

Design Workshop Background

On September 16 and 17 the Logan Park reconstruction team invited community members to participate in a community vision workshop to generate ideas for what the streets could look like. These graphics were shared on boards around the room to present the current available information about the streets.

Contact us with questions:

Katie White, Senior Transportation Planner – Public Works
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Andrew Schmitz, Associate Transportation Planner – Public Works
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For reasonable accommodations or alternative formats please contact Andrew Schmitz at 612-673-2721 or Andrew.schmitz@minneapolismn.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

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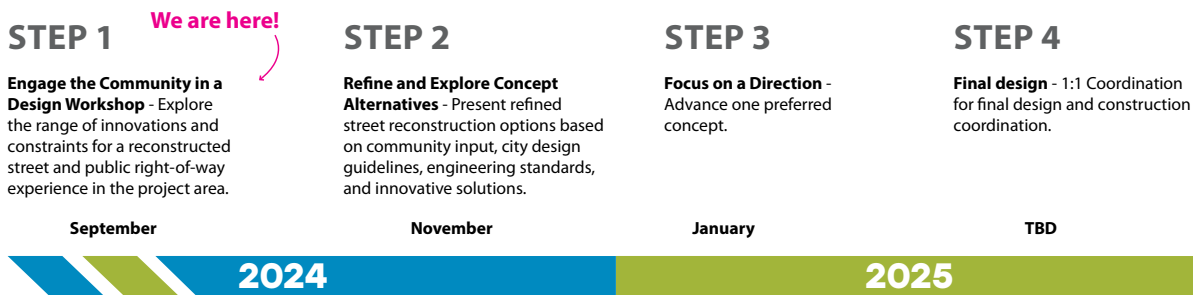
Welcome!

Thank you for participating in the
Logan Park Industrial Street Reconstruction Project!

COMMUNITY DESIGN WORKSHOP

Today and tomorrow mark a major step in the City of Minneapolis' planning and design efforts for engaging and collaborating with the community to develop a future vision for the Logan Park Industrial Street Reconstruction Area.

ENGAGEMENT TIMELINE



WHAT WE'VE HEARD - TELL US MORE!

- Keep Quincy Weird
- Unique Character of the area is a high priority
- Difficult to navigate safely
- Bumpy streets help slow traffic
- Lots of great destinations!



Scan me to take online survey!

PROJECT SCHEDULE



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Visit our webpage online at: MinneapolisMN.gov/Government/Projects/Logan-Park-Industrial



LOGAN PARK INDUSTRIAL

Neighborhood Street Reconstruction Project

Project overview

The City is going to rebuild a few streets in Northeast Minneapolis. The project area is centered around Central Avenue and the BNSF rail line. This was an industrial area, but has changed in recent years. It now includes apartments, artist studios, offices, and restaurants. This project will replace the old streets, sidewalks, and other public infrastructure. It will also update the street design to better meet the needs of the neighborhood.



Project goals

- Replace and upgrade old roads, sidewalks, and other public infrastructure
- Make sure that people can walk, bike, and roll safely, easily, and comfortably
- Improve how the streets function while keeping unique features of the area
- Determine what the community wants for the area through public engagement
- Support the current and future variety of land uses
- Support the area as a destination district



Existing Conditions

Many of the streets in the project area were built of brick over 100 years ago. Much of the old brick remains but has been patched over many times, creating an uneven surface. The streets lack a proper stormwater system resulting in drainage issues. Many places have missing sidewalks and pedestrian ramps. This makes the area difficult to navigate for many, including people with disabilities.

Project schedule

2024	2025	2026/2027	2026/2027
Planning	Design	Construction	Completion



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Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

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LOGAN PARK INDUSTRIAL

Neighborhood Street Reconstruction Project



Brick-Paver Street History

- The Logan Park area's brick streets were installed in the 1920s
- Brick pavers are vitrified clay. The Purington Paving Brick Company of Illinois was a supplier to the City
- Brick was popular from about 1895 to 1930
- Sandstone and granite were in use on downtown streets until about 1915
- Until the 1930s, creosoted pine or cedar blocks were the most popular pavers



Installing brick pavers, looking west on Broadway toward Central Avenue, ca. 1930s. Gasometer at right background.



Logan Park pavers were installed on their "stretcher" side

Building Brick-Paved Streets



- Pavers were hand-installed on top of a layer of asphalt
- Pavers were then rolled into the asphalt base
- Hot liquid asphalt was poured over the surface to seal the joints, embedding the pavers into the base

Brick Paver Street Considerations

- Clay pavers are no longer available
- Salvaging clay pavers requires labor to hand pick, clean, and sort
- Salvage percentage ranges, with 70% being on the high end
- Clay pavers are prone to settling and rutting, but generally show little surface failure
- Logan Park paver condition is worn and it's only after removal can the determination of salvage occur – It is unclear how many could be salvaged
- There is no simple method to fix a failed clay or other paver surface so asphalt is used to patch the pavement defect
- If salvaged and reused, best application for brick pavers is not on the driving surface, nor in accessible walkways
- Maintenance of clay pavers still presents issues
- The brick streets are not considered historic, the City is not required to keep the street as brick
- The City is required to salvage the bricks

Other Options

City Public Works has tried different paver options due to general paver interest including:

- Granite pavers – too slippery and removed across City
- Holland concrete pavers – fail in 10 years on streets and sidewalks
- Colored and stamped concrete – the concrete stamp will last, the color will fade in 5 years
- Portland Concrete is most durable
- Asphalt Concrete is next most durable



North Loop- 4 years later bricks are breaking up/ failing



Logan Park pavers with asphalt over the utility trenches



Manual repair of concrete pavers are labor intensive and still failed 8 years later at Main St SE - which had only a 15-year life.



