illustrations
2 01/23/16	3d illustrations Revisions
3 01/28/16	roof line comparison
4 02/21/16	revisions
5 03/01/16	revisions

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1  
9



















# **Minnehaha Parkway: An Assessment of Significance**

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**Minneapolis, Hennepin County, Minnesota  
SHPO Review Number 99-1465**

**Prepared for the**

**Minneapolis Park and Recreation Board  
Andrew J. Lesch, Project Manager  
200 Grain Exchange  
400 South Fourth Street  
Minneapolis, Minnesota 55415  
612-661-4823**

**Prepared by**

**Charlene K. Roise  
Hess, Roise and Company  
The Foster House  
100 North First Street  
Minneapolis, Minnesota 55401  
612-338-1987  
612-338-2668 fax  
roise@hessroise.com**

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time superintendent of the Minneapolis park system, wrote that “most of the area was then, as it is today, more or less unmolested wooded hills and undulating meadowland.”<sup>2</sup>

Developed in the last decades of the nineteenth century, Minnehaha Parkway should be evaluated within the context of the Grand Rounds. Some fifty miles in length, this system of parks and parkways encircles Minneapolis. Minnehaha Parkway serves as the southern link, extending about five miles between Minnehaha State Park and Lake Harriet. The parkway follows Minnehaha Creek for the most part, but diverges from the creek’s winding course for a few blocks south of Lake Harriet and between Lake Nokomis and Minnehaha Park.

In 1883, the newly formed Minneapolis Park Board hired renowned landscape architect Horace William Shaler Cleveland to plan a comprehensive park system for the city. Cleveland proposed a twenty-mile loop of parkways, virtually all within two miles of downtown. To the southwest, the system wrapped around the north, west, and south sides of Lake Calhoun, then went east on Thirty-sixth Street (near the city’s southern boundary at the time) and turned north on Hennepin Avenue. As the city expanded in the next few years, including an extension south to Fifty-fourth Street, plans for the park system grew apace. By 1891, the park board’s ambitious circumferential system had grown to its current dimensions and been christened the “Grand Rounds.”

An important component of this system was a park at Minnehaha Falls, which the board acquired in 1889 after years of failed attempts by the state to establish a park there. Connecting the new park and the chain of lakes to the west became a priority and “the most natural route,” the board’s 1889 annual report asserted, “is undoubtedly along the beautiful valley of Minnehaha Creek.”<sup>3</sup>

In the same year, the park board began receiving land donations from property owners along the creek. Donors often stipulated that the board develop a road along the creek within a year; donors were usually exempt from any assessments for parkway improvements. By 1891, the board had prepared a plat of the proposed parkway, a corridor from two hundred to eight hundred feet in width, and had obtained over eighty percent of the land; the entire five-and-one-third-mile, 169-acre strip was secured by the following year. West of Cedar Avenue the plan called for roadways on either side of the creek. East of Cedar the roadway diverged from the creek, proceeding straight east along Forty-ninth Street with a two-hundred-foot right-of-way. The board had wisely heeded the advice of Cleveland to “secur[e] the areas that are needed before they become so occupied, or acquire such value as to place them beyond reach.” He continued: “Having secured the land, we may take our own time for beginning its improvement, and spend money upon it only as it is warranted by the means which the growth of the city will afford.” Following this dictum became a practical necessity given limited funds, and despite the wishes of land donors, not all of the roadways were developed right away.<sup>4</sup>

<sup>2</sup> Theodore Wirth, *Minneapolis Park System 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 107, 126.

<sup>3</sup> Minneapolis Board of Park Commissioners [hereafter, MBPC], *Seventh Annual Report, 1889*, 8.

<sup>4</sup> *Ibid.*, 8-9; MBPC, *Ninth Annual Report, 1891*, 4-5; Horace W. S. Cleveland, *Suggestions for a System of Parks and Parkways, for the City of Minneapolis* (Minneapolis: Johnson, Smith and Harrison, 1883), 4.

