

Social, Cultural & Heritage Livability Indicators

Livability Indicator Heritage Preservation

Vision

Promote sustainable practices of protecting, maintaining and reusing our historically and culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources. Support future designation of eligible historic districts, buildings, landmarks, landscapes, and resources that serve as significant reminders of the city's and the corridor's history, culture and architecture.

Source: Minneapolis Plan for Sustainable Growth, 38th Street Station Area Master Plan, & Seward Longfellow Greenway Area Plan.

Why is this indicator important?

- Preserving historic properties highlights the people, organizations, trends and cultural heritage which influenced the city's development.
- Reuse and rehabilitation can be a catalyst for other investment and a strategy for sustainable development.
- Maintaining the building stock conserves the energy and resources required to build a new structure.

What do things look like?

Four (4) existing historic listings on the National Register of Historic Places (NRHP) are adjacent to or near the Minnehaha-Hiawatha Corridor:

- Minnehaha Historic District (4 contributing historic properties) is an early city park and recreation area containing natural sites, 1870s rail station, and historic houses.
- Minnesota Soldiers' Home Historic District (11 contributing historic properties) was and is a care center for disabled war veterans and families established in 1887, with a master plan by Horace W. S. Cleveland and the first buildings designed by W. B. Dunnell.
- Minneapolis Pioneers & Soldiers Memorial Cemetery is the city's oldest surviving cemetery, established in 1858.
- The Chicago, Milwaukee and St. Paul Railroad Grade Separation (Midtown Greenway), which was built 1912-1916, is a below-grade railroad trench designed by engineer H.C. Lothholz to eliminate at-grade railroad crossings.

Minnehaha Historic District and Minneapolis Pioneers & Soldiers Memorial Cemetery have both been locally designated by the Minneapolis Heritage Preservation Commission as local historic sites.

Built in 1864, the Chicago, Milwaukee and St. Paul Railway (CM&StP) line, which was originally the Minnesota Central Railway, was the second railroad line to be built in Minneapolis. The railway continues to operate north of 42nd Street and its potential for historic designation is under study.

Modern Foundry



Simmons School



St. James AME Church



Examples of properties that have been inventoried and are recommended to be evaluated for their historic significance.

What do things look like?

A 2008 inventory of the Minnehaha-Hiawatha Corridor identified 27 properties as warranting additional evaluation for their historic significance, including the following:

- CM&StP Railway corridor
- Seven (7) grain mill & elevator complexes
- Eleven (11) other industrial/commercial buildings
- Five (5) houses
- St. James AME Church
- Fire station buildings
- One utility sub-station building

The CM&StP Railway attracted a concentration of grain elevators and mills to the Hiawatha Ave corridor between 1864 and 1930. Beginning in 1898, the area along the CM&StP Railway between East 32nd and East 46th Streets maintained a significant position in the city’s milling and grain storage industry. Seven (7) of these grain elevator and mill complexes still exist and most continue to operate as industrial buildings. The CM&StP Railway corridor and this remaining concentration of grain mills and elevators will be evaluated for their historic significance. Other topics studied included the early African-American community that resided on Snelling Ave.

Previous inventories of potentially historic properties have identified 13 properties, including: “Grain Elevator District” between 34th and 39th Streets on Hiawatha Avenue, Purina Mills Complex, Simmons School, St. James AME Church, one fire station building, NSP station, two fraternal lodge buildings, and one house.

The existing stock of residential and non-residential buildings in the corridor includes approximately 87% that were built more than 50 years ago (1958), which is one of the minimum thresholds for a building to be considered for listing on the NRHP. Local designation does not always have this age requirement.



CM&StP Railway corridor



Grain mills & elevators along Hiawatha

How to measure future success?