"Vitrified brick, the new paving material, will soon be given a trial in this city, and should it prove a success, the day of cedar blocks will be over."

"An Experiment in Paving," Minneapolis Tribune, April 2, 1892



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Neighborhood Street Reconstruction Project



Existing Drainage & Flooding Conditions

Urban areas with lots of hard surfaces, like roads and sidewalks, create more water runoff during rainstorms, which can cause flooding. To prevent this, drains, pipes, and manholes are used to carry stormwater out of the city.

The 100-year flooding map (shown below) is an approximation of where flooding may occur based on computer modeling. The flooding extent shown is based on runoff generated by a storm that happens about once every 100 years.

Existing Flooding and Drainage Infrastructure



Combined Sewers

A combined sewer is a type of gravity sewer used to transport the combination of sewage and urban runoff together to a sewage treatment plant or disposal site. **During rain events, combined sewers can cause serious water pollution problems during combined sewer overflow (CSO) events,** where a combination of sewage and surface runoff flows exceed the capacity of the sewage treatment plant, resulting in the combined sewage and stormwater being discharged into a waterbody.

Combined Sewer Overflow Diagram



Combined sewers are most common in older parts of American cities. Most historic combined sewers in Minneapolis have been removed, but some combined sewer connections may still exist within the Logan Park Industrial Reconstruction Project Area.

This project will seek to reduce or eliminate flooding and address any combined sewer connections.

Does the flood model match your experiences with flooding the area?

Where do you see flooding and drainage concerns?



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Neighborhood Street Reconstruction Project



Environmental Considerations

The neighborhood was historically an industrial area with operations beginning in the early 1900s.

Over the past 20 years, numerous environmental investigations have been conducted to understand potential contamination. With the assistance from the Minnesota Pollution Control Agency (MPCA), several properties have successfully and safely been redeveloped.

The project team has reviewed the MPCA files for the area and have ranked sites as to their potential to have contaminated the project corridor.

Preliminary Environmental Regulatory Desktop Review



We have identified specific sites and area-wide concerns, including contaminated soil vapor and groundwater plumes, widespread ash and slag impacts to shallow soil, and rail corridors that are being carefully considered in the project's design.

To better assess potential contamination, we will be collecting soil and groundwater samples to help guide design. These efforts will help us develop a plan to appropriately manage contamination during the project.

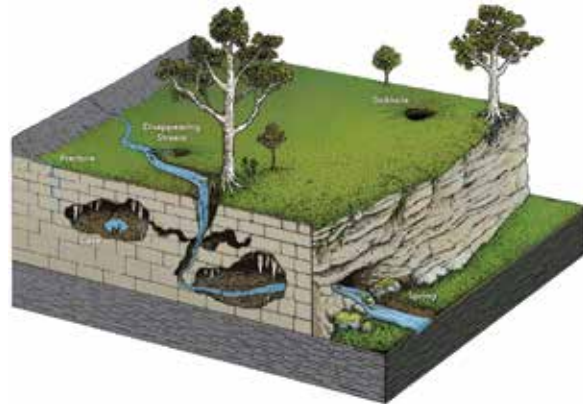
Staff will conduct groundwater testing (below) and soil sample collection (right) as part of the planning and design process for Logan Industrial Reconstruction Project.



Natural Conditions Below Ground

The Logan Park Industrial Area is known to be located on limestone, which can be prone to developing karst formations. Karst is a type of landscape made of limestone where water has worn away the rock, creating caves, sinkholes, and underground streams.

Diagram of Karst Formations



Karst Considerations in the Project Area

Understanding karst formations is an important consideration in planning for stormwater infiltration. The project team will use existing data and Minnesota Pollution Control Agency guidance to identify locations where karst may have potential to form and adapt the design accordingly.



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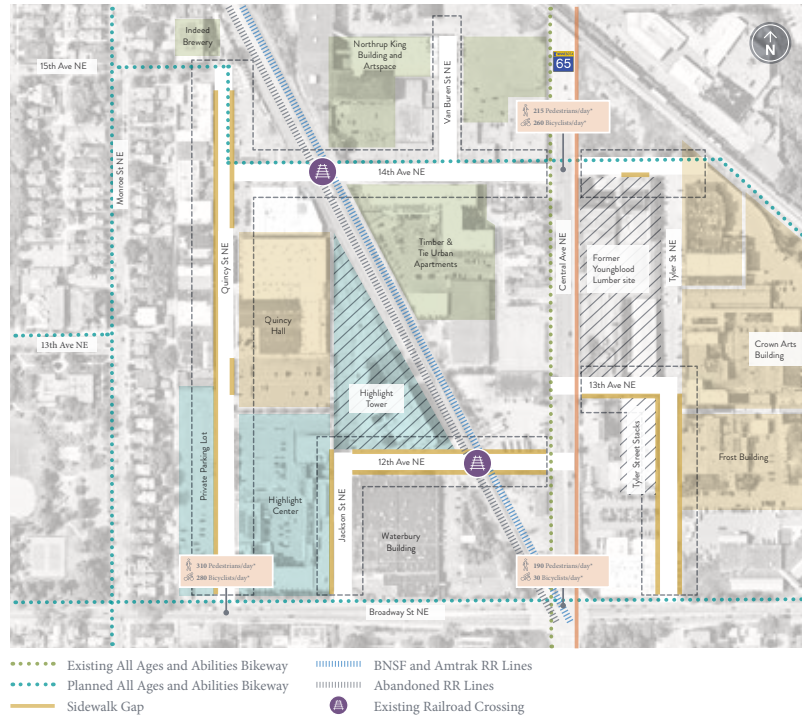