## Landscape Type

*National Register Bulletin #18* lists a number of property types under the general category of "designed historic landscape." The Grand Rounds consists of the following property types:

- Parks (local, state and national) and Camp Grounds, and
- Parkways, Drives and Trails.

Minnehaha Parkway is best classified under the type "Parkways, Drives and Trails."<sup>17</sup>

## Areas of Significance

Properties must meet at least one of four criteria to qualify for the National Register. The Grand Rounds has achieved significance under the following criteria:

- Criterion A: for its influence on the development of the city of Minneapolis.
- Criterion B: as an important product of a locally significant individual, William Berry (the park board's first full-time superintendent, serving between 1885 and 1906), and a nationally significant individual (Theodore Wirth, superintendent from 1906 to 1935).
- Criterion C: as an important design by nationally prominent landscape architect Horace W. S. Cleveland, and as a representation of key periods in the evolution of American landscape architecture.

Minnehaha Parkway is significant under Criterion A for its influence on the growth and character of south Minneapolis. In *Where We Live*, a book analyzing the residential districts of Minneapolis and Saint Paul, authors Judith Martin and David Lanegran include the neighborhoods along the creek in the "prewar amenity zone." Largely dating from a time when individual automobile ownership eliminated a reliance on public transportation, this zone attracted the prosperous professional and managerial class that expanded around the turn of the century. It continues to do so today, remaining "a well-tended residential area that is ideally suited for anyone who can afford to live here."<sup>18</sup>

Land for Minnehaha Parkway was assembled early in Berry's tenure; the corridor attained its current dimensions during Wirth's superintendency. Both men oversaw major campaigns to improve the parkway. Hence, the parkway is eligible under Criterion B for its association with Berry and Wirth.

Minnehaha Parkway is also significant under Criterion C as an example of late nineteenth- and early twentieth-century urban parkway design. Although the parkway was not included in Cleveland's original circumferential park scheme, the Grand Rounds was born from Cleveland's "preference of an extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares." Cleveland probably offered advice on Minnehaha Parkway's development even if he was not responsible for the design. He had planned the

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<sup>17</sup> J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin #18: How to Evaluate and Nominate Designed Historic Landscapes* (Washington, D.C.: Government Printing Office, 1994), 2-3.

<sup>18</sup> Judith A. Martin and David A. Lanegran, *Where We Live: The Residential Districts of Minneapolis and Saint Paul* (Minneapolis: University of Minnesota Press, 1983), 113-117.

Washburn Park residential subdivision between Lyndale and Third Avenues immediately adjacent to the parkway in 1886; a promotional brochure for the subdivision mentioned the “park” and “a wide boulevard . . . being laid out” between Lake Harriet and Minnehaha Falls. By the time work on the parkway was initiated in 1889, Cleveland’s health was beginning to fail and his attention was focused on planning a winter resort at Jekyll Island, Georgia. Regardless of his involvement, Minnehaha Parkway maintains the character of late nineteenth- and early twentieth-century parkways. By the 1920s and 1930s, following the lead of large public works projects such as the Merritt Parkway in Connecticut, state-of-the-art parkways featured separate lanes for opposing traffic, broad center medians, controlled access, and grade-separation structures. Usually in suburban or rural settings, these roads were a prelude to high-speed freeways and a world apart from the parkways of the earlier era.<sup>19</sup>

Minnehaha Creek follows a different course than the parkway between Lake Nokomis and Hiawatha Avenue. The history of this section of the creek is most appropriately viewed together with the park board’s development of Lake Nokomis and Lake Hiawatha, which began in the 1910s and continued through the early 1930s. Although physically and historically associated with the Grand Rounds, these parks were not initially part of that system. They might best be assessed under a related context, which is beyond the scope of the present study. It is reasonable to assume, however, that these parks qualify for the National Register under Criterion A and Criterion C given their influence on the development of south Minneapolis and the size of the undertaking—the dredging of Lake Nokomis was the largest project the park board had tackled at that time. Since this occurred while Theodore Wirth was superintendent, Criterion B might also apply. In the following report, therefore, Minnehaha Creek between Lake Nokomis and Hiawatha Avenue will be treated as meeting National Register criteria.

