

A newsletter on historic preservation from the State Historic Preservation Office of the Minnesota Historical Society.

Meetings and workshops

Main Street Innovation Lab Webinar Series

The National Trust Main Street Center has launched a series of online seminars featuring Main Street staff and other experts. The sessions are interactive, enabling participants to ask questions. Coming sessions include:

Jan. 8: Design on a Dime, Main Street Style.

April 2: Upstairs Downtown: Successful Upper-Floor Housing Development.

May 7: Green Main Streets: Practical Steps You Can Take Now.

Registration fee: \$25 each. For more information, go to www.mainstreet.org/webinars, call 202-588-6219 or e-mail mswebinars@nthp.org.

CLG grants

Approximately \$78,000 in matching grants will be awarded this spring through the Certified Local Government program. See the Fall 2008 Preservation Planner for details (www.mnhs.org/about/publications/planner.html).

Jan. 9: Preapplication due.

Feb. 20: Final application due.

April 1: Grants Review Committee meets.

Preserve America deadlines

The Preserve America Communities program recognizes communities that protect their historic assets. To apply for designation as a Preserve America community, submit an application by one of this year's quarterly deadlines: **March 1, June 1, Sept. 1** and **Dec. 1**. For more information, go to www.preserveamerica.gov/communities.html.

Central Corridor: Challenge and opportunity

by Britta L. Bloomberg, Deputy State Historic Preservation Officer

Major changes planned for the state's transportation infrastructure have the potential to affect our historic resources in ways both positive and negative.

A case in point: the Central Corridor Light Rail Transit project proposed by the Metropolitan Council – an 11-mile line that will connect downtown Minneapolis and downtown St. Paul. As planning for this major urban transportation link unfolds, historic preservationists find themselves faced with challenges and opportunities to engage on a variety of levels.

Because the Federal Transit Authority (FTA) is providing major funding for the project, Section 106 of the National

Historic Preservation Act comes into play. Section 106 requires that federal agencies consider how historic properties might be affected by their projects; the goal is to seek ways to avoid, reduce and/or mitigate any adverse effects to those historic resources.

Carrying out much of the review work on behalf of the FTA is MnDOT's Cultural Resources Unit, which has identified more than 45 historic properties in the project corridor, including individual buildings and a number of large historic districts –

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Built in 1915 for a film production company, this building at 817-823 University Ave. in St. Paul (pictured ca. 1932) has been identified as eligible for listing on the National Register. It stands along the proposed route for the Central Corridor light rail project.

Central Corridor – continued

the University of Minnesota Campus Mall, Minneapolis's Prospect Park neighborhood, St. Paul's University-Raymond area, the Minnesota State Capitol Mall, the St. Paul Urban Renewal Historic District and Lowertown.

As the Met Council continues to refine its plans, the challenge is to integrate the project design with the character of these historic areas. Many of the historic properties in the project area are expected to experience only minimal effects. But there are concerns about other properties at several points along the corridor, including the State Capitol complex and St. Paul's Union Depot.

In addition to the SHPO and federal, state and local government agencies involved in the Section 106 review, there are other parties participating in the process – groups such as Historic St. Paul, the St. Paul Heritage Preservation Commission, the Prospect Park East River Road Improvement Association, the Preservation Alliance of Minnesota, St. Louis King of France Church and Central Presbyterian Church as well as other individual property owners.

As we have already seen in the Hiawatha light rail corridor, the Central Corridor project will change people's travel habits and bring new development.

We know from experience that historic preservation challenges and opportunities will continue long after the line opens in 2014. Now, as attention focuses on the system's overall design and on new stations at critical junctures, it is time to ensure that the necessary tools are in place to encourage sensitive rehabilitation of historic buildings along the route and in nearby neighborhoods. To get started, let's find ways to assist in rehabilitating the commercial buildings along University Avenue that have been newly identified as historic. ■

Capital grants awarded in 12 counties

Funded by the State of Minnesota through appropriations made by the legislature and approved by the governor, the State Historic Preservation Office's State Capital Projects Grants-in-Aid program assists county and local jurisdictions with historic projects of a capital nature. During the fall grants cycle of fiscal year 2009, 13 grants totaling \$697,506 were awarded.