Gaps in Pedestrian and Bicycle Networks

- Every project area street has areas missing sidewalks and other pedestrian facilities
- Some streets have no sidewalks on either side
- Most street crossings lack ADA compliant pedestrian ramps
- 14th Avenue NE is a planned All Ages and Abilities bikeway but is lacking facilities



AAA Network Map



Substandard Sidewalk/ Pavement Conditions

Two primary goals of the Minneapolis Transportation Action Plan (TAP) are:

- Promote a safe and inviting walking and rolling environment
- Increase the availability and safety for bicycling and micro-mobility travel

The pavement condition of project area streets is poor and can make walking and rolling difficult: This is especially true for people with limited mobility and those using aids like wheelchairs or strollers.

Utilities (e.g. cabinets, power poles) often hinder pedestrian access.



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Neighborhood Street Reconstruction Project



DYNAMIC STREET ENVIRONMENTS: PRECEDENTS

Streets can be more than corridors to move cars. They can be comfortable places for people, enhance the environment, and provide other important community benefits - all at once.

Compelling Public Realms



Shared Streets



Temporary Street Transformation: From Travel to Events/Markets



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Neighborhood Street Reconstruction Project



Public Right-of-Way Issues

- Narrow, unclear, and undefined public right-of-way
- Parking straddles the boundary between private property in some areas
- Right-of-way easements could allow for additional parking configurations and other design options
- Utilities within the sidewalk inhibit accessibility
- Overhead power and poles will remain



Line denotes the private/public boundary



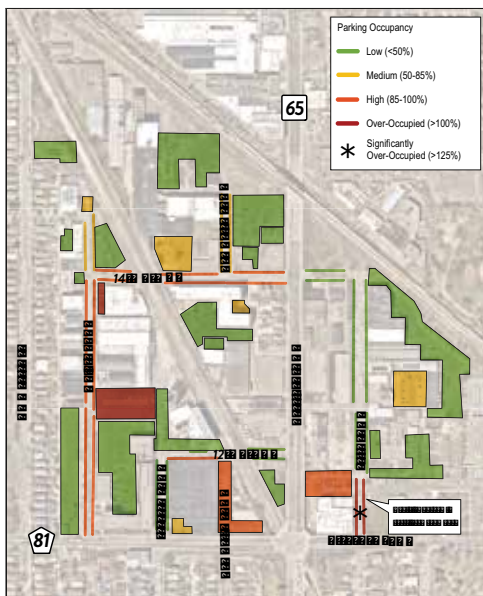
Parking Utilization | November 2023 Data

- High utilization: Quincy Ave, 14th Ave, and the southern segment of Tyler St.
- Low utilization: Jackson St, the northern segment of Tyler St, and several lots
- Weekend parking demand fluctuates depending on events in the area, with highest utilization typically on Quincy St and 14th Ave.
- The City may explore the need for metered parking locations within the study area
- Additional parking data will be collected Fall 2024.

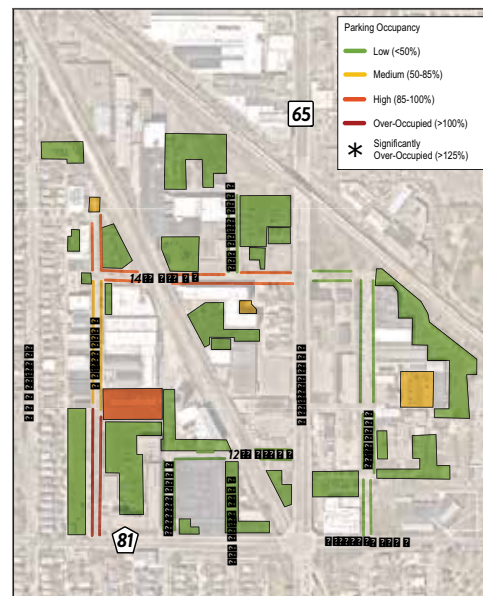


Southern segment of Tyler St with high parking utilization

Typical Weekday Evenings (5-6 PM)



Typical Saturday Evenings (5-6 PM)



- <50%: Lower than ideal range, indicating under-utilization of parking spaces.
- 50-85%: Ideal range, indicates safe, urban parking patterns and utilization.
- 86-100%: High utilization and may promote illegal or unsafe parking patterns.
- >100%: Over capacity, indicating high demand and need for parking management.