### Period of Significance

Minnehaha Parkway is the product of over a century of evolution. The parkway historic district’s period of significance begins with the park board’s initial acquisition of land along Minnehaha Creek in 1889. Efforts to improve the parkway were fairly constant until the inception of World War II, even though actual development of the parkway was episodic. After the war, the parkway remained almost unchanged until a major overhaul in the early 1970s. A significant number of houses, however, date from the 1940s through 1951, filling in blocks that had been vacant.<sup>20</sup> Since the enclosure provided by these houses contributes to the parkway’s character, the period of significance should end in 1951. National Register properties, however, must be at least fifty years old unless they are of exceptional significance—and these houses cannot make that claim. The period of significance, therefore, will end in 1949 during the year 1999 and 1950 during the year 2000. After that time, 1951 will be the closing date for the period of significance.

<sup>19</sup> Cleveland, *Suggestions*, 6, 13; “Washburn Park,” advertisement by H. E. Ladd and Company, 1886, including plat by H. W. S. Cleveland, architect, and Spalding and Carr, engineers and draughtsmen, photocopy in State Historic Preservation Office files, Minnesota Historical Society, Saint Paul; Theodora Kimball Hubbard, “H. W. S. Cleveland: An American Pioneer in Landscape Architecture and City Planning,” *Landscape Architecture* 20 (January 1930): 108; Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Mass. and London: Belknap Press of Harvard University Press, 1971), 596-612.

<sup>20</sup> For information on residential development in the 1940s and 1950s between Nicollet and Tenth Avenues, see Hess, Roise and Company, “Minneapolis-St. Paul International Airport Part 150 Sound Insulation Program . . . (SPHO #97-0922),” 5.

Exposed-aggregate concrete provides the supports for the other design, which also has a wood-plank seat and back. First introduced in the 1930s and still produced in-house, the latter bench is used for memorials funded by private donations to the park board. A memorial plaque is included on benches supported by a donation of \$5,000 or more. A few boxy wood picnic tables of 1970s vintage are situated along the creek.

The length of the parkway was illuminated in the 1920s. A variety of lamp styles now appear along the corridor. The 1970s reconstruction likely instituted two common types, a transparent white globe and a transparent cube, both supported by slender metal posts.

Signage along the parkway is restrained and was mostly installed during the 1970s. Low wood signs identify the parkway at major access points. Trails are marked by small blue-and-white metal signs showing international symbols for bicycling and walking. Four-sided, pyramidal hip-roofed, wood information kiosks are sometimes accompanied by wood bollards and metal chains.

### **Boundaries**

The Minnehaha Parkway Historic District includes both East and West Minnehaha Parkway. The district is terminated by Hiawatha Avenue to the east and Lake Harriet Parkway to the west.