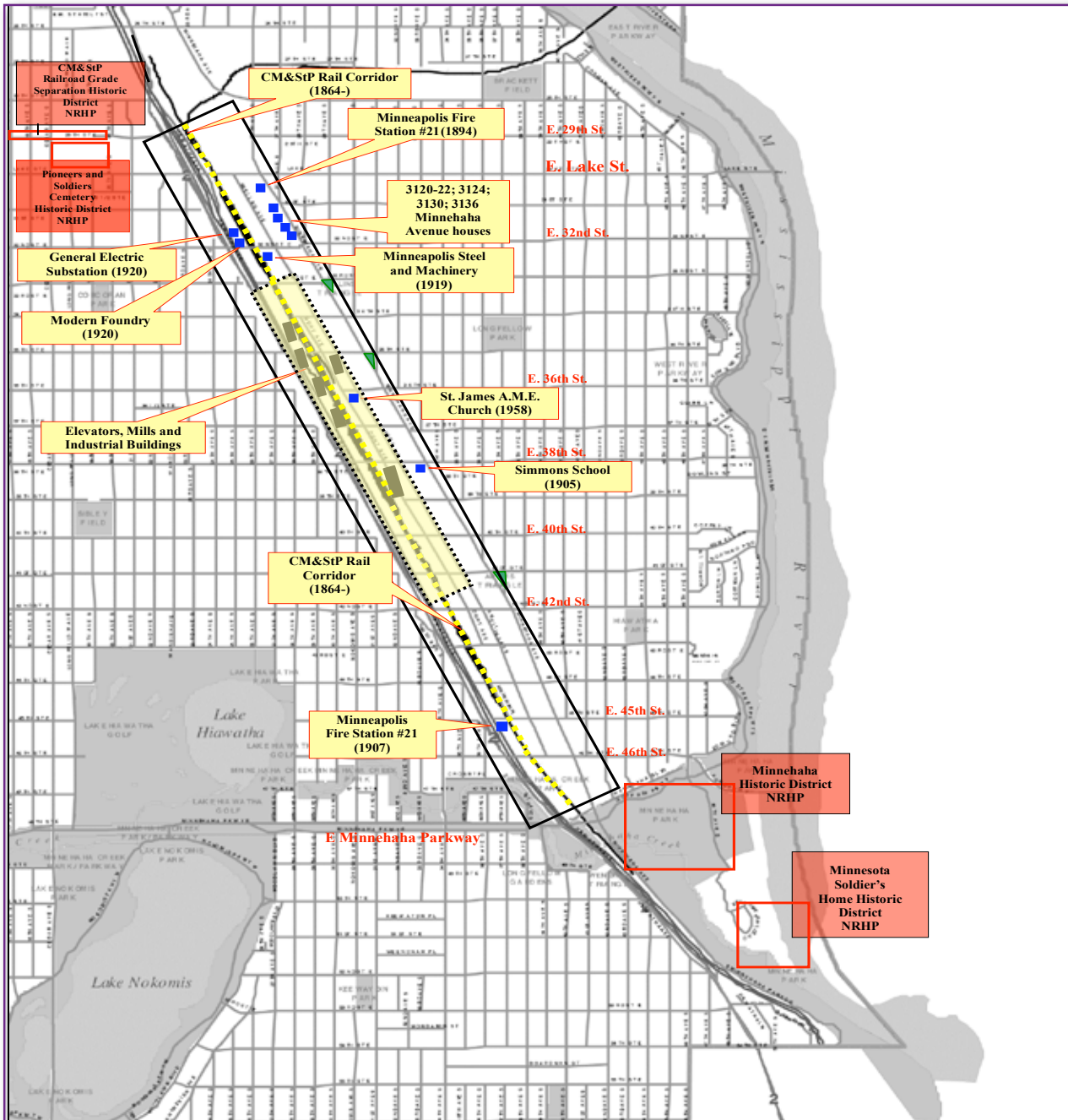
1. Number of sites eligible for the NRHP.
2. Number of sites listed on the NRHP.
3. Number of sites locally designated as historic resources.
4. Number of historic sites that are preserved versus demolished.
5. Number of initiatives begun to research and/or protect community history and evolution.

Trends Since 2004

- In 2008, the *Historic Context Development and Cultural Resources Evaluation (Part I)* was completed for the Minnehaha-Hiawatha Corridor.
- In 2008 the City began conducting a survey of the Hiawatha, Howe and Longfellow neighborhoods to compile existing historical research and make recommendations for potential landmarks and districts.
- In 2007, the Purina Mills Complex was found to be individually ineligible for NRHP designation.
- In 2006, the Minneapolis Pioneers & Soldiers Memorial Cemetery was designated as a local historic landmark.
- In 2005, the Simmons School (built in 1905) was inventoried as a potentially eligible historic site in the *Minneapolis Public Schools Historic Context Study*.

Livability Indicator Heritage Preservation

Existing Historic Districts and Inventoried Properties for Further Evaluation, 2007-2008



HISTORIC CONTEXT DEVELOPMENT and CULTURAL RESOURCES EVALUATION

Minnehaha-Hiawatha Corridor Development Framework

NRHP-Listed Districts ■

Grain Mill, Elevator, and Industry Inventory Area

CM&STP Rail Corridor

Other Inventoried Properties ■

LANDSCAPE RESEARCH LLC 2008

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**Inventory
Results
2007-2008**

Grain Industry Property Inventory, 2007-2008



**HISTORIC CONTEXT DEVELOPMENT
and CULTURAL RESOURCES EVALUATION**
Minnehaha-Hiawatha Corridor Development Framework

Grain Industry Properties

LANDSCAPE RESEARCH LLC 2008 N ▲

**Grain Industry
Property
Inventory
2007-2008**

Livability Indicator Safe Community

Vision

Residents will feel safe in their homes and actively engaging in the neighborhood. Customers, business owners and employees will be able to safely shop and work. Students will be able to arrive and leave school safely. Students and teachers will not be distracted from learning due to safety concerns once at school.

Source: Minneapolis Plan for Sustainable Growth, Hennepin County Transportation Plan, and 38th Street Station Area Master Plan

Why is this indicator important?