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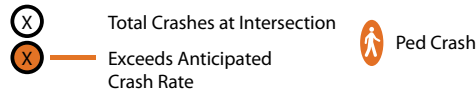
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Crash Issues | January 2019 - August 2024 Data

- Roadways are not identified as High Injury Streets
- 25 total crashes (6.5 years)
- Majority of crashes involved single-vehicle crashes (typically parking related)
- Highest concentration of crashes occurred at Central Ave/14th Ave
- No significant crash patterns
- No fatal or severe injury crashes documented
- 1 pedestrian (non injury) crash along Quincy St related to parking dynamics
- 1 railroad crossing crash at 12th Ave with vehicle
- Recent pedestrian crash in August 2024 at 14th Ave railroad crossing not in data (no reported injury)



Railroad Crossing Study Overview

The project team is currently exploring opportunities to improve pedestrian and bicycle safety at the two railroad crossings if they remain open. Coordination with BNSF is ongoing, and updates will be shared with the public as the project progresses.



12th Ave Railroad Crossing



14th Ave Railroad Crossing



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Neighborhood Street Reconstruction Project



Previous Planning Efforts - Legacy Streets

In anticipation of the City planning to reconstruct Quincy Street, a group of local residents, artists, and business owners formed the Quincy Street Task Force. In 2018, the Quincy Street Task Force created a document that looked at the history of the street as well as how it is transforming today. Although the City did not officially lead the process or adopt the plan, please enjoy some of the rich content and ideas documented in the process.

LEGACY STREETS

- Definition of "Legacy Street"
- History of Quincy Street
- Street Type - introduction of concept
- List of design recommendations

The agenda for Quincy Street Task Force was to identify the history, development and current conditions and uses of the streets in the Quincy St neighborhood. The proposal suggests creating a new street type: "Legacy Street", which engenders legacy of the street type as a working street, as well as supporting evolution of street to one of a mix of makers, artists, designers, tech centers, brew pubs and restaurants.

Legacy Street salient features.

- History as a street of "makers": lumber, manufacturing etc.
- Working street: originally with DR at west side, then with active truck delivery/pickup etc.
- Street currently and originally composed of Purlington brick pavers.
- As a working street with commercial access, there are minimal trees or boulevards and active use of loading docks, both perpendicular and parallel parking, and mixed bicycle and pedestrian traffic.
- Character and use of street changes throughout the day and weekends from vehicle/truck traffic to pedestrian, bikes, cars, food trucks etc.

HISTORY

The history of Quincy St NE is an interesting one. While it had a late start in roughly 1912, Quincy St, was once a site for lumber yards to supply area buildings and homes, but quickly became a booming industrial location that was slightly lost in time while the area around grew out of its late 19th century roots.

Today Quincy St NE is a thriving location, but replacing the mercantile warehouses, wagon fabricators, foundries, and woolen goods, are artists, brew pubs, restaurants, design and tech centers.

LEGACY STREET / HISTORY-1912

QUINCY ST NE

By design, you can see Quincy St NE was a smaller street of 30' vs the neighboring streets of the neighborhood that measured to 60'. Because of this, many buildings were built to the street width (see See Quincy St). This leads to challenges and opportunities in the Quincy St NE Legacy Street Project.

LEGACY STREET / HISTORY-BEFORE AND AFTER

LEGACY STREET / HISTORY

Task Force is composed of two committees:

- Culture and History
- Traffic and Safety

The agenda for Quincy Street Task Force was to identify history, development, and current conditions and uses of the streets in the Quincy Street neighborhood. The proposal suggests creating a new street type: "Legacy Street," engendering the legacy of the street type as a working street, as well as supporting the evolution of Quincy Street to a mix of makers, artists, designers, tech centers, brew pubs, and restaurants.

LEGACY STREET / EXISTING CONDITIONS

Working attributes: West side has 5 loading docks, 4 drive entries, 5 trash/recycle pickups. East side has 5 drive entries.

Parking attributes: West side has 87 perpendicular parking spaces. East side has 53 parallel and 25 perpendicular parking spaces.

General and Big Ideas

Pedestrian and bike safety should be top goal for street design and reconstruction

The character of Quincy changes along the length of the street; one solution or design will not work along the entire corridor. Flexibility in street type.

Intersection of Quincy & 15th needs improved sightlines and traffic calming measures

Pedestrian and bicycle paths through block interiors and parking lots

The group had interest in exploring a shared space or "woonerf" street. This is an urban design approach that minimizes segregation between modes of road user. Proponents suggest creating an uncertainty in who has priority reduces speed, vehicle dominance, and improves safety.

Small and Specific Ideas

Preserve and reuse original bricks of Quincy Street

Surmountable curbs along Quincy Street

Reflective public art installation at corner of 15th and Quincy

Public art used for shade/snow cover, street furniture

Suggested materials of Quincy St: use combination of bricks, pavers, concrete/asphalt to visually break up street, slow cars down and create multiple pedestrian crossings along the corridor

Maintain existing parking with perpendicular on west side and mix of perpendicular and parallel parking on east side of Quincy.

Introduce signage to control traffic speed.

Add pedestrian crosswalks and signage at key areas including between the Highlight Center and it's parking lot on the east side of Quincy Street, and at the corner of Quincy Street and 14th Ave.

Introduce handicap curb cuts at all crosswalks and intersections.

Introduce a pedestrian crosswalk at the south end of Quincy Street across Broadway Street.

Install continuous sidewalk from Broadway to 15th Ave along the east side of Quincy Street.

Install trees along east side of Quincy adjacent to Highlight Center, and phase out trees at the north end of Quincy in order to maintain Legacy Street character.