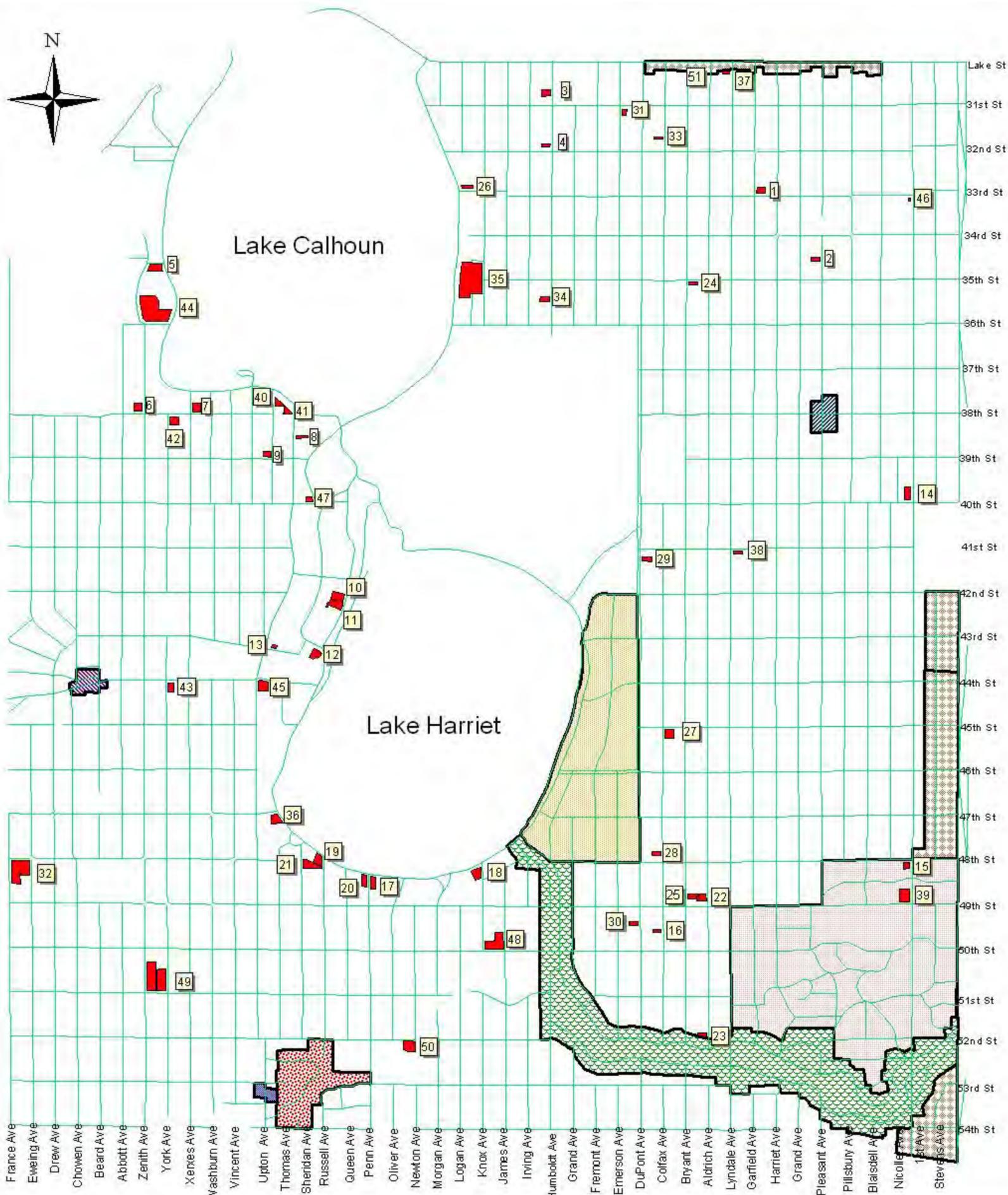
Limited sections of the parkway have been evaluated as part of Section 106 compliance surveys. These assessments concluded that Minnehaha Parkway appeared to be eligible as a National Register historic district, and that properties fronting on the parkway should be included within the district's boundaries when there was a direct visual connection between the parkway and these properties. This conclusion is confirmed by the present study. One of Cleveland's justifications for creating parks in Minneapolis was to benefit adjacent real estate. By 1926, a park board publication reported that "Minnehaha Parkway is lined with beautiful homes throughout its entire length."<sup>41</sup> The boundaries of the Minnehaha Parkway Historic District, therefore, include private property—one lot deep—in areas where buildings provide an important visual frame for the parkway.

Adjacent properties should be excluded from the district in a few areas. Where there is no parkway road between adjacent property and the creek and the view of the adjacent property from the parkway is blocked by hills or wooded areas, the adjacent property should not be included in the district. This situation is illustrated by property edging the south side of the parkway between Twelfth and Bloomington Avenues. Also, residential tracts that are not oriented to the parkway—e.g., on the south side of the parkway between Tenth and Twelfth Avenues—should not be included.