- Real or perceived lack of safety can prevent residents from moving into and remaining in the neighborhood.
- Businesses can have a hard time attracting customers and/or employees without a safe environment.
- Students are less successful in school if they are distracted by concerns of safety.
- Sense of community is lost as community members reduce their level of engagement.
- Appearance of the neighborhood suffers as vandalism increases and people take less pride in their property.

What do things look like?

During the public input process, both residents and businesses expressed concerns about crime and safety. Changing perceptions about safety and crime can be as important as reducing actual crime rates. Surveys of businesses were conducted in 2007 as part of the Minnehaha-Hiawatha Corridor Market Analysis. The surveys included 114 retail and 74 non-retail businesses (e.g. manufacturing, wholesale, construction, etc.). While the question of safety was not specifically asked, crime and safety concerns were identified as one of the weaknesses of locating a business in the corridor. Crime was identified as a weakness by 15% of non-retail businesses and 14% of retail businesses. Non-retail businesses also identified graffiti 10% of the time and vandalism 8% of the time.

The Minneapolis School District annually surveys its students and teachers in eleven categories, one of which is safety. In addition to school staff, students in grades 5, 8 and 11 are provided the survey. This annual survey provides insight into perceptions of safety within the school buildings as well as the neighborhoods. The Schools map, which can be found in the Existing Context - Demographics section of the Introduction & Background chapter, shows the locations of the schools within and nearby the Minnehaha-Hiawatha Corridor.

Minneapolis School District 2008-2009 Survey Results

School (Grades)	Students Feel Crime & Violence is a Problem in Neighborhood Around School		Students Feel Safe in School Building		Teachers Feel Safe in School Building	
	School	District *	School	District*	School	District*
Hiawatha (K-5)	11%	25%	86%	94%	88%	97%
Longfellow (PK-5)	36%	25%	97%	94%	89%	97%
Sullivan (PK-8)	25%	33%	71%	83%	100%	92%
Northrop (K-5)	29%	25%	96%	94%	97%	97%
Sanford (6-8)	19%	27%	84%	83%	100%	95%
Folwell (6-8)	37%	27%	85%	83%	100%	95%
Roosevelt (9-12)	27%	34%	96%	89%	95%	93%
South (9-12)	52%	34%	90%	89%	97%	93%

** District refers to the district average for that type of grade configuration, e.g. all elementary schools have the same district average. Shaded percentages indicate individual school survey results that are worse than the district average.*

What do things look like?

Crime data for the study area was accessed from the Minneapolis Police Department for the years 2003 through 2007. The data was analyzed using the National Uniform Crime Report hierarchy for crime reporting into the categories of “crimes against persons” and “crimes against property.” Reported crimes in and around the study area are also shown on the two maps on the following pages.

Crimes in the Study Area Between 2003 to 2007

	2003	2004	2005	2006	2007
Crimes Against Persons					
Aggravated Assault	10	6	9	15	19
Homicide	0	0	2	1	0
Rape	2	2	1	7	6
Crimes Against Property					
Arson	5	4	2	2	3
Burglary	47	59	55	55	60
Motor Vehicle Theft	39	36	38	32	51
Robbery	17	15	23	20	22
Theft	487	404	316	262	261

The annual Neighborhood Policing Plans for the Longfellow, Howe and Hiawatha neighborhoods were examined to gain a broader perspective of crimes in and around the study area. These plans track crime statistics, neighborhood concerns, and the policing strategy by year. Identified neighborhood crime concerns include auto theft; burglary of dwellings; graffiti; nuisance crimes such as parties and disorderly houses; personal safety on the street due to robbery and aggravated assault; and lack of police presence in the neighborhoods.

Also important is a person’s ability to move around safely, whether walking, bicycling or driving a car. Information about these topics can be found in the Walkability and Mobility Choice Indicators in the Mobility Section of this report.

Neighborhood Policing Plans’ Crime Statistics 2005 to 2007

	Longfellow			Howe			Hiawatha		
	2005	2006	2007	2005	2006	2007	2005	2006	2007
Robbery	59	43	42	15	32	11	14	11	7
Aggravated Assault	40	47	45	15	11	19	4	5	13
Burglary	112	131	128	99	96	78	91	69	62
Auto Theft	97	93	62	84	63	55	39	33	40

How to measure future success?

1. Business survey results show decreases in crime concerns.
2. Annual school survey results show students and teachers in schools will feel equally as or more safe than district averages and annual improvements.
3. Police crime reports show decreases in crimes.

Trends since 2004

- In 2008 the City of Minneapolis and the Minneapolis School District announced a “Safe Routes to Schools” partnership. This initiative promotes walking and biking to school and encompasses strategies to get children and communities more physically active. Hiawatha Elementary was one of five schools implementing a bike/walk safety curriculum. The school will receive new street traffic signals, more visible sidewalk treatments, and new bike parking facilities.
- In 2007, the Minneapolis Police Department initiated its neighborhood policing plans to focus on neighborhood concerns.

Crimes Against Persons (2003-2007)



Crimes Against Property (2003-2007)