CURRENT QUINCY ST NE / 2018

CURRENT QUINCY ST NE / 2018

LEGACY STREET / PROPOSED IMPROVEMENTS

Problem	Solution
Unimproved sidewalks, uneven surfaces	Install new concrete sidewalks with curb cuts and crosswalks
Unimproved street lighting	Install new street lighting with modern fixtures and poles
Unimproved signage	Install new street signage, including directional and regulatory signs
Unimproved curb cuts	Install new curb cuts with tactile paving and bollards
Unimproved street furniture	Install new street furniture, including benches, bike racks, and trash cans
Unimproved landscaping	Install new landscaping, including trees, shrubs, and planters
Unimproved drainage	Install new drainage systems, including catch basins and storm sewers
Unimproved safety	Install new safety features, including bollards, bollards, and bollards
Unimproved aesthetics	Install new aesthetic features, including murals, art, and signage
Unimproved accessibility	Install new accessibility features, including ramps, tactile paving, and bollards
Unimproved sustainability	Install new sustainability features, including green roofs, rain gardens, and permeable pavement
Unimproved security	Install new security features, including bollards, bollards, and bollards
Unimproved community	Install new community features, including public art, murals, and signage
Unimproved management and design	Install new management and design features, including signage, bollards, and bollards



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Historic Building Inventory Highlights

National Lamp Works- Minnesota Mazda Lamp Works / Minneapolis Board of Education Bureau of Buildings Complex Built 1913-

This complex occupies the block between Quincy, Broadway, and Jackson Streets. A major investment in the Quincy industrial area, the plant manufactured 15,000 to 25,000 bulbs per day. By the early 1930s, the factory was occupied by the Minneapolis Board of Education's Bureau of Buildings. General Electric's Minneapolis Mazda plant manufactured incandescent light bulbs supplied with an innovative tungsten filament. The L-shaped main building from 1913 has a corbeled brick and concrete cornice with decorative concrete finials. Following complete adaptive reuse, since 2015 it has been the Highlight Center and houses office and commercial uses.



ca. 1940 MHS



ca. 2022

Sanitary Mattress Co. / Land O' Nod Mattress Factory / Twin City Paper Co. / The Broadway Built 1921

The Sanitary Mattress Company was founded by Harry and Theodosia Olson of Minneapolis. The firm built their factory in 1921 and changed the business name to Land O' Nod in 1934. The company was noted for chiropractic mattresses and box springs. The Land O' Nod billboard was a prominent local landmark at the Central-Broadway intersection. The building was subsequently occupied by Twin City Paper, and redeveloped in 2012 as the Broadway office and retail center.



ca. 1990 Hennepin Co. Library



1930 Sanborn Map

Butler Bros. Fireworks Warehouse Built 1907

The main volume of this building, a 107-foot by 93-foot warehouse, was constructed in 1907 and the building permit credits the design to Minneapolis architects Purcell & Feick. The 1912 Sanborn map labels this portion of the building as a fireworks warehouse. By 1951 the building complex was occupied by the General Metal Ware Corporation. The Butler firm's main building was at 1401 Central Avenue (razed). The company was founded in 1931 as the merger of several metalware firms.



2023



2023

Waterman - Waterbury Company Built 1920-

Founded in 1907, the Waterman-Waterbury Company of Minneapolis manufactured the Waterbury Seamless Furnace that was sold across the U.S. The company pioneered residential air conditioning with their Comfortrol products. The first one-story building in this four-building complex dates from 1920. It has a stepped parapet and a band of windows on the Jackson Street façade. The building had additions in 1946, 1947 and 1950. The Waterman Waterbury Company showrooms were at 28th and Hennepin Avenue.



1926



ca. 2024

Sources:

Minneapolis Journal and Tribune, 1885-1970
 Hennepin County Library
 Borchert Map Collection, University of Minnesota
 Table 1, "Resources within the Northern Lights Express Project APE that are located in the Quincy & Broadway Industrial Area, Minneapolis, Hennepin County, MN" in Minnesota Architecture History Inventory Form HE-MPC-05284 (Saleh Miller, 106 Group 12/11/2012)
 Northern Lights
 Modern Streetcar
 Historic photos from MHS, Hennepin County Library, historic newspapers and other sources.
 Contemporary photos obtained from Streetview and inventory forms (106 Group).



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Historic Building Inventory Highlights

Nelson Sash & Door Co. / Price Cereal Company / General Mills Built 1905; 1915-

By 1885, the owners of the Nelson-Tenney & Co. built a planing mill along the Northern Pacific Railroad tracks (later Great Northern Railroad, BNSF). The company was one of several owned by B.F. Nelson. The Nelson Sash & Door Co. remained at this location until 1915, when the buildings were sold to the Price Cereal Products Company. In 1916 they built a \$100,000, four-story cereal plant, warehouse, and office building. Minneapolis was the national headquarters for the Price firm. They sold the popular "Dr Price's Cereals." The grain mill and 180-foot elevator remain.

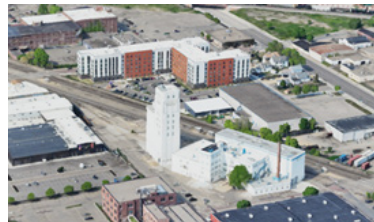
General Mills, organized in 1928 by the merger of the Washburn Crosby Company with four other grain companies, was the next owner. They operated the mill as part of their Purity Oats Division, with Cheerios among their products. The grain business operated until 2019. The mill and elevator are now part of the Hight Center complex and are known as the Hight Tower.