Defining the boundaries of Minnehaha Creek between Lake Nokomis and Hiawatha Avenue is more problematic because of physical and historical associations with the Hiawatha Golf Course and Lake Hiawatha. The relationship between the creek and residential neighborhoods east of Twenty-eighth Street is also not clear; many lots are oriented in the opposite direction, leaving

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<sup>41</sup> *Parks of Minneapolis*, 17.



## Properties Recommended For Local And/Or National Register Designation

Historic Building Key					
Map ID	State Number	Name	Map ID	State Number	Name
1	HE-MPC-05613	Minneapolis General Electric Co.	26	HE-MPC-06071	Jeidball, E., House
2	HE-MPC-05617	Friel, B., House	27	HE-MPC-06115	Lynnhurst Congregational Church
3	HE-MPC-05629	Bryant Building	28	HE-MPC-06118	Rosenstein, M.M., House
4	HE-MPC-05631	Commercial Building	29	HE-MPC-06152	Wolff, Maurice, House
5	HE-MPC-05643	Holt, C.L., House	30	HE-MPC-06155	Hineline, H.E., House
6	HE-MPC-05644	Bakke, Dr. O.H.	31	HE-MPC-06169	Brigger, Gustavus, House
7	HE-MPC-05645	Gilson, G.W., House	32	HE-MPC-06184	Lutheran Church of the Good Shepherd
8	HE-MPC-05646	Hall, Albert, House	33	HE-MPC-06240	Early Worker Housing
9	HE-MPC-05648	Bloodgett, J.L., House	34	HE-MPC-06276	Fire Station No. 23
10	HE-MPC-05666	Paus, H.A., House	35	HE-MPC-06301	Saint Mary's Greek Eastern Orthodox Church
11	HE-MPC-05667	Van Tuyl, C.W., House	36	HE-MPC-06338	Pierce, H.S., House
12	HE-MPC-05671	Dacotah Building	37	HE-MPC-06454	Latham Building
13	HE-MPC-05672	TriState Telephone Company Bldg	38	HE-MPC-06460	Snyder, Kirby T., House
14	HE-MPC-05685	Hartman Brothers Service Station	39	HE-MPC-06525	Saint John's Lutheran Church
15	HE-MPC-05705	McCowley Building	40	HE-MPC-06627	House (1)
16	HE-MPC-05715	Cooper, J.J., House	41	HE-MPC-06627	House (2)
17	HE-MPC-05717	Hansen, Carl, M., House	42	HE-MPC-06650	Newman, Cecil, House
18	HE-MPC-05721	Lyon, Platt B., House	43	HE-MPC-06654	Church of Saint Thomas
19	HE-MPC-05731	Boos, Henry P., House	44	HE-MPC-06659	Goodfellow, William E., House
20	HE-MPC-05736	Curbin, Dr. John, House	45	HE-MPC-06677	Lake Harriet M.E. Church
21	HE-MPC-05737	Donaldson, Frank, A., House	46	HE-MPC-06803	Brick Tenement (1)
22	HE-MPC-06013	Mueller, Paul, Studio	47	HE-MPC-06812	Covell, F.E., House
23	HE-MPC-06014	Wilhelm, Fred C., House	48	HE-MPC-06882	Mount Olivet Evangelical Lutheran Church
24	HE-MPC-06054	Chapman, W.K House	49	HE-MPC-06884	Christ the King School
25	HE-MPC-06061	Mueller, Paul, House	50	HE-MPC-06886	Dorr, William G., House
			51	HR-MPC-06008	Brick Tenement (2)

**Key:**

- Individual Property
- Lynnhurst Potential Residential Historic District
- Minnehaha Parkway Potential Historic District
- Purcell And Strauel Speculative Home Potential Residential Historic District
- Red Cedar Lane Potential Residential Historic District
- Motor Place Potential Transportation Historic District
- Church of the Incarnation Complex
- Washburn Park Potential Residential Historic District
- Catalogue and Speculative Homes-Not Evaluated

(For additional detailed maps of potential historic districts, see following maps.)



