



CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #4

March 3, 2015

BZH-28578

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location: Properties along Golden Valley Road between Sheridan Avenue N and Vincent Avenue N

Project Name: Golden Valley Road Apartments Historic District

Prepared By: Andrew Frenz, Planning Intern, (612)-673-3790, with John Smoley, Senior City Planner, (612)-673-2830

Applicant: Constance Vork, Minneapolis Heritage Preservation Commissioner

Project Contact: Andrew Frenz

Ward: 5

Neighborhood: Willard-Hay

Request: Nomination for Designation as a Historic District

HISTORIC PROPERTY INFORMATION

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

Proposed District Property Addresses

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

SUMMARY

BACKGROUND

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

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

PUBLIC COMMENTS

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

ANALYSIS

CONSIDERATION FOR NOMINATION

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

SIGNIFICANCE

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

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

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

ATTACHMENTS

- A. Nomination application and supporting materials

NOMINATION APPLICATION WORKSHEET

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

NOMINATION APPLICATION

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

Constance Vork	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <small>Authentisign</small> <i>Constance Vork</i> </div>	02/23/2015
Applicant's name and signature	<small>2/23/2015 8:32:37 AM</small>	Date

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

Proposed District Property Addresses

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

Owner Information

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

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

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

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

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

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

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

Statement describing the applicant's relationship to the property to be designated

I am a Heritage Preservation Commissioner.

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

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

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

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Integrity

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

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

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

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

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

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

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

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

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

Map 2. Golden Valley Apartments Proposed Historic District