1885



1928



2022



1916

Northrup King & Company Built 1916-1947

The Northrup, King & Company factory complex occupies an 11-acre site along the GN/BNSF railroad tracks. The complex was constructed by the Northrup, King & Company between 1916 and 1947 and is comprised of three buildings with multiple additions as well as freestanding storage buildings and grain silos. The seed processing and storage buildings are a mix of wood-frame and reinforced concrete buildings. The consistent brown brick cladding provides a cohesive design to the large complex. The factory complex served as the headquarters and production facility for the company until 1986. Conversion to artist's studios and other uses began in the mid-1990s. The property was listed in the NRHP in 2021.



ca. 1925



2023

Mahr Manufacturing Co. Built 1917-18
C.W. Olson Manufacturing Co.

The Mahr Manufacturing Company was founded in 1913 by Minneapolis inventor Julius Mahr. It became a subsidiary of Diamond Iron Works in 1925. Mahr manufactured the "Marhvel" line of oil, gas, and electric heating equipment. Their products were distributed nationally and internationally to railroads, steel plants, and other customers. Now the Qarma Building, home to over thirty artists.

Park of the adjoining complex is the C.W. Olson Manufacturing Company, which produced ornamental iron and structural steel.



2023



2023

1930 Sanborn Map



2022



C.W. Olson Manufacturing formerly Mahr Manufacturing, in 1936



1947



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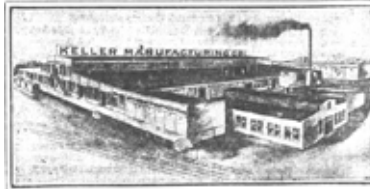
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Historic Building Inventory Highlights

Keller Manufacturing Co. Wagon Factory / ABC Corrugated Box Company / Quincy Market
Built 1910-

Founded in Sauk Center, in 1910 the Keller Manufacturing Company completed the first building of this complex along the St. Paul & Pacific (Great Northern; BNSF) tracks at a cost of \$100,000. Among the company's products were wagons, wood and metal wheel farm trucks, harrows, and bob sleds. By 1948 the building housed the ABC Corrugated Box Company, followed by several other firms. It is now Quincy Hall, an event venue.



Minneapolis Journal 1914



2023

Nash Coffee Company / Electric Service Systems / Architectural Antiques
Built 1921

The Nash Coffee Company roasted its "Nash's Toasted Coffee" at this location until 1945, when they moved to the much larger Blodgett Printing Company Building at 1745 University Avenue in St Paul. Nash Coffee was part of the wholesale grocer Nash-Finch Company, which had warehouses across the Midwest and Northwest. The company merged with Spartan Stores in 2013. Electric Service Systems, manufacturer of electric fences, was the next occupant. The building now houses Architectural Antiques.



ca. 2024



Frost Paint & Oil Manufacturing Co. Built 1913-

The Frost Paint & Oil Company was founded in 1905 and initially specialized in black railroad paint for locomotives and other industrial and marine paints. This complex includes three primary buildings. The main building dates from 1913 and the subsequent additions and alterations were completed by 1966. After a 1995 merger with the Davis Paint Company, the Davis-Frost Company was based in Lynchburg, VA.



ca. 2024



Crown Iron Works Built 1903-

Crown Iron Works was founded in 1878 and produced many types of structural and ornamental steel for buildings, as well as agricultural machinery and ship components. In 1903 they were one of the first factories to locate in the Quincy Street industrial area, moving here from southeast Minneapolis. Four buildings including a foundry followed in 1907. Much of the plant was burned in 1910, but the company expanded on this site a number of times, and employed 250 workers by the end of World War II. Many of the original buildings have been demolished. By the 1950s the company primarily became a process engineering firm and operates today in Blaine in the field of oilseed extraction and processing.



1910



1950

H.B. White Lumber Co. / Bennett Bailey Lumber Co. / Youngblood Lumber Co.

The two blocks between Broadway and 14th Avenue N.E. and between Tyler Street and Central Avenue were served by a rail spur. This block and the adjoining block to the south are comprised of three separate buildings: a long, rectangular shed-like structure, a one-story rectangular structure, and a two-and-a-half-story rectangular structure. The shed-like structure is located on the eastern end and spans the entire length of the property. In 1914 it was the home of the H. B. Waite (White) Lumber Co., with the plant of the Northland Knitting Company at the corner of 14th and Central Avenues NE (razed). By 1951, the property housed the Youngblood Lumber Company, which was founded in 1876.



2016



2024



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Neighborhood Street Reconstruction Project



Historic Building Inventory Highlights

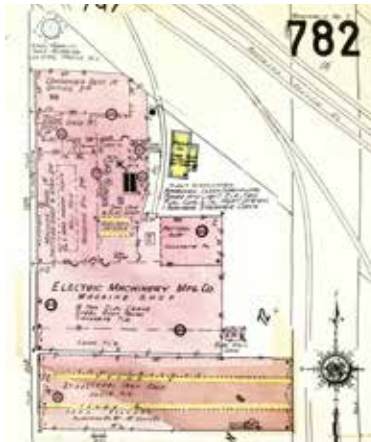
Minneapolis Linen Mills / Electric Machinery Corp. / Blue Dot Built 1930-

Two textile business operated at this location. One of the earliest businesses in the new industrial area at Central and Broadway, the Minneapolis Linen Mills Company was incorporated in 1890 and built a 50-loom plant in 1891. Charles A. Pillsbury was president of the company, and S. C. Gale and various Chute family members were among incorporators and officers, and plant managers were brought from Ireland. Competing with the Irish and Scottish industry, the American linen industry was impeded by tariffs and lack of growers' cultivation and manufacturing knowledge. By 1893, business assets were transferred to the new Minneapolis Hosiery Co. which also failed by 1897.