# Minnehaha Parkway Potential Historic District



#### *Minnehaha Parkway Potential Historic District*<sup>4</sup>

Portions of Minnehaha Parkway (HE-MPC-5005) and many of the adjacent homes facing the parkway have been determined eligible for listing in the National Register by the SHPO. The exact historic district boundary for the parkway has not been determined west of Nicollet Avenue comprising large portions of the parkway within the survey area. Generally boundaries were delineated to encompass the parkway and the first tier of adjacent homes facing the parkway from Nicollet Avenue to Lake Harriet Parkway East.

During the 1880s, the Minneapolis Park Board was established and hired noted landscape architect H.W.S. Cleveland to help plan a park and parkway system to link Minnehaha Falls to Lake of the Isles, Lake Harriet, and Lake Calhoun. Land along Minnehaha Creek between Lake Harriet and Minnehaha Falls was donated and acquired by the Minneapolis Park Board beginning in 1890, which resulted in Minnehaha Parkway. Within the survey area, a branch of the Minnehaha Creek between Humboldt Avenue South to Xerxes Avenue South was also acquired by the Minneapolis Park Board in 1930.

Outlined by the natural topography of Minnehaha Creek, the parkway includes winding streets and trails, dense vegetation and several bridges. The parkway increased land values and stimulated residential development along the creek. Many of the homes constructed along the parkway are associated with prominent developers and/or architects and were built in popular Period Revival styles.

Minnehaha Parkway appears to be a good candidate for local landmark designation, under *Criterion 5* as a significant landscape design and/or pattern of development.

In addition, this survey identified five concentrations of properties that have the potential to qualify as a Local Landmark and/or National Register historic district. Preliminary boundaries for each potential historic district were delineated to guide future intensive survey and research efforts (see Appendix E). Surveyed properties within potential historic districts were coded to the corresponding potential historic district in Appendix C and were not individually evaluated. Further research may need to be completed to identify if there are individual properties within the potential historic districts that qualify for local or National Register designation.

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<sup>4</sup> Historical information related to Minnehaha Parkway based on Granger and Kelly, *Report of the Assessment of Potential Effect of the Proposed Reconstruction of I-35W on Historic Properties*, App. C; Site No. 02.40; Charlene K. Roise, Christine Curran, and Dennis Gardner, *Minneapolis-St. Paul International Airport, Historic/Architectural Survey of the 1996 DNL 65 for Part 150 Sound Insulation Program* (Hess, Roise and Co., 1997), 5-13; Charlene K. Roise, Christine Curran, and Dennis Gardner, *Minneapolis-St. Paul International Airport Part 150 Sound Insulation Program, Additional Assessment: Minnehaha Parkway Historic District* (Hess, Roise and Co., 1998), 1-9; Marjorie Pearson and Charlene K. Roise, *South Minneapolis: An Historic Context* (Hess, Roise and Company, 2000), 16-18, 46-48; and Charlene K. Roise, *Minnehaha Parkway: An Assessment of Significance* (Hess, Roise and Company, 1999), 15-18.

Mark Kaplan  
1019 W Minnehaha Parkway  
Minneapolis, MN 55419

August 1, 2016

Shanna Sether  
Senior Planner  
250 South 4<sup>th</sup> Street  
Room 300  
Minneapolis, MN 55415  
[Shanna.Sether@minneapolismn.gov](mailto:Shanna.Sether@minneapolismn.gov)

Dear Ms. Sether:

Thank you for soliciting my comments with respect to potential changes at 919 West Minnehaha Parkway. The house in question is located four structures to the east of my dwelling.