Clay County: City of Barnesville, \$35,461, Barnesville City Hall window replacement and parapet repair.

Crow Wing County: City of Deerwood, \$100,000, Deerwood Auditorium rehabilitation.

Hennepin County: City of Minnetonka, \$16,500, Charles H. Burwell House HVAC replacement.

Hennepin County: City of Minneapolis, \$100,000, Minneapolis Pioneers and Soldiers Memorial Cemetery preservation.

Isanti County: Isanti County, \$34,350, District No. 1 school preservation.

Kandiyohi County: City of Atwater, \$90,027, Hotel Atwater rehabilitation, phase 1.

Lyon County: City of Minnetonka, \$29,796, O. G. Anderson and Company Store preservation, phase 2.

Mille Lacs County: Mille Lacs County, \$74,200, Mille Lacs County Courthouse drain tile replacement, repointing and main entrance restoration.

Norman County: Norman County, \$50,000, Norman County Courthouse roof replacement.

St. Louis County: Regents of the University of Minnesota, \$75,000, Chester and Clara Congdon Estate (Glensheen) preservation.



The exterior of the Hotel Atwater, built in 1904, will be rehabilitated with funds from a capital grant.

Stearns County: City of Kimball, \$34,096, Kimball Prairie Village Hall HVAC replacement.

Washington County: Washington County, \$10,000, Washington County Courthouse floor tile replacement.

Wright County: City of Delano, \$48,076, Delano Village Hall roof replacement and fire protection. ■

Saved

Ramsey County: Straus Building (1879–82), St. Paul. Designed by prolific architect J. Walter Stevens, this former warehouse in the Lowertown Historic District has been rehabilitated into apartments using federal historic preservation tax incentives. Work included cleaning masonry, repointing mortar joints, restoring the storefront, replacing upper-floor windows and installing a new roof and mechanical system.



Straus Building before (left) and after rehabilitation as apartments.

Renville County: Renville County Courthouse (1902), Olivia. The brick-and-stone, Classical Revival-style courthouse designed by Fremont D. Orff was rehabilitated with funds from the State Capital Projects Grants-in-Aid program. Work included waterproofing the foundation, repairing the chimney, patching and repairing deteriorated stone, repointing, and plastering interior walls.



Renville County Courthouse during (left) and after rehabilitation.

Registration

Recent additions to the National Register of Historic Places:

Hennepin County: Pence Automobile Company Building (1909), 800 Hennepin Ave., Minneapolis. Prepared by Erin Hanafin Berg and Charlene Roise.

Ramsey County: Riverside Hangar (1942), 690 Bayfield St., St. Paul. Prepared by Elizabeth Gales.

Washington County: Stillwater Overlook (1938), Lookout Trail near 63rd Street North, Oak Park Heights. Prepared by Susan Granger, Scott Kelly and Liz Morrison.



Stillwater Overlook's exceptional design quality makes it an outstanding example of wayside rests erected during the formative years of the state highway department's Roadside Development Division. Built of limestone salvaged from the nearby Minnesota Territorial Prison, the overlook is one of the most elaborate designs by prominent Minnesota landscape architect Arthur R. Nichols (1880-1970).



The Pence Automobile Company (shown here on a 1910 postcard) exemplifies the phenomenal growth of the auto trade during the early 20th century. The Classical Revival-style building, designed by Long and Long of Minneapolis, had floors devoted to sales showrooms and offices; automobile assembly, finishing, repair and service; and storage for parts, accessories and completed vehicles.

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Community service through historic preservation

To increase awareness of the benefits of historic preservation, the Advisory Council on Historic Preservation has launched a new program that encourages preservation organizations to create community service opportunities for students and school systems.

The program involves youth in historic preservation through service learning – projects that bridge the gap between the classroom and the larger world. Through their projects, students become ambassadors for history and historic preservation in their schools, homes and communities. Among the many returns for preservation organizations: a new generation of volunteers and future preservation enthusiasts.

To learn more about the benefits of the service learning program, go to http://www.servicelearning.org/instant_info/historic_preservation/index.php.

The site includes examples of community service projects and resources for replicating such projects in your community. ■



Sixth-grade students from Faribault share their history projects with community members as part of their local history curriculum.



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