Previous inventories suggest that some portion of the original two-story factory (1890) may be incorporated into the current building. Subsequent owners made many additions to the complex. By 1931, the Electric Machinery Manufacturing Company owned the property. The company was founded in 1891 as a service shop and began to manufacture their own motors and generators by 1897. They remained at this location until at least 1875. The Blue Dot Outlet, a modern furniture company, now occupies a portion of the property.

Before the next new year is a month old, Minneapolis will have entered upon her career as one of the great linen manufacturing centers of the world.

"Will Beat Flour": *Minneapolis Daily Times* October 1, 1890



1930 Sanborn Map



2023



1914

H.J. Nelson Showcase and Store Fixture Company Building Built 1914-

The H. J. Nelson Company manufactured office, store and bank fixtures at this location from ca. 1914 until about 1928, when the company moved to North Minneapolis. The original two-story building in this complex dates from 1914.

Additions date from 1958, 1965 and 1970. Process Displays Company next occupied the property and their building graphics remain along the building cornice. Now redeveloped as the Van Buren Building, it houses commercial tenants.



1919 Minneapolis City Directory



2024

Archer Tire and Rubber Co. / Durkee- Atwood Company Building (Plant No. 3) Built ca. 1918

The Archer Tire and Rubber Company opened their new factory in 1918 but operated only until 1922 when the business was liquidated. They promoted their "7,000-Mile Archer Cord Tire." Durkee Atwood, makers of automobile equipment such as fan belts and radiator hoses, next occupied the facility and hired an additional 50 employees to fill the 40,000 square-foot building. They concentrated their belt and blowout patch department here. The structure is now the Solar Arts Building, which houses artists, the Indeed Brewery, and Mintahoe Catering & Events.



Minneapolis Tribune, February 1, 1920



Minneapolis Sunday Tribune, October 22, 1922

Sources:

- Minneapolis Journal and Tribune, 1885-1970
- Hennepin County Library
- Borchert Map Collection, University of Minnesota
- Table 1, "Resources within the Northern Lights Express Project APE that are located in the Quincy & Broadway Industrial Area, Minneapolis, Hennepin County, MN" in Minnesota Architecture History Inventory Form HE-MPC-05284 (Saleh Miller, 106 Group 12/11/2012)
- Northern Lights
- Modern Streetcar
- Historic photos from MHS, Hennepin County Library, historic newspapers and other sources.
- Contemporary photos obtained from Streetview and inventory forms (106 Group).



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Historic Imagery



National Register of Historic Places (NRHP): Listed and Eligible Resources

NRHP Listed Resource: Northrup King

The Northrup King & Co. complex is listed on the National Register of Historic Places (NRHP). The two rail corridors have been determined NRHP-eligible.



Historic and Cultural Resources: Previous Studies

Two intensive historic and cultural resources inventories of the area were conducted for previous projects:

- 2012 for the Northern Lights Express
- 2020-23 for the F-Line Bus Rapid Transit



Inventoried Logan Industrial Park Historic and Cultural Resources

Sources:
 Minneapolis Journal and Tribune, 1885-1970
 Hennepin County Library
 Borchert Map Collection, University of Minnesota
 Table1, "Resources within the Northern Lights Express Project APE that are located in the Quincy & Broadway Industrial Area, Minneapolis, Hennepin County, MN" in Minnesota Architecture History Inventory Form HE-MPC-05284
 (Saleh Miller, 106 Group 12/11/2012)

Historic photo and map sources:

Hennepin County Library
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 Borchert Map Library, University of Minnesota
 Minneapolis Journal
 Minneapolis Tribune



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Historic Imagery

Unique Character of Project Area



East Minneapolis Development Chronology

In the 1870s, local mill owners and realtors, including Samuel H. Chute, assembled parcels along rail corridors at the northern edge of Minneapolis. The Maple Hill Cemetery (1857; now Beltrami Park) near the southeast corner of present-day Central and Broadway Avenues was then surrounded by primarily agricultural land as well as the beginnings of residential development.



1872

First Industry:

By 1885, the Nelson Tenney & Co. Lumber firm built a sawmill (razed) along the Northern Pacific Railroad at 12th Avenue N.E.



1885



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Historic Imagery

1892

Logan (Washburn) Park was at the center of a lightly built-up area west of Monroe Street. The Minneapolis Linen Co. built a factory on Tyler Street in 1890. It failed soon thereafter. In 1903 the Crown Iron Works built their first buildings on the site, just south of the Chute sawmills later developed by Aaron Carlson. The Electric Machinery Company would later occupy the former linen factory site.



1914

Increased development prior to World War I included new factories as well as densely-built neighborhoods around Logan Park.



1912 Sanborn Map



1930 Sanborn Map

1912-1930 Area Industrial Development

Over time, a succession of businesses occupied some buildings, while others, such as Crown Iron Works, remained for decades.