I have been a resident of Minneapolis since the time of my birth in 1949. I grew up about a mile from my current location. As a youth I spent a lot of time at Lynnhurst Park, on Minnehaha Parkway and at the businesses at 50<sup>th</sup> & Penn and 54<sup>th</sup> & Lyndale. My family bought a 1965 Pontiac Tempest at the Anderson Pontiac, 5245 Lyndale. I enjoyed the old style walk-up Dairy Queen that was torn down to make way for the Washburn Library.

Over the years there have occurred a few demolitions or major modifications that have diminished the historical continuity of our neighborhood. I would have preferred that at least one of the drug stores, either Baker or Salk, on the 5300 block of Lyndale would have been retained. It would be uplifting if the Boulevard Twins movie theatre and restaurant were still operational. The most significant demolition that changed the façade of my current block was the removal of the 1939 Bryant Avenue trolley bridge in about 1970<sup>1</sup>. If it were still in position it could have developed into a unique portion of what is now the Bryant Avenue Bicycle Boulevard. As the City has ordered homeowners to replace sidewalk blocks it has not required the reddish concrete that created uniqueness for our block during the 1970 redesign<sup>2</sup>.

Of course the application that is in front of the Historical Preservation Commission does not relate to one of the rare structures mentioned above nor to eliminating a consistent design of the public right-of-way. Rather it has to do with one house among the dozens of houses on Minnehaha Parkway between Lake Harriet and Lyndale, among the hundreds of houses along the total length of the Creek.

I have lived on Minnehaha Parkway between Girard and Lyndale since 1990. My current block has undergone a number of changes during the ensuing quarter century. 923 West Minnehaha Parkway was modified from its old rambler style into an exquisite Japanese style house a few years ago. 1015 West Minnehaha Parkway<sup>3</sup> had a significant addition added to its eastern side. The previous owner of 907 West Minnehaha Parkway removed its backyard swimming pool; modern stonework replaced the plain cement driveway. All of these changes were positive; none of them in any way ruined whatever historical character our block might embrace.

Ironically, the fact that some houses on a block are significantly different from other houses on the same block often adds the neighborhood's story rather than diluting that history. Someone walking down our block might ask "why are some of the houses clearly more modern looking than others?" The answer is that several houses on our block once had large side lots. When economic conditions made it advantageous, the owners sold half their properties and new dwellings were built. The original five houses were built between 1922 and 1925. The Hainey house is not one of these originals. It was built in 1942, followed by one house in 1950 and two in 1952. My house was developed in 1975 by an architect who I was told specialized in designing K-Marts. This history makes our block very diverse from a design standpoint. To prevent the Hainey family from modifying its home would be completely inconsistent with this diversity. As you view the 10 houses on our block you find that there is virtually no duplication of façade styles, that there is a wide variety of heights and that sizes differ significantly.

Having read in your letter that I live in a "Potential Historic District," I asked myself, "What historic event has occurred in our area that compels preservation?" I could think of only one event. That was the March 7, 1950 crash of Northwest Airlines flight 307 into the house that stood at 1014 West Minnehaha Parkway, almost directly across the creek from my house. Other than the monument now located nearby, what edifice punctuates that event? The answer is the house that was built to replace the Doughty home destroyed amidst the tragedy<sup>4</sup>. The replacement dwelling has a style far different from the houses on either side of it and from the one it replaced. My point is that having a house that is different may better signify history than requiring that all houses be the same.

I believe that the Hainey redesign is appropriate and proper within the pattern of the 901 to 1023 block of West Minnehaha Parkway. I hope that the Commission will concur by issuing a Certificate of Appropriateness.

Very sincerely yours,

Mark Kaplan

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Footnotes:

<sup>1</sup>*As much as I have searched microfilm newspapers and City Council minutes, I have never been able to find a definitive date for the bridge removal nor the issuance of a demolition permit therefor.*

<sup>2</sup>*It is my recollection that the reworking of the parkway design with reddish asphalt and reddish sidewalks took place in approximately 1970.*

<sup>3</sup>*It was the boyhood home of WCCO newsman Dave Moore.*

<sup>4</sup>*The replacement house was given the address of 1016.*