- Waterman Waterbury Co.
- Red Diamond Lumber
- Crown Iron Works
- Electric Machinery Corp
- Central Machine Works
- Imperial Welding and Mfrg
- Butler Bros- General Metalware Co.
- Price Cereal / Northern Oats (later General Mills)
- Aaron Carlson Lumber (area east side of RR tracks)
- Minnesota Mazda Lamp Works – Minneapolis Board of Education
- Keller Wagon Mfrg Company
- Mahr Mfrg Co. – C.W. Olson Mfrg
- H. J. Nelson Co.
- Northrup King & Co.
- Sanitary Mattress / Land O Nod Mattress

A snapshot of the neighborhood and industry in 1930

About one block from the Quincy Street factories, the Logan Park Fieldhouse (1913) is shown in blue opposite two Swedish churches along the park. Monroe Street is a mix of single and multiple-family houses served by alleys with many auto garages.



1930 Sanborn Map



1930 Sanborn Map

By 1930, the Electric Machinery Company, Crown Iron Works, and the Frost Paint & Oil Company filled the northern half of Tyler Street below the Northern Pacific Railroad. The Bennett-Bailey Lumber Company occupied most of the opposite block. Most houses had been cleared from Central Avenue, but a few still remain today near 14th Avenue NE.



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Historic Imagery



"Will Exploit New Industrial Tract," Minneapolis Journal, December 7, 1913.



"New East Minneapolis Industrial Section," Minneapolis Sunday Tribune, April 12, 1914.

"The New East Minneapolis Industrial Section is Destined to Be One of the Most Important Manufacturing and Trackage Districts in the Country."

Chute Realty advertisement, Minneapolis Sunday Tribune, April 12, 1914

By 1900, the Broadway and Central Avenue area was promoted as part of a 1000-acre industrial district along the Northern Pacific and Great Northern railroads, one offering manufacturing sites and rail transfer facilities. Backed by East Minneapolis civic organizations and real estate dealers and mill owners including Samuel Chute and Chute family members, the area extended from the Midway Transfer District in St. Paul (near Highway 280 and University Avenue) at the east to the Central and Broadway area at the west.

New companies of various types sought this area because of its excellent rail connections, as well as the attractive nearby neighborhoods that offered a potential workforce served by streetcars as well as schools, churches, parks, and shopping districts.

U.S. Census 1900



1925 aerial view showing Logan Park at lower left; public school locations are numbered. Circular gasometer (razed) at far right. (Hennepin County Library)



14th Avenue NE houses prior to recent redevelopment

Historic photo and map sources:

Hennepin County Library, Minnesota Historical Society, Borchert Map Library, University of Minnesota, Minneapolis Journal, Minneapolis Tribune



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Historic Imagery



ca. 1926, looking northeast (Hennepin County Library)



2023, looking northeast



Looking northeast over Minnesota Mazda Works and Price Cereal (later General Mills) and Northrup King & Co., ca. 1930s. (Hennepin County Library)

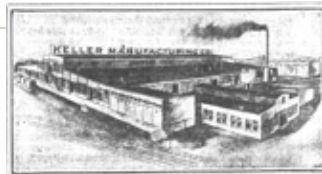


1945

Area Businesses



1910



1914



1914



1919



1920



1920 Northrup King & Co.



1925 Minnesota Mazda Lamp Works



1936



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Historic Imagery

Paving improvements by 1920:

Brick, Asphalt, Creosote Wood Block



Nearby Neighborhood Development: Logan (Washburn, First Ward) Park

H.W.S. Cleveland (1814-1900) first came to Minneapolis and St. Paul in 1872. He was an early advocate for the preservation of the banks of the Mississippi River and the natural landscape of Minnehaha Park. In the 1880s he designed a linked system of parks and parkways for Minneapolis (the Grand Rounds) and Saint Paul.



Logan Park (1884) Horace W. S. Cleveland, landscape designer; photo 1904.



1965

Northern and Eastern European Immigration

By 1900, many of the residents who settled around Logan Park were natives of Sweden, Norway and Germany. Natives of Poland and other eastern European countries were also part of the early community. The Logan Park Field House (1913) served as a recreational and educational center for many immigrant families. The year-round facility included a public library and provided a nursery school, a variety of social services, and many types of classes.

Four churches fronted Logan Park: Emmanuel Swedish Lutheran Church (1899); Elim Swedish Baptist Church (1904); St. Peter' Norwegian Lutheran Church (1905); and Immanuel German Lutheran (1911).



Elim Swedish Baptist Church (1904)



Logan Park Fieldhouse (1913), ca. 1940.

Early 20th Century East Side Transportation Development:

- Broadway and Central Avenue grade separations
- Bridging of Broadway and Central Avenue intersection
- Extension of streetcar service along Central Ave: 1893
- Broadway streetcar service: 1891-1914
- Mississippi River bridges: Broadway (1887); Third Avenue (1918)



Broadway and Buchanan Street NE, looking west, ca. 1930



10th Ave SE/ Johnson Street NE, ca. 1950



Mazda Factory on Broadway Avenue streetcar route, ca. 1955

Historic photo and map sources:

Hennepin County Library, Minnesota Historical Society, Borchert Map Library, University of Minnesota, Minneapolis Journal, Minneapolis Tribune



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Where do you live, work, and visit?



Place colored pins on the map to show where you (★) live, (●) work, and (♥) visit. If locations are not on the map, place the dots in the margins.

This information helps us understand who we are reaching!